

Pierce County

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Appendix B

Scenario #29 – Closure of All Bridges over Puyallup River

A. General Information

Both land and marine routes serve as suitable alternatives for this scenario involving the closure of all bridges. The land route (eastern route) alternative entails diverting traffic at I-90, SR 97, I-82, I-84, I-205 to I-5 in Olympia. The maritime routes include a Bremerton/Seattle Ferry alternative as well as a Downtown Tacoma/Des Moines route, a Browns Point/Downtown route and a Point Defiance/Des Moines route. See Maps and Alternate Routing Plan for specific and additional information.

The Puget Sound could be used as an additional transportation corridor for freight and passenger-only ferries.

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. Kitsap County Department of Emergency Management (DEM)
3. Pierce County Department of Emergency Management (DEM)
4. 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 through 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. Kitsap County Emergency Operations Center will notify the jurisdictions with which they have inter-local agreements including Bainbridge Island, Port Orchard, Bremerton and Poulsbo as well as the S'Klallam and Suquamish Tribes.
3. 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.
4. 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

Route 16 to Route 3 to Washington State Ferry Terminals on the Olympic Peninsula can be used for traffic headed north to Seattle. There are other alternatives available 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. 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. Other alternatives include: 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. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

3. Long Term Options

Long Term options include truck restrictions due to unsafe truck routes, truck preferences, changing HOV rules, constructing HOV Bypass to ease bottleneck, convert shoulder to driving lanes, establishing new transit service via ferry connections, establish new ferry service and increase ferry services, freeway ramp metering, freeway ramp closure at interchanges near closure point and incorporating technology in traffic signal interconnects. New 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

Browns Point Marinas



Point Defiance

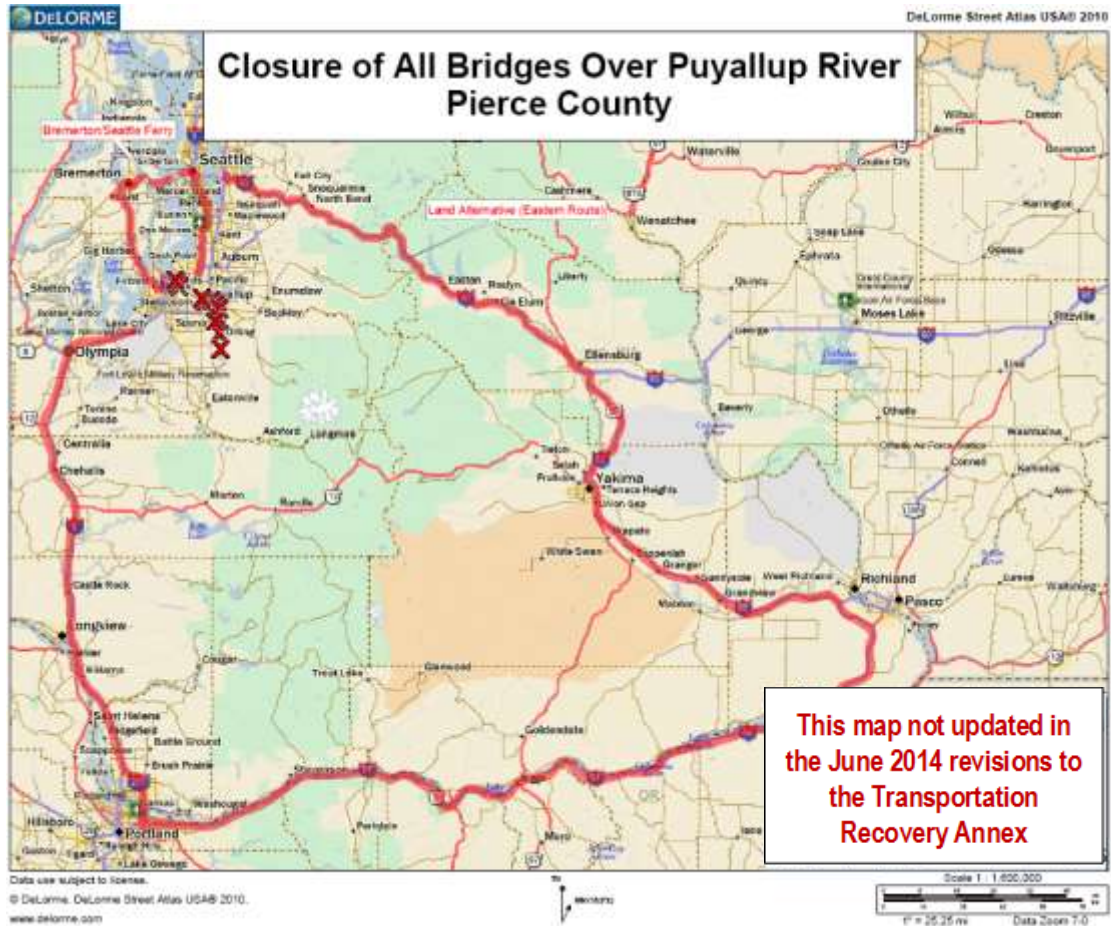


Des Moines Marina



Downtown Tacoma





Note: Coordination required with State of Oregon for I-84 route.

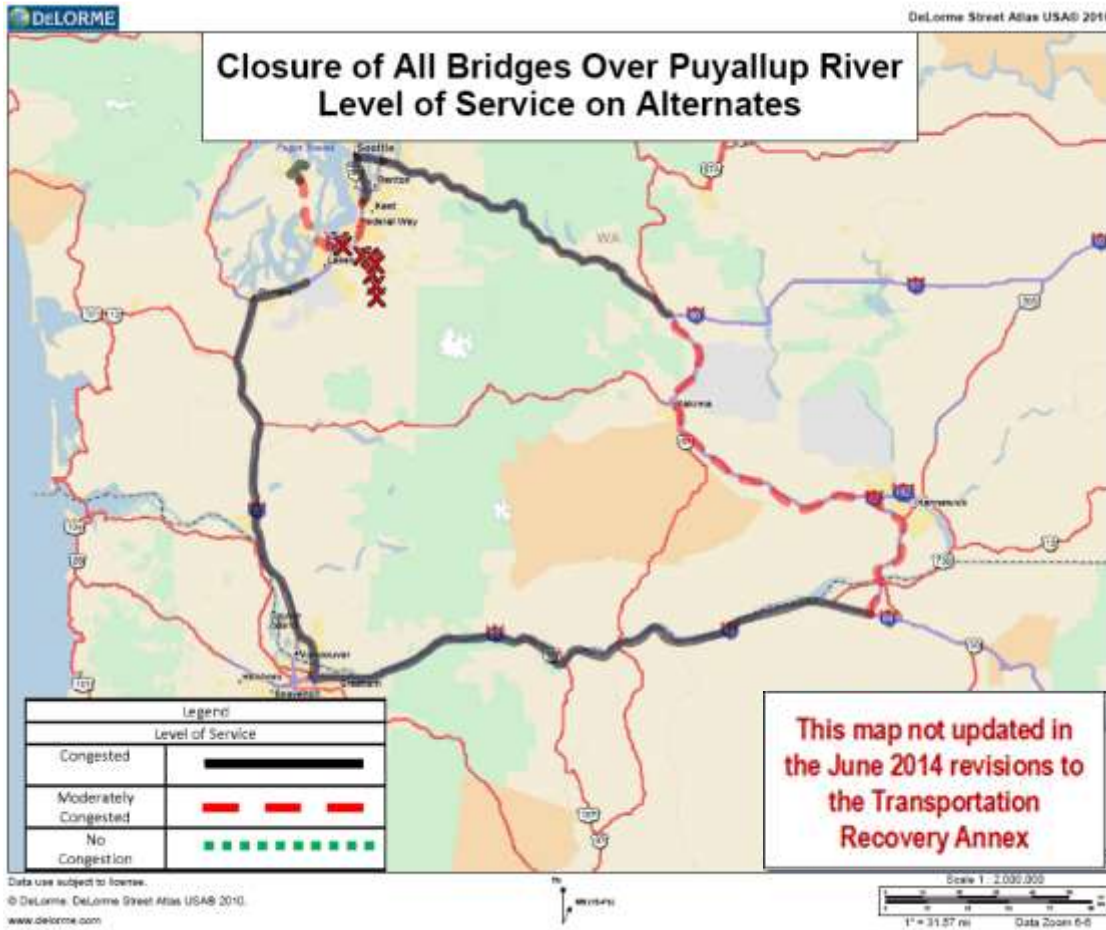
Note: New Maritime Museum on Dock Street in Tacoma is a preferred alternative passenger only ferry service to Tacoma for Transit pick up and drop off.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
29 - Closure of all Bridges over Puyallup River – Pierce County	
North to South (Ferry Route)	South to North (Ferry Route)
I-5 Northbound - Tacoma Area	I-5 Northbound – Tacoma Area
I-5 Southbound (Exit 164B) (4 th Ave South)	I-5 Northbound Exit 132 – SR 16 Westbound
Ramp to 4 th Ave S	Ramp to SR 16 Westbound
4 th Ave S Southbound	SR 16 Westbound
SR 519 Northbound (Royal Brougham) (Traffic Sig.)	SR 16 Westbound Exit for SR 3 North (Gorst)
SR 519 Northbound (Royal Brougham Way West)	SR 3 Northbound
SR 519 Northbound (Alaskan Way) (Traffic Signal)	SR 3 Northbound Exit 36 for SR 304 Eastbound
SR 519 Northbound (Alaskan Way to Ferry Term.)	SR 304 Eastbound (S Charleston Blvd)
Seattle Ferry Terminal	Sr 304 Eastbound (Callow Ave N)
Ferry (Seattle/Bremerton)	SR 304 Eastbound (Burwell St) (Traffic Signal)
SR 304 Westbound (Pacific Ave)	SR 304 Eastbound (Warren Ave N) (Traffic Signal)
SR 304 Westbound (Burwell St)	4 th St Eastbound (Traffic Signal)
SR 304 Westbound (Callow Ave N) (Traffic Signal)	SR 304 Eastbound (Pacific Ave) (Traffic Signal)
SR 304 Westbound (S Charleston Ave)	Bremerton Ferry Terminal
SR 304 Westbound (S Charleston) Ramp to SR 3	Ferry (Bremerton/Seattle)
SR 3 Southbound	Seattle Ferry Terminal
SR 3 Southbound Exit for SR 16 Eastbound	SR 519 Southbound (Alaskan Way)
SR 16 Eastbound	SR 519 Southbound to S Atlantic St Eastbound
SR 16 Eastbound Exit for I-5 (Tacoma Area)	S Atlantic St Ramp to I-5 Southbound
	I-5 Southbound to Tacoma Area

Note: Passenger only ferry alternative possible Downtown Tacoma, Point Defiance, Des Moines (see Map).

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
29 - Closure of all Bridges over Puyallup River – Pierce County	
North to South (Secondary I-5 Through Traffic)	South to North (Secondary I-5 Through Traffic)
I-5 to I-90	I-5 Southbound – Tacoma Area
I-90 Eastbound Exit 110 (I-82)	I-5 Southbound
I-82 Eastbound (to Oregon State Line)	I-5 Southbound Exit 7 (I-205 Southbound)
I-82 Eastbound Exit for I-84 Westbound	I-205 Southbound (to Oregon State Line)
I-84 Westbound	I-205 Southbound Exit for I-84 Eastbound
I-84 Westbound Exit for I-205 Northbound	I-84 Eastbound
I-205 Northbound (to Washington State Line)	I-84 Eastbound Exit for I-82 Westbound
I-205 Northbound Exit for I-5 Northbound	I-82 Westbound (Washington State Line)
I-5 Northbound (Interchange 7)	I-82 Westbound to I-90
I-5 Northbound	I-90 Westbound (Interchange 110)
I-5 Northbound (to Tacoma area)	I-90 Westbound to Seattle Area



Puget Sound Regional Transportation Recovery Plan					
29 - Closure of All Bridges over Puyallup River - Pierce 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				√	
HOV Rules - Change			√		I-5 HOV-3, HOV-4
Construct HOV Bypass			√		Bottleneck Areas
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			√		Des Moines /Tacoma/Browns Pt./Point Defiance
Ferry Service Increase Existing		√	√		Bremerton/Seattle
Congestion Pricing			√		Tacoma Narrows
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		
Alternating Driving Days		√	√		
Bike Lanes			√		
Tolling Adjustments			√		Tacoma Narrows
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					
29 - Closure of All Bridges over Puyallup River - Pierce 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					
29 - 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 #30 – Closure of the Tacoma Narrows Bridge

A. General Information

For the closure of the Tacoma Narrows Bridge, there is one route presented as alternative for this scenario. The primary route entails diverting traffic from SR 16 onto SR 3 in Gorst to US 101 to I-5. In addition, the Puget Sound (Tacoma Narrows) could be used as an additional transportation corridor for passenger-only ferries. 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. Kitsap County Department of Emergency Management (DEM)
2. Mason County Office of Emergency Management (OEM)
3. Pierce County Department of Emergency Management (DEM)
4. 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 through 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. Kitsap County Emergency Operations Center will notify the jurisdictions with which they have inter-local agreements including Bainbridge Island, Port Orchard, Bremerton and Poulsbo as well as the S'Klallam and Suquamish Tribes.
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 Muckleshoot and Snoqualmie Tribes.
3. 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.
4. 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

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.

The Tacoma Narrows Bridge is located over a navigable waterway. Thus, opening and closing of the bridge is subject to the U.S. Coast Guard approval.

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: Staggered Work Shifts, Compressed work week, Eliminate/Restrict Parking on SR 3, 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. 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 in Shelton depending on time of day; changing HOV rules, establishing new HOV lanes, convert shoulder to driving lanes, establishing new transit service via ferry connections, establishing new ferry service, and freeway ramp metering.

New passenger-only ferry service may be a viable option due to congestion. 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

Point Defiance



Gig Harbor





Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
30 - Closure of SR 16 Tacoma Narrows Bridge – Pierce County	
North to South Routing	South to North Routing
SR 3 Southbound in Gorst	SR 16 Southbound
Note: Local traffic from Gig Harbor must use SR 16 Northbound to Gorst	I-5 Southbound (Interchange 132) to Olympia
SR 3 Southbound to Shelton	I-5 Southbound (Exit 104)
SR 3 Southbound (E Pine St)	US 101 Northbound to Shelton
SR 3 Southbound (N Front St)	SR 3 Northbound (SE Olympic Hwy S)
SR 3 Southbound (W Railroad Ave)	SR 3 Northbound (Olympic Hwy S)
SR 3 Southbound (N 1 st St)	SR 3 Northbound (N 1 st St)
SR 3 Southbound (Olympic Hwy S)	SR 3 Northbound (W Railroad Ave)
SR 3 Southbound (SE Olympic Hwy S)	SR 3 Northbound (N Front St)
US 101 Southbound to Olympia	SR 3 Northbound (E Pine St)
I-5 Northbound (Interchange 104) to Tacoma	SR 3 Northbound to Gorst
I-5 Northbound (Exit 132)	SR 3 Northbound
Note: Local traffic to Ruston and University Place uses SR 16 Northbound	Note: Local traffic to Gig Harbor must use SR 16 Southbound at Gorst

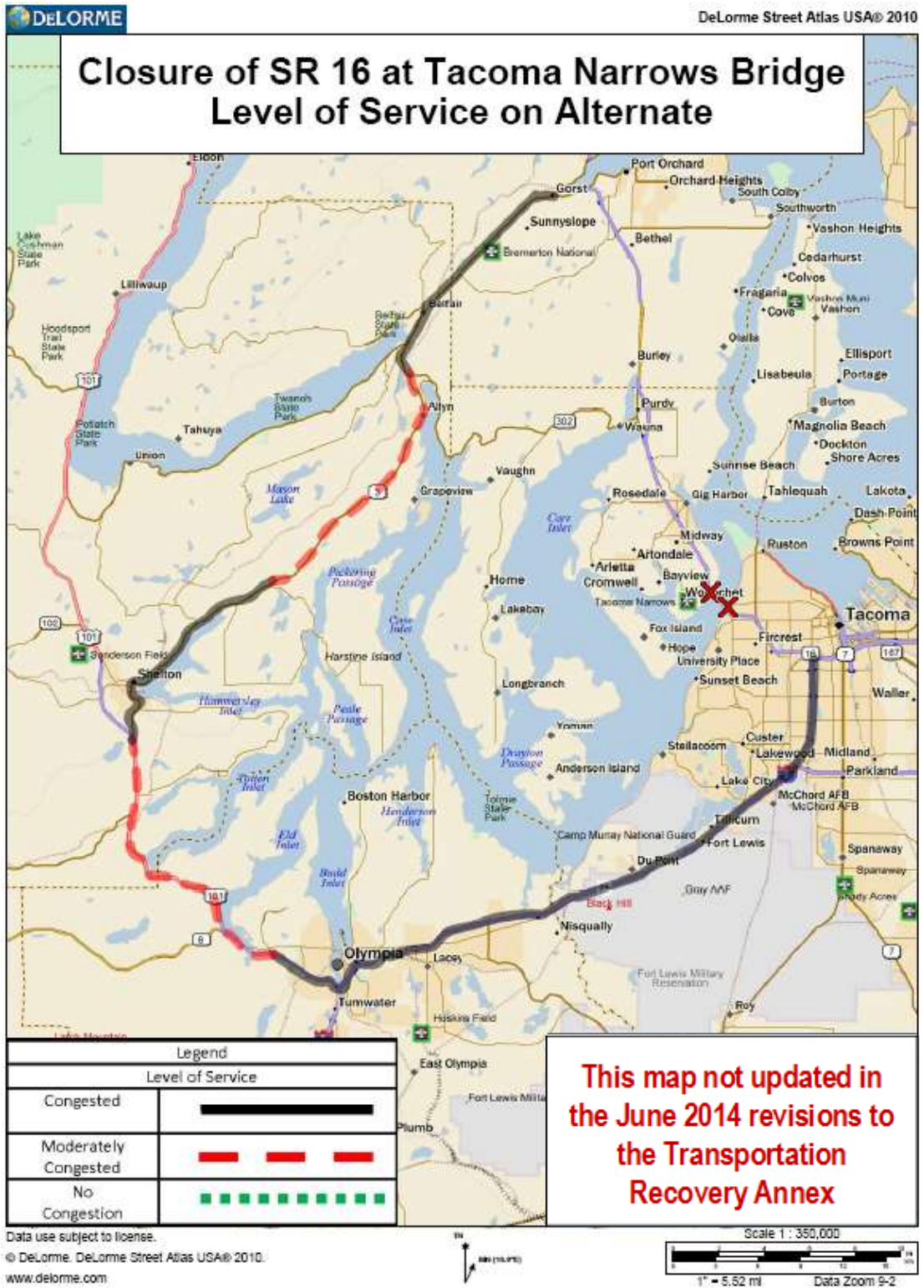
Note: Regional through traffic originating or destined for areas south of Olympia must be routed on and off this regional alternative route at I-5 in Olympia.

Note: Possible passenger only ferry service from Point Defiance to Gig Harbor.

Note: Two Way Traffic is possible on one span of Tacoma Narrows Bridge using crossover roadways.

Note: Steilacoom Ferry Dock may be an alternative for a maritime route for south bound bridge traffic.

Note: Maritime Pier (N of Tides Tavern) in Gig Harbor and Maritime Museum dock and parking area may be a better option for a Gig Harbor-Tacoma maritime route.



Puget Sound Regional Transportation Recovery Plan					
30 - Closure of SR 16 at Tacoma Narrows Bridge					
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-5
HOV Rules - Change			√		HOV 2, HOV 3, HOV 4
Construct HOV Bypass				√	
Ramp Metering			√		I-5
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions		√	√		Shelton (Time of Day)
Truck Preferences				√	
Shoulder - Convert to Driving Lane			√		I-5
Parking Eliminate/Restrict		√	√		SR 3
Turn Prohibitions				√	
Ferry Service Relocation				√	
Ferry Service New			√		Point Defiance/Gig Harbor
Ferry Service Increase Existing				√	
Congestion Pricing				√	
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand		√	√		
Alternating Driving Days				√	
Bike Lanes				√	
Tolling Adjustments				√	
Transit Service New			√		Connect to Ferry
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					
30 - Closure of SR 16 at Tacoma Narrows Bridge					
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					
30 - 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 #31 – Closure of I-5/SR 16 Interchange

A. General Information

Stakeholders presented two routes as suitable alternatives for the closure of I-5 SR 16 Interchange. The primary route entails diverting traffic from the I-5 SR 16 interchange onto SR 512 to SR 167 to I-405 back onto I-5. This is strictly a local alternative and would not be suitable for freight trucks. Passenger only ferry service could be established between Des Moines and Tacoma. 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. City of Tacoma

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 through 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.

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 establishing or expanding Park and Ride lots. The installation of additional traffic lights and one-way routing for east/west couplets would be suitable. 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 Tacoma Way, Union, and Center. Other alternatives include: 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 preferences such as port access from Diversion Rt., changing HOV rules, convert shoulder to driving lanes at E 26th St Ramp, establishing new transit service via ferry connections, freeway ramp metering, and incorporating technology in traffic

signal interconnects at S 56h St, Tacoma Way, Union. See Appendix E – Roadways Toolbox for further information.

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

H. Site Images for Alternative Route Landing Sites

Browns Point Marinas



Point Defiance



Des Moines Marina

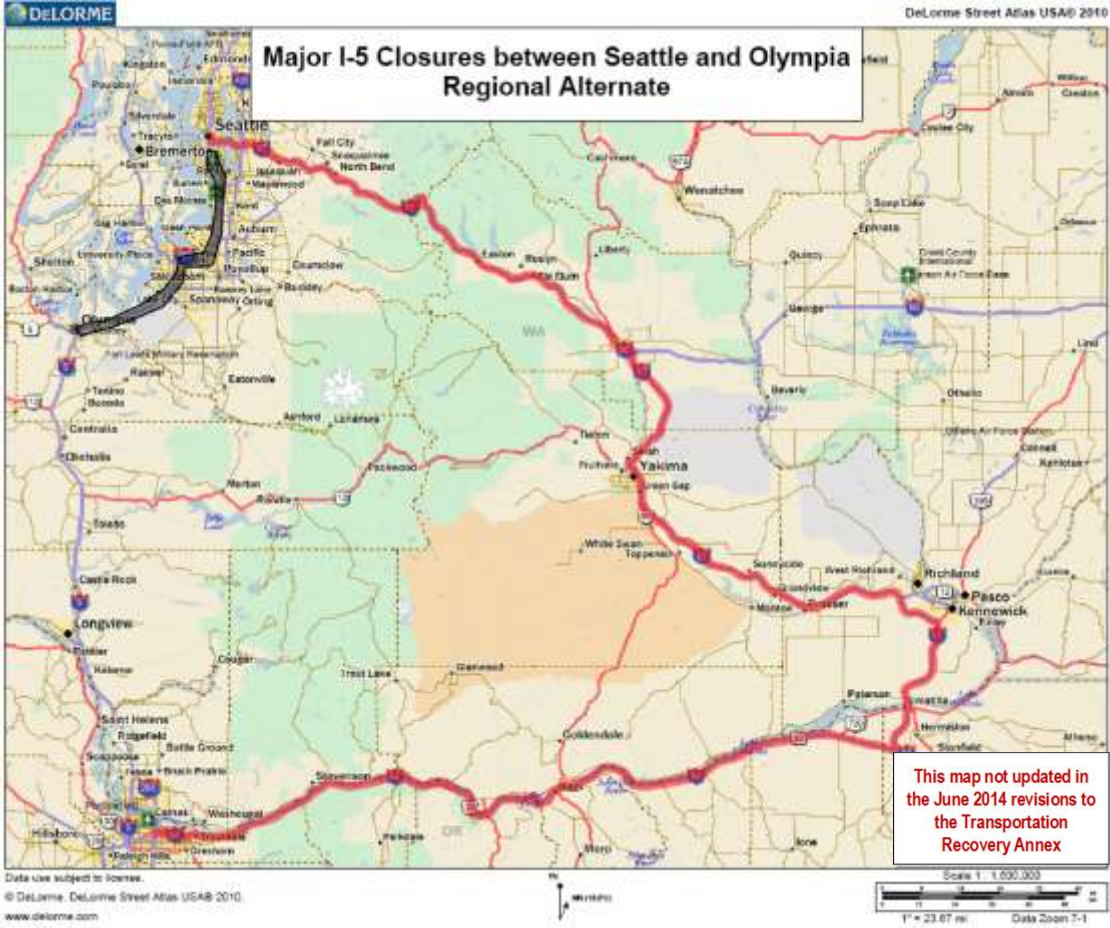


Downtown Tacoma









Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
31 - Closure of I-5 SR 16 Interchange (Local Traffic Alternative) – Pierce County	
I-5 Through Traffic North to South	I-5 Through Traffic South to North
I-5 Southbound I-5 Southbound Exit 133 (SR 7 Southbound) SR 7 Southbound SR 7 Southbound Exit for SR 7 South (38 th St West) S 38 th St Westbound S 38 th St Westbound Ramp for I-5 Southbound (TS) I-5 Southbound (Interchange 132) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 132 (S 38 th St) S 38 th St Eastbound SR 7 Northbound (S 38 th St) SR 7 Northbound Exit for SR 7 North (to I-5) SR 7 Northbound SR 7 Northbound Exit for I-5 Northbound I-5 Northbound
I-5 (North) Southbound to SR 16 North to West (One-Way Couplet)	SR 16 to I-5 North West to North (One-Way Couplet)
I-5 Southbound I-5 Southbound Exit 133 (I-705 Northbound) Ramp to E 26 th St (Tacoma Dome) E 26 th St Westbound (Traffic Signal) Pacific Ave Northbound S 25 th St Westbound Center St Westbound S Union Ave Northbound S Union Ave Northbound Ramp to SR 16 North SR 16 Northbound	SR 16 Southbound SR 16 Southbound Exit to Union Ave. S Union Ave Southbound S Union Ave Southbound Exit for S Tacoma Way S Tacoma Way Eastbound S 26 th St Eastbound (Traffic Signal) A St Southbound A St Southbound Ramp for I-5 Northbound Ramp for I-5 Northbound I-5 Northbound
I-5 (North) to SR 16 South to West (One-Way Couplet)	SR 16 to I-5 (North) West to South (One-Way Couplet)
I-5 Northbound I-5 Northbound Exit 132 (S 38 th St West) S 38 th St Westbound S 38 th St Westbound to S Union Ave Northbound S Union Ave Northbound S Union Ave Northbound Ramp to -SR 16 Northbound (Traffic Signal) SR 16 Northbound	SR 16 Southbound SR 16 Southbound Exit to Union Ave. S Union Ave Southbound S 38 th St Eastbound (Traffic Signal) S 38 th St Eastbound S 38 th St Eastbound Ramp to I-5 Southbound I-5 Southbound (Interchange 132) I-5 Southbound
I-5 (South) to SR 16 South to West	SR 16 to I-5 (South) West to South
I-5 Northbound I-5 Northbound Exit 130 (S 56 th St West) S 56 th St Westbound S 56 th St Westbound to S Tacoma Wy Northbound S Tacoma Way Northbound to South Union Ave South Union Ave Northbound S Union Ave Northbound Ramp to -SR 16 Northbound (Traffic Signal) SR 16 Northbound	SR 16 Southbound SR 16 Southbound Exit to Union Ave. S Union Ave Southbound to South Tacoma Way South Tacoma Way Southbound S 56 th St Eastbound (Traffic Signal) S 56 th St Eastbound S 56 th St Eastbound Ramp to I-5 Southbound I-5 Southbound (Interchange 130) I-5 Southbound

Note: One Way Couplet using Tacoma Way (Eastbound) and Center St (Westbound).

Note: Routing provides circumferential route. Directional signing should be based on Route and compass direction (e.g. To SR 16 and Points West).

Note: Portland Ave could be used for through traffic.

Note: Local consideration to use 19th St.

Note: Temporary signal(s) may be necessary at 36th St.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
31 - Closure of I-5 SR 16 Interchange – Pierce County	
I-5 Through Traffic North to South	I-5 Through Traffic South to North
I-5 Southbound	I-5 Northbound
I-5 Southbound Exit 154 (I-405)	I-5 Northbound Exit 127 (SR 512)
I-405 Northbound	SR 512 Eastbound
I-405 Northbound Exit 2 (SR 167)	SR 512 Eastbound Exit for SR 167
SR 167 Southbound	SR 167 Northbound
SR 167 Southbound Exit for SR 512	SR 167 Exit for I-405
SR 512 Westbound	I-405 Southbound (Interchange 2)
SR 512 Westbound Exit for I-5	I-405 Southbound Exit for I-5 Northbound
I-5 Southbound (Interchange 127)	I-5 Northbound

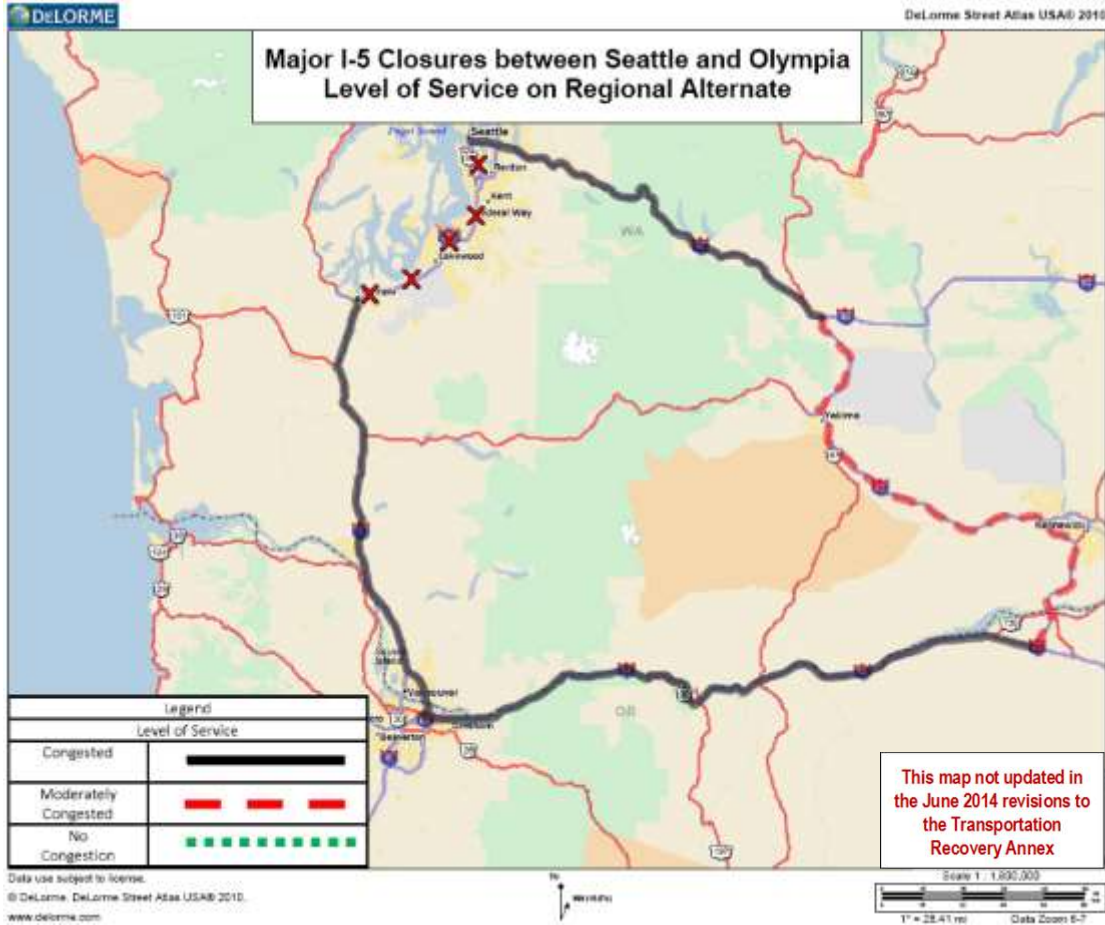
Note: Regional I-5 Traffic can access SR 16 via local alternative (see local routing).

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
31 - Closure I-5 SR 16 Interchange – Pierce County	
North to South Regional Routing	South to North Regional Routing
I-5 to I-84 (in Oregon)	I-5 (Seattle Area) to I-90 Eastbound
I-84 Eastbound	I-90 Eastbound
I-84 Eastbound to I-82 Westbound	I-90 Eastbound to I-82 Eastbound
I-82 Westbound	I-82 Eastbound
I-82 Westbound to I-90 Westbound	I-82 Eastbound to I-84 Westbound
I-90 Westbound	I-84 Westbound
I-90 Westbound to I-5 (Seattle Area)	I-84 Westbound to I-5 (Portland Area)

Note: This is the preferred Regional Diversion Route.

Note: Diversion to I-84 in Oregon State to I-82 to I-90 should be considered to bypass entire I-5 Corridor in Pierce County. Coordination required with Oregon. (See Map)





Puget Sound Regional Transportation Recovery Plan					
31-Closure of I-5 SR 16 Interchange – Pierce County					
Mitigation Strategies					
Strategy	Implementation				Comments
	Short-Term	Mid-Term	Long-Term	Not Feasible Or N/A	
Alternative Routing	√	√	√		One way couplet
Adjust Traffic Signal Timings	√	√	√		
Contra-flow Lanes New				√	
HOV Lanes – Convert		√	√		
HOV Lanes – New			√		
HOV Rules - Change			√		HOV 3, HOV 4
Construct HOV Bypass				√	
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions				√	
Truck Preferences	√	√	√		Port Access from Diversion Rt.
Shoulder - Convert to Driving Lane			√		E 26 th St Ramp
Parking Eliminate/Restrict	√	√	√		Tacoma Way, Union, Center
Turn Prohibitions	√	√	√		Tacoma Way, Union, Center
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			√		S 56 th St, Tacoma Way, Union
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					
31 - 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 #32 – Closure of I-5 over the Puyallup River

A. General Information

Stakeholders identified two routes as suitable alternatives under this scenario involving closure of I-5 over the Puyallup River. The primary route entails diverting traffic from the I-5 onto SR 512 to SR 167 to I-405 back onto I-5. There are also several local and port access alternatives that can accommodate this scenario. Passenger only ferry service may be implemented between Des Moines and Tacoma. 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. City of Tacoma
4. Port of Tacoma

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 through 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. Pierce County Emergency Management 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 interlocal 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.
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

Shareholders 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 Van/Carpool incentives. Other alternatives include: 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 preferences such as the port access; tolling adjustments on SR 167, changing HOV rules, convert shoulder to driving lanes on SR 512 and

SR 167, establishing new transit services and expanding existing transit services, 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. See Appendix F – Waterways Toolbox for maritime alternatives for restoration of the transportation network.

H. Site Images for Alternative Route Landing Sites

Browns Point Marinas



Point Defiance

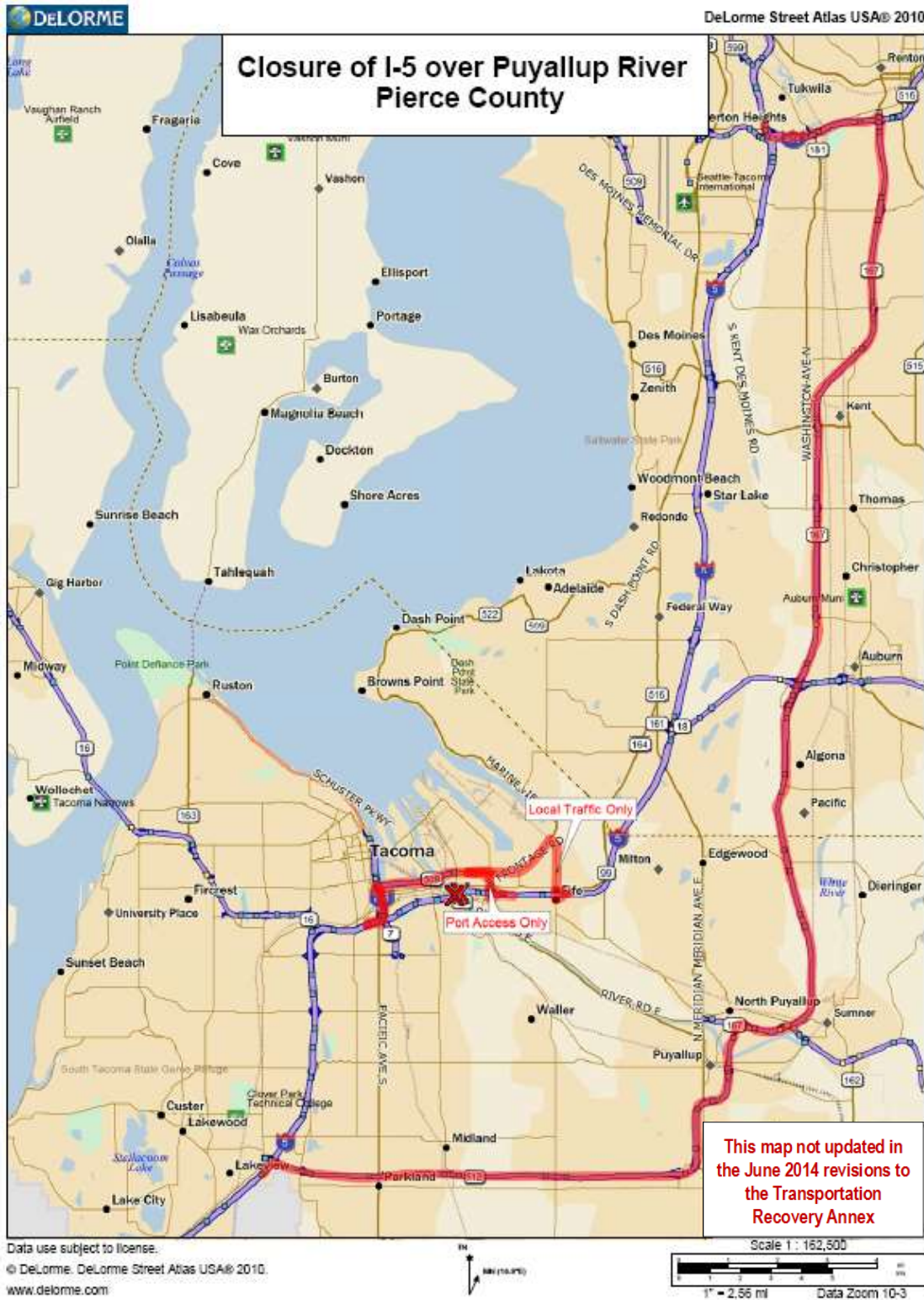


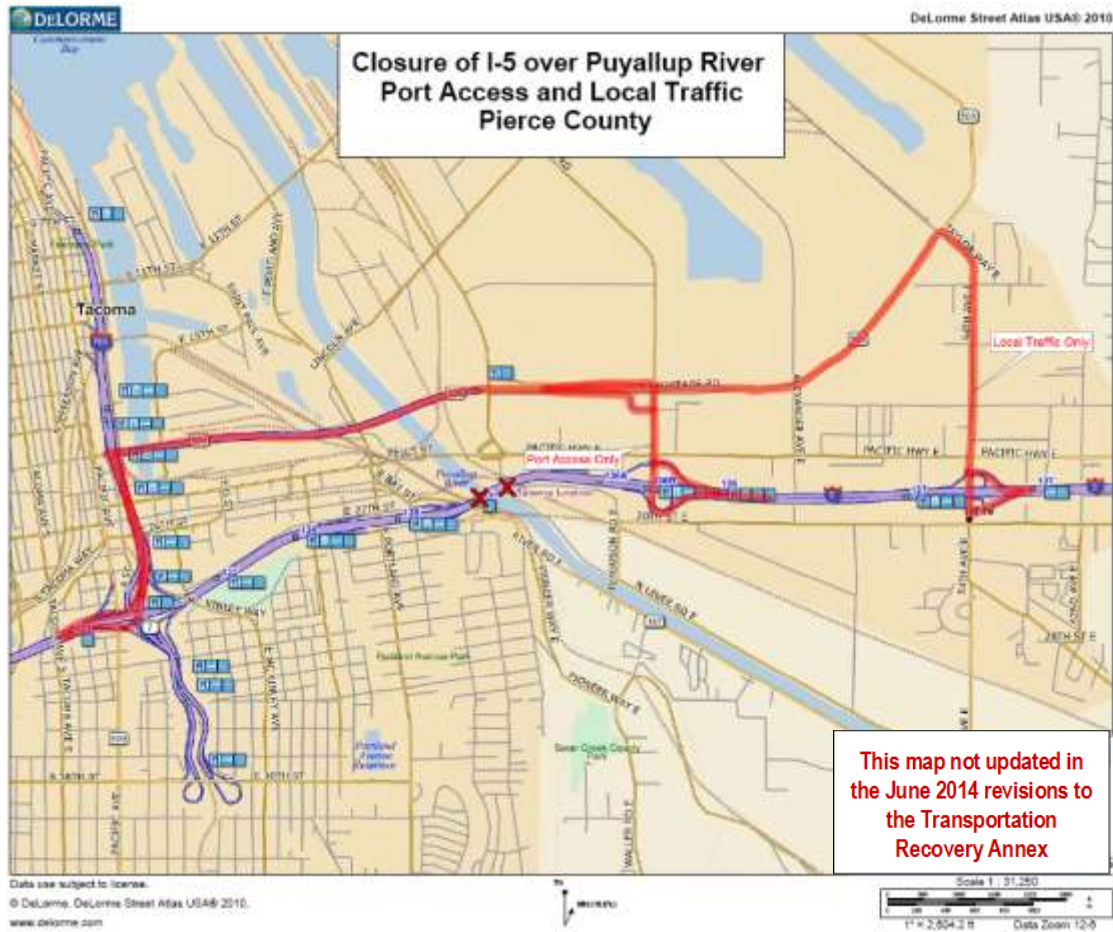
Des Moines Marina



Downtown Tacoma







Notes: Truck traffic will block the intersection at Alexander Avenue and SR 509 which can block alternate route.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
32 - Closure of I-5 over Puyallup River – Pierce County	
North to South Routing	South to North Routing
I-5 Southbound	I-5 Northbound
I-5 Southbound Exit 154 (I-405)	I-5 Northbound Exit 127 (SR 512 Eastbound)
I-405 Northbound	SR 512 Eastbound
I-405 Northbound Exit 2 to SR 167 Southbound	SR 512 Eastbound Exit to SR 167 Northbound
SR 167 Southbound (Traffic Signal)	SR 167 Northbound
SR 167 Southbound	SR 167 Northbound Exit for I-405 Southbound
SR 167 Southbound Exit to SR 512 Westbound	I-405 Southbound
SR 512 Westbound	I-405 Southbound Exit for I-5 Northbound
SR 512 Westbound Exit to I-5 Southbound	I-5 Northbound (Interchange 154)
I-5 Southbound (Interchange 127)	I-5 Northbound
I-5 Southbound	

Note: This is the Regional Diversion Route.

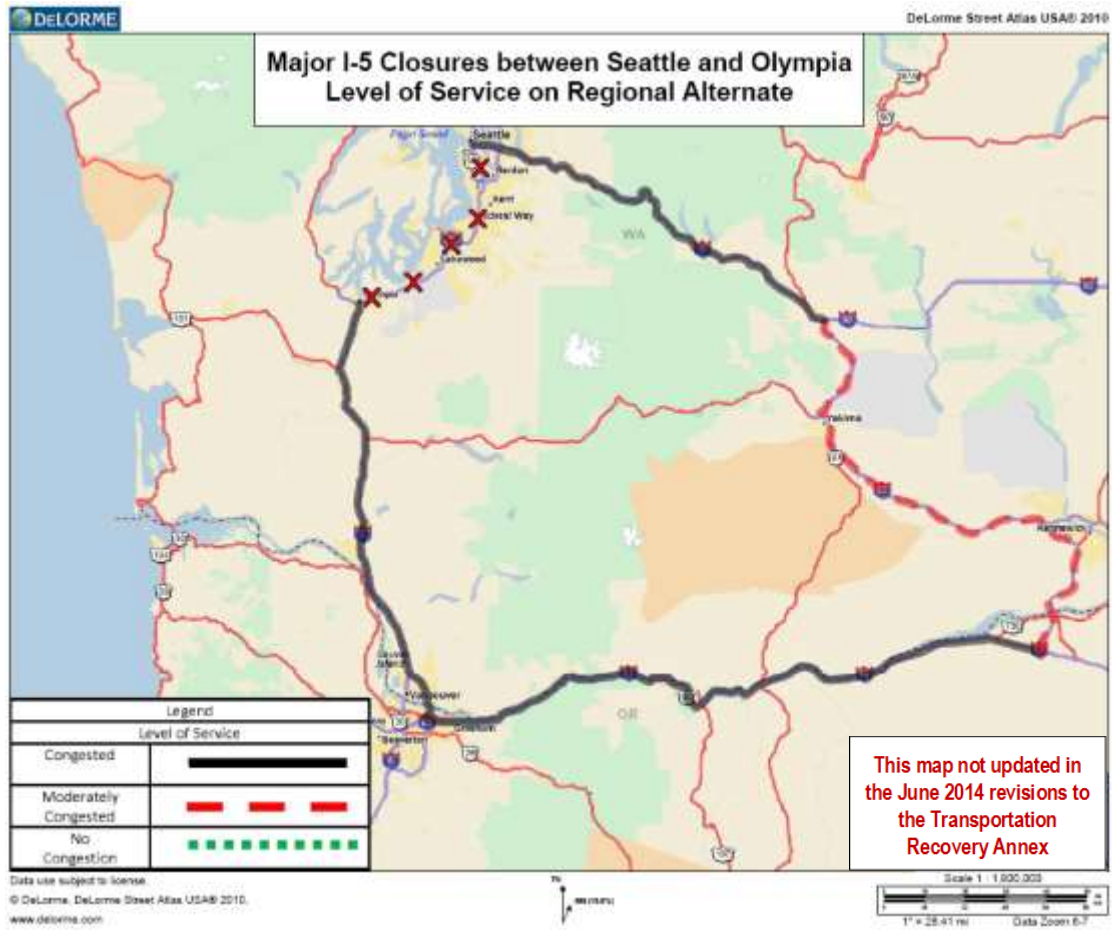
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
32 - Closure of I-5 over Puyallup River – Pierce County	
North to South Routing - Port Access	South to North Routing - Port Access
I-5 Southbound	I-5 Northbound
I-5 southbound Exit 136 (Port of Tacoma)	I-5 Northbound Exit for I-705 Northbound
Ramp to Port of Tacoma Rd Northbound (Traffic Signal)	I-705 Northbound
Port of Tacoma Rd Northbound	I-705 Northbound Exit for SR 509 Eastbound
N Frontage Rd Westbound (Traffic Signal)	Ramp to SR 509 Eastbound (Traffic Signal)
N Frontage Rd Westbound Ramp to SR 509 West	SR 509 Eastbound
SR 509 Westbound	SR 509 Eastbound Exit for Port of Tacoma Rd.
SR 509 Westbound Exit for I-705 South	Ramp to Port of Tacoma Rd (Traffic Signal)
Ramp to I-705 Southbound (Traffic Signal)	Port of Tacoma Rd Eastbound
I-705 Southbound	Port of Tacoma Rd Eastbound Ramp for I-5 North
I-705 Southbound Exit for I-5 Southbound	I-5 Northbound
I-5 Southbound	

Note: This Alternative is Port Access and Local Access. Port Access is via Interchange 138 as a “Port Access Only” Exit. Local Traffic is via Interchange 137 and Taylor Way. Consideration should be given to splitting car and truck traffic with cars on SR 99.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
32 - Closure I-5 over Puyallup River – Pierce County	
North to South Regional Routing	South to North Regional Routing
I-5 to I-84 (in Oregon)	I-5 (Seattle Area) to I-90 Eastbound
I-84 Eastbound	I-90 Eastbound
I-84 Eastbound to I-82 Westbound	I-90 Eastbound to I-82 Eastbound
I-82 Westbound	I-82 Eastbound
I-82 Westbound to I-90 Westbound	I-82 Eastbound to I-84 Westbound
I-90 Westbound	I-84 Westbound
I-90 Westbound to I-5 (Seattle Area)	I-84 Westbound to I-5 (Portland Area)

Note: This is the preferred Regional Diversion Route. Diversion to I-84 in Oregon State to I-82 to I-90 should be considered to bypass entire I-5 Corridor in Pierce County. Coordination required with Oregon. (See Map)





Puget Sound Regional Transportation Recovery Plan					
32 - Closure of I-5 over Puyallup River – Pierce 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 3, HOV 4
Construct HOV Bypass				√	
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions				√	
Truck Preferences	√	√	√		Port Access
Shoulder - Convert to Driving Lane			√		SR 512, SR 167
Parking Eliminate/Restrict				√	
Turn Prohibitions				√	
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				√	
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					
32 - 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 #33 – Closure of I-5 from SR 16 to King Co. Line

A. General Information

Planners presented two routes as suitable alternatives for this scenario involving closure of I-5 from SR 16 to King County Line. The primary route entails diverting traffic from the I-5 onto SR 512 to SR 167 to I-405 back onto I-5. There are also several local and port access alternatives that can accommodate this scenario. 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 used as alternatives)

1. King County Office of Emergency Management (OEM)
2. Pierce County Department of Emergency Management (DEM)
3. Cities of Tacoma, Puyallup and Edgewood

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 through 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 Management 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 interlocal 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

Stakeholders identify 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.

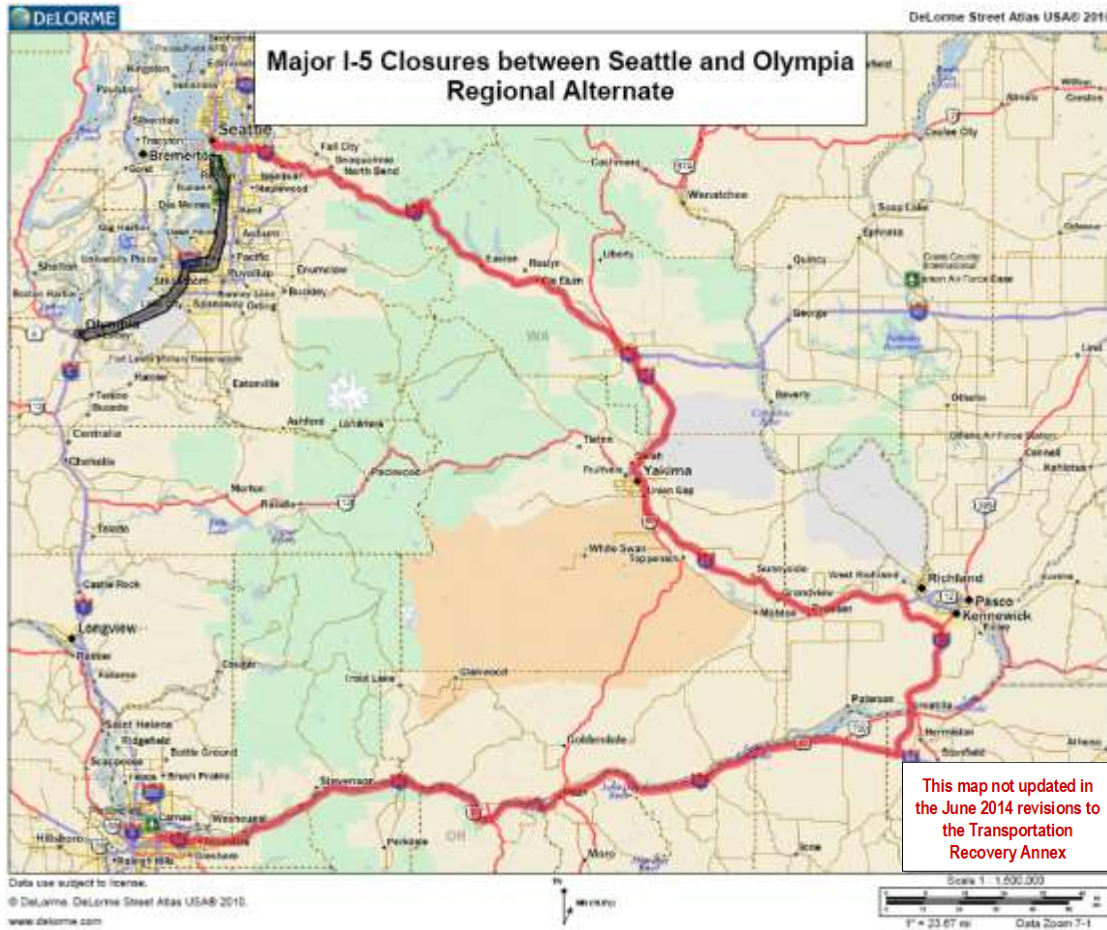
2. Mid-Term Alternatives

The Short-Term solutions can be extended to provide Mid-Term Alternatives, as necessary. Several Mid-Term Alternatives have been identified such as Van/Carpool incentives. Other alternatives include: 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

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 preferences such as the port access, tolling adjustments on SR 167, changing HOV rules, congestion pricing on SR 167, converting shoulder to driving lanes on SR 512 and SR 167, establishing new transit services and expanding existing transit services, and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.





Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
33 - Closure of I-5 from SR 16 to King Co Line – Pierce County	
North to South Routing	South to North Routing
I-5 Southbound	I-5 Northbound
I-5 Southbound Exit 154 (I-405)	I-5 Northbound Exit 127 (SR 512 Eastbound)
I-405 Northbound	SR 512 Eastbound
I-405 Northbound Exit 2 to SR 167 Southbound	SR 512 Eastbound Exit to SR 167 Northbound
SR 167 Southbound (Traffic Signal)	SR 167 Northbound
SR 167 Southbound	SR 167 Northbound Exit for I-405 Southbound
SR 167 Southbound Exit to SR 512 Westbound	I-405 Southbound
SR 512 Westbound	I-405 Southbound Exit for I-5 Northbound
SR 512 Westbound Exit to I-5 Southbound	I-5 Northbound (Interchange 154)
I-5 Southbound (Interchange 127)	I-5 Northbound
I-5 Southbound	

Note: Local traffic to and from Tacoma can use SR 99 to/from the north.

Note: Local Traffic in Puyallup can use Enchanted Parkway (no trucks).

Note: Through traffic to/from points south of Exit 127 (I-5) must be directed to/from this alternative at the I-5, 127 Interchange.

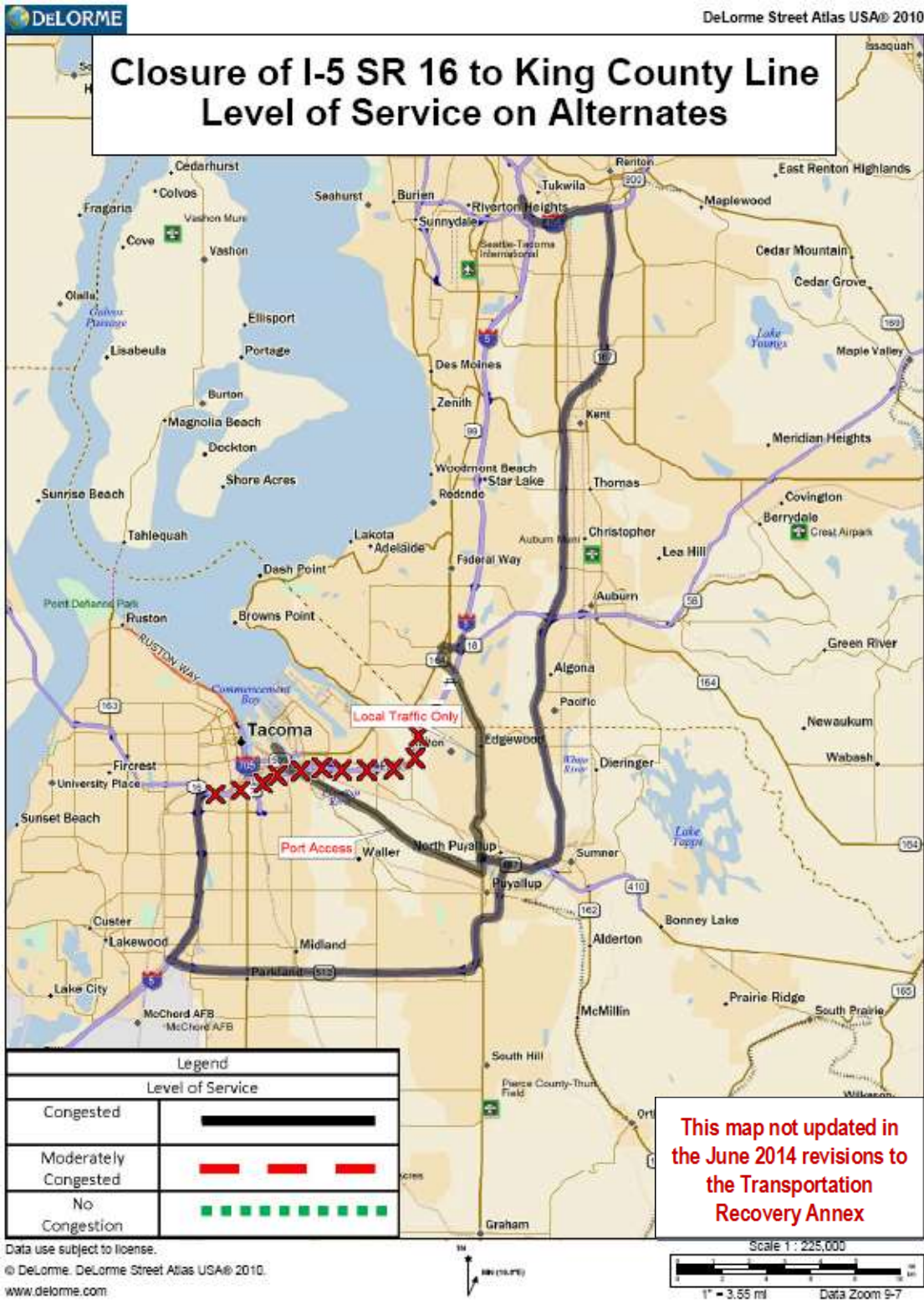
Note: Port of Tacoma connection via SR 167 (River Rd).

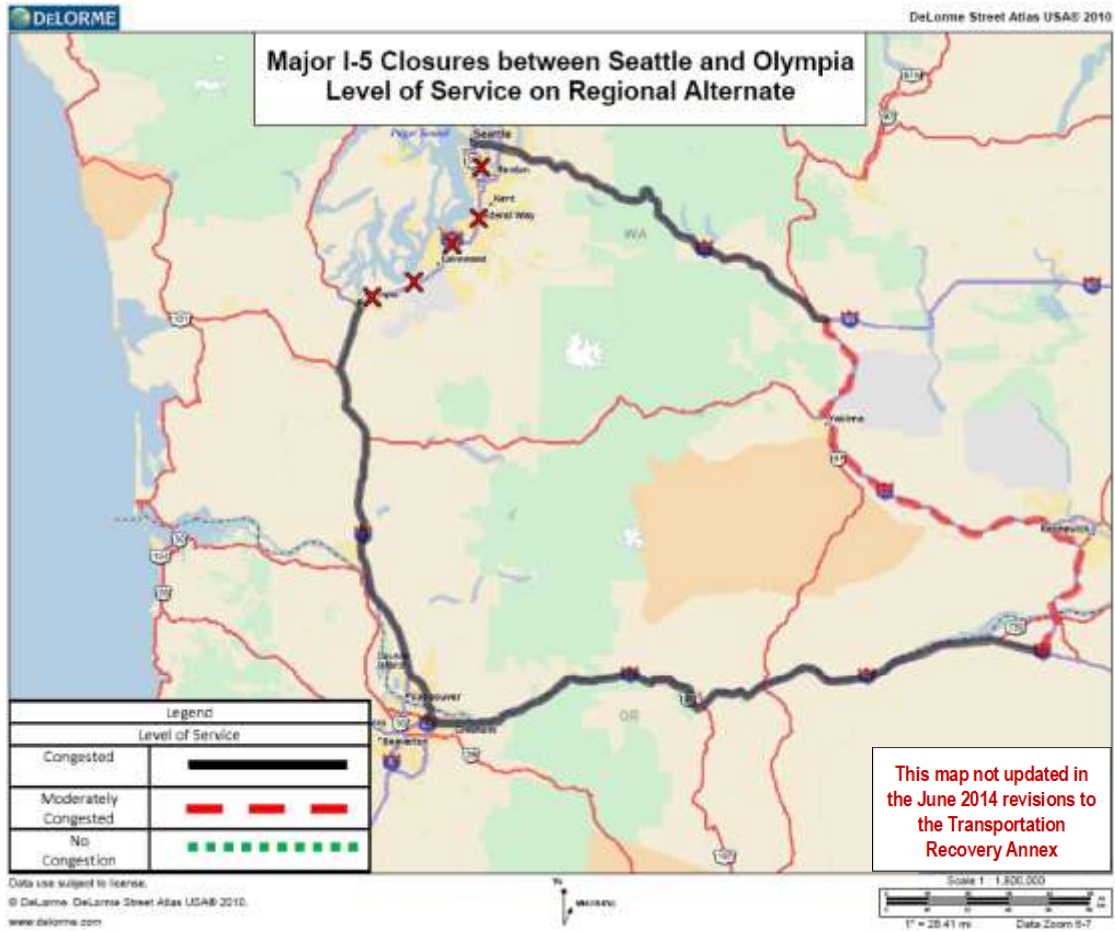
Note: Monitoring needed for overweight vehicles on local roads.

Note: 66th Avenue Bridge (Milroy) does not have adequate turning radius for an alternate route.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
33 - Closure of I-5 from SR 16 to King Co Line – Pierce County	
North to South Regional Routing	South to North Regional Routing
I-5 to I-84 (in Oregon)	I-5 (Seattle Area) to I-90 Eastbound
I-84 Eastbound	I-90 Eastbound
I-84 Eastbound to I-82 Westbound	I-90 Eastbound to I-82 Eastbound
I-82 Westbound	I-82 Eastbound
I-82 Westbound to I-90 Westbound	I-82 Eastbound to I-84 Westbound
I-90 Westbound	I-84 Westbound
I-90 Westbound to I-5 (Seattle Area)	I-84 Westbound to I-5 (Portland Area)
	I-5 Northbound Exit 127 (SR 512 Eastbound)

Note: This regional plan requires coordination with Oregon.





Puget Sound Regional Transportation Recovery Plan					
33 - Closure of I-5 from SR 16 to King County Line – Pierce 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				√	
Ramp Metering			√		
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions				√	
Truck Preferences	√	√	√		Port Access from Diversion Rt. SR 512, SR 167
Shoulder - Convert to Driving Lane			√		
Parking Eliminate/Restrict				√	
Turn Prohibitions				√	
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				√	
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					
33 - 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 #34 – Closure of I-5/SR 512 Interchange

A. General Information

Planners identified two alternative routes to deal with the closure of I-5 SR 512 Interchange. The primary route entails diverting traffic from the I-5 onto SR 16, or a longer route is from I-5 to SR 7 to SR 507 to SR 510 back onto I-5. Several local directional access alternatives also accommodate this scenario. 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 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)
4. Cities of Tacoma, Lakewood and University Place

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 through 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 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 Management 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 interlocal 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

Stakeholders have 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. See

2. Mid-Term Alternatives

Planners identified several Mid-term alternatives such as Turn Prohibitions at SR 7, Bridgeport, Tacoma Way, and Van/Carpool incentives. Other alternatives include: Restrict/Eliminate parking on SR 7, Bridgeport, Tacoma Way, 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

Long-term options include truck preferences such as the port access from SR 16, tolling adjustments at Tacoma Narrows Bridge, changing HOV rules, converting lanes on I-5 to HOV

lanes, congestion pricing at Tacoma Narrows, converting shoulder to driving lanes on SR 507, establishing new transit services and expanding existing transit services, incorporating technology for signal interconnects at SR 7, Bridgeport, Tacoma Way, SR 510 and freeway ramp closures, establish new freeway ramps and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.



Note –This is the Regional Diversion Route.





Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
34 - Closure of I-5 SR 512 Interchange – Pierce County	
North to South (I-5 Through Traffic)	South to North Routing (I-5 Through Traffic)
I-5 Southbound I-5 Southbound Exit 133 (SR 7 Southbound) SR 7 Southbound (Freeway) SR 7 Southbound Exit for SR 7 South (38 th St West) SR 7 Southbound (38 th St West) SR 7 Southbound (38 th St) to -Pacific Ave Southbound (Continue SR 7) (Traf. Sig.) SR 7 Southbound (Pacific Ave) SR 7 Southbound (S Pacific Ave S) *SR 7 Southbound (Interchange with SR 512) SR 7 Southbound SR 7 Southbound Ramp to SR 507 Southbound SR 507 Southbound (Spanaway McKenna Hwy) SR 507 Southbound (Water St in Roy) SR 507 Southbound (McNaught Rd S in Roy) SR 507 Southbound (Spanaway McKenna Hwy) SR 507 Southbound (in McKenna) SR 507 Southbound (E Yelm Ave) SR 510 Westbound (W Yelm Hwy) Traffic Signal SR 510 Westbound (Yelm Hwy SE) -Traffic to Fort Lewis use Reservation Rd to - Nisqually Rd to Mounts Rd SR 510 Westbound (St Clair Cutoff Rd) SR 510 Westbound (Pacific Hwy SE) SR 510 Westbound (Pacific Hwy/Marvin Rd Circle) SR 510 Westbound (Marvin Rd SE) SR 510 Westbound (Marvin Rd SE) Ramp to I-5 I-5 Southbound (Interchange 111)	I-5 Northbound I-5 Northbound Exit 111 (SR 510 Eastbound) SR 510 Eastbound (Marvin Rd SE) SR 510 Eastbound (Pacific Hwy/Marvin Rd Circle) SR 510 Eastbound (Pacific Hwy SE) SR 510 Eastbound (St Clair Cutoff Rd) Traffic from Fort Lewis use to join route: -Mounts Rd to Nisqually Rd to Reservation Rd SR 510 Eastbound (Yelm Hwy SE) SR 510 Eastbound (W Yelm Hwy) SR 507 Northbound (E Yelm Hwy) (Traffic Signal) SR 507 Northbound (E Yelm Hwy) SR 507 Northbound SR 507 Northbound (McKenna Spanaway Hwy) SR 507 Northbound (McNaught Rd S in Roy) SR 507 Northbound (Water St in Roy) SR 507 Northbound (McKenna Spanaway Hwy) SR 507 Northbound to SR 7 Northbound (Traf. Sig) SR 7 Northbound (Pacific Ave S) *SR 7 Northbound (Interchange with SR 512) SR Northbound (Pacific Ave S) SR 7 Northbound (Pacific Ave) SR 7 Northbound (38 th St Eastbound) SR 7 Northbound Ramp for SR 7 Northbound SR 7 Northbound (Freeway) SR 7 Northbound Exit for I-5 Northbound I-5 Northbound

Note –Traffic to/from SR 512 join this regional route at SR 512 Interchange (noted with asterisk).

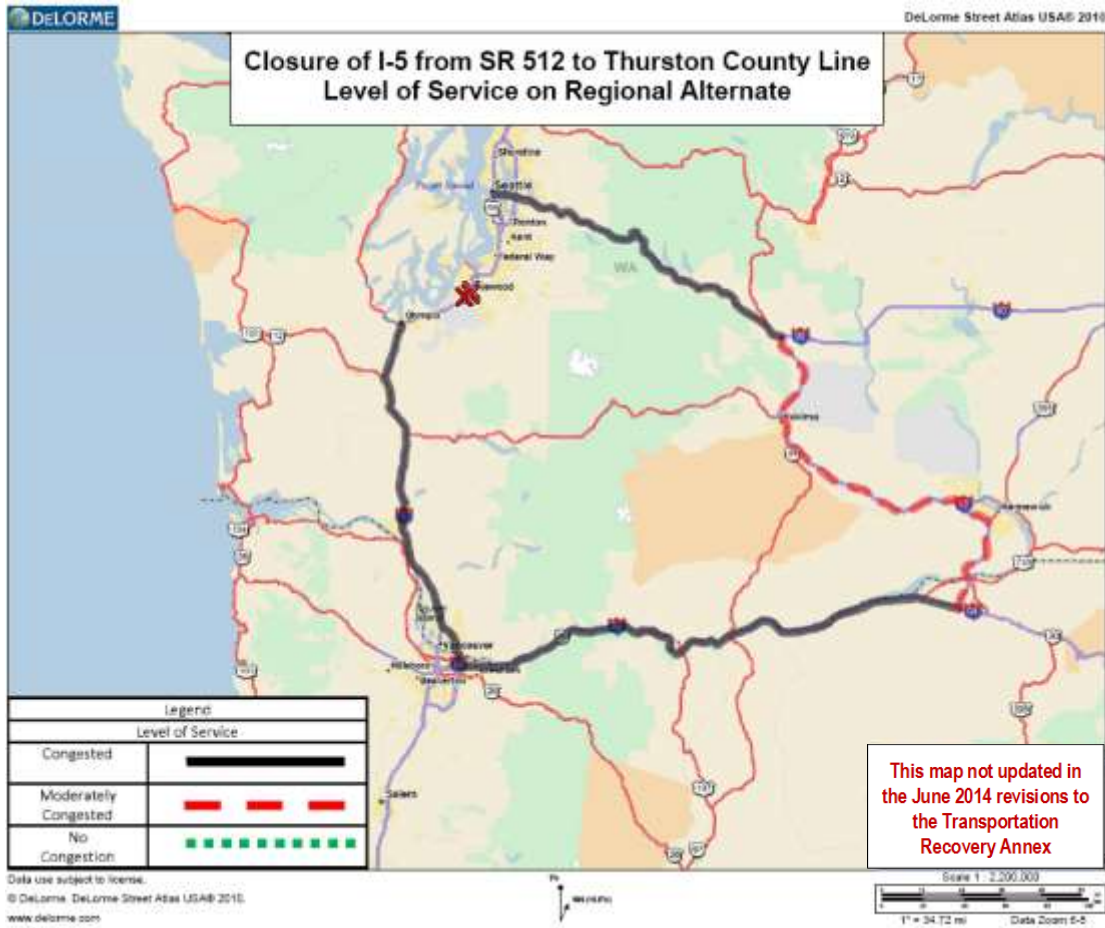
Note – SR 512/SR 16 Traffic uses I-5 and SR 16 to connect to this regional route.

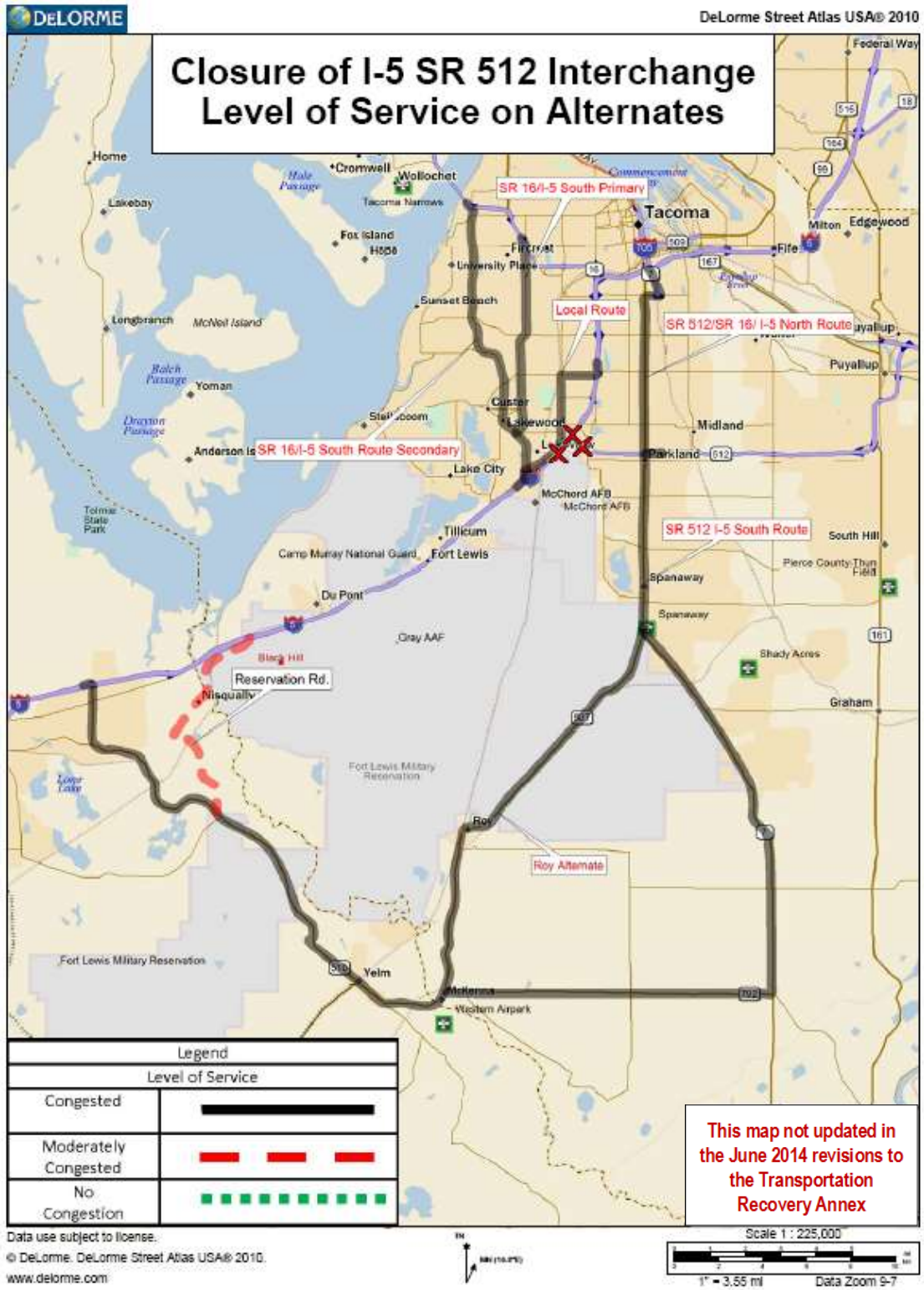
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
34 - Closure of I-5 SR 512 Interchange – Pierce County	
North to South Routing – SR 16 to I-5 South (Primary Route)	South to North Routing – I-5 North to SR 16 (Primary Route)
SR 16 Southbound SR 16 Southbound Exit 2 to S Orchard St SR 16 Southbound Ramp to S Orchard St S Orchard St Southbound Lakewood Dr W Southbound Bridgeport Way SW Southbound (Traffic Signal) Bridgeport Way SW Southbound Bridgeport Way SW Southbound Ramp to I-5 South I-5 Southbound Ramp (Traffic Signal) I-5 Southbound (Interchange 125) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 125 Ramp to Bridgeport Way SW (Traffic Signal) Bridgeport Way SW Northbound Bridgeport Way SW Northbound (Traffic Signal) Lakewood Dr W Northbound S Orchard St Northbound S Orchard St Northbound Ramp for SR 16 North SR 16 Northbound Ramp (Traffic Signal) SR 16 Northbound

Note: Secondary route for this movement is directly below.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
34 - Closure of I-5 SR 512 Interchange – Pierce County	
North to South Routing – SR 16 to I-5 South (Secondary Route)	South to North Routing – I-5 North to SR 16 (Secondary Route)
SR 16 Southbound SR 16 Southbound Exit 4 to Jackson Ave SR 16 Southbound Ramp to Jackson Ave (Traf. Sig.) N Jackson Ave Southbound S Jackson Ave Southbound Bridgeport Way W Southbound (Traffic Signal) Bridgeport Way SW Southbound Bridgeport Way SW Southbound Ramp to I-5 South I-5 Southbound Ramp (Traffic Signal) I-5 Southbound (Interchange 125) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 125 Ramp to Bridgeport Way SW (Traffic Signal) Bridgeport Way SW Northbound Bridgeport Way W Northbound S Jackson Ave Northbound N Jackson Ave Northbound N Jackson Ave Northbound Ramp for SR 16 North SR 16 Northbound Ramp (Traffic Signal) SR 16 Northbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
34 - Closure of I-5 SR 512 Interchange – Pierce County	
North to South Routing Local Route	South to North Routing Local Route
I-5 Southbound I-5 Southbound Exit 129 (So 72 nd St) S 72 nd St Westbound (Traffic Signal) S 74 th St Westbound S Tacoma Way Southbound (Traffic Signal) S Tacoma Way Southbound Pacific Hwy SW Southbound Bridgeport Way W Southbound (Traffic Signal) Bridgeport Way SW Southbound Bridgeport Way SW Southbound Ramp to I-5 South I-5 Southbound Ramp (Traffic Signal) I-5 Southbound (Interchange 125) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 125 Ramp to Bridgeport Way SW (Traffic Signal) Bridgeport Way SW Northbound Pacific Hwy SW (Traffic Signal) Pacific Hwy SW Northbound S Tacoma Way Northbound S 74 th St Eastbound S 72 nd St Eastbound S 72 th St Ramp to I-5 North (Traffic Signal) I-5 Northbound (Interchange 129) I-5 Northbound





Puget Sound Regional Transportation Recovery Plan						
34 - Closure of I-5 SR 512 Interchange – Pierce County						
Mitigation Strategies						
Strategy	Implementation				Not Feasible Or N/A	Comments
	Short-Term	Mid-Term	Long-Term			
Alternative Routing	√	√	√			
Adjust Traffic Signal Timings	√	√	√			
Contra-flow Lanes New				√		
HOV Lanes – Convert			√		I-5	
HOV Lanes – New				√		
HOV Rules - Change			√		HOV 3, HOV 4	
Construct HOV Bypass			√		Bottleneck Areas	
Ramp Metering			√			
Freeway Ramps - New		√	√		Vicinity of I-5/SR 512	
Freeway Ramps – Closure		√	√		Vicinity of Closure	
Truck Restrictions		√	√		Unsafe Routes	
Truck Preferences	√	√	√		Port Access from SR 16	
Shoulder - Convert to Driving Lane			√		SR 507	
Parking Eliminate/Restrict	√	√	√		SR 7, Bridgeport, Tacoma Way	
Turn Prohibitions	√	√	√		SR 7, Bridgeport, Tacoma Way	
Ferry Service Relocation				√		
Ferry Service New				√		
Ferry Service Increase Existing				√		
Congestion Pricing			√		Tacoma Narrows	
Vanpool Carpool Incentives	√	√	√			
Park – Ride Lots New/Expand		√	√			
Alternating Driving Days			√			
Bike Lanes				√		
Tolling Adjustments			√		Tacoma Narrows	
Transit Service New			√			
Transit Service Increase			√			
Improved Incident Management (Patrols)	√	√	√			
Technology – Electronic Signing or Surveillance	√	√	√			
Technology – Signal Interconnects			√		SR 7, Bridgeport, Tacoma Way, SR 510	
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					
34 - 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 #35 – Closure of I-5 from SR 512 to the Thurston Co. Line

A. General Information

Planners identified two routes as suitable alternatives in dealing with the closure of SR 512 to Thurston County Line,. The primary route entails diverting traffic from I-5 to SR 512 to SR 7, SR 702, *and* SR 510 back onto I-5. There is *also* a longer, regional road access route that entails diverting traffic from the I-5 to I-90, I-82, I-84 back onto I-5.

The secondary route diverts traffic at I-5 onto SR 512 to SR 7, SR 507, and SR 510 back onto I-5. There is also a maritime solution alternative that can accommodate this scenario. Local passenger only service could be set-up depending on ridership from Steilacoom to Baird Cove. The Puget Sound could be used as an additional transportation corridor for freight, if needed.

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 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 through 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 Management 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 interlocal 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

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 at SR 7, and Van/Carpool incentives. Other alternatives include: Restrict/Eliminate parking on SR 7, 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. Reconstructing the bridges will require construction vehicles to get to the disaster areas. 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 preferences, changing HOV rules, converting lanes on I-5 to HOV lanes, converting shoulder to driving lanes on SR 507, establishing new transit services and expanding existing transit services, incorporating technology for signal interconnects at SR 7 and SR 510 and freeway ramp closures, and freeway ramp metering. In addition, passenger-only ferry service could be provided from Baird Cove to Steilacoom. Transit service will need to be extended to the new ferry service locations. 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

Browns Point Marinas



Point Defiance



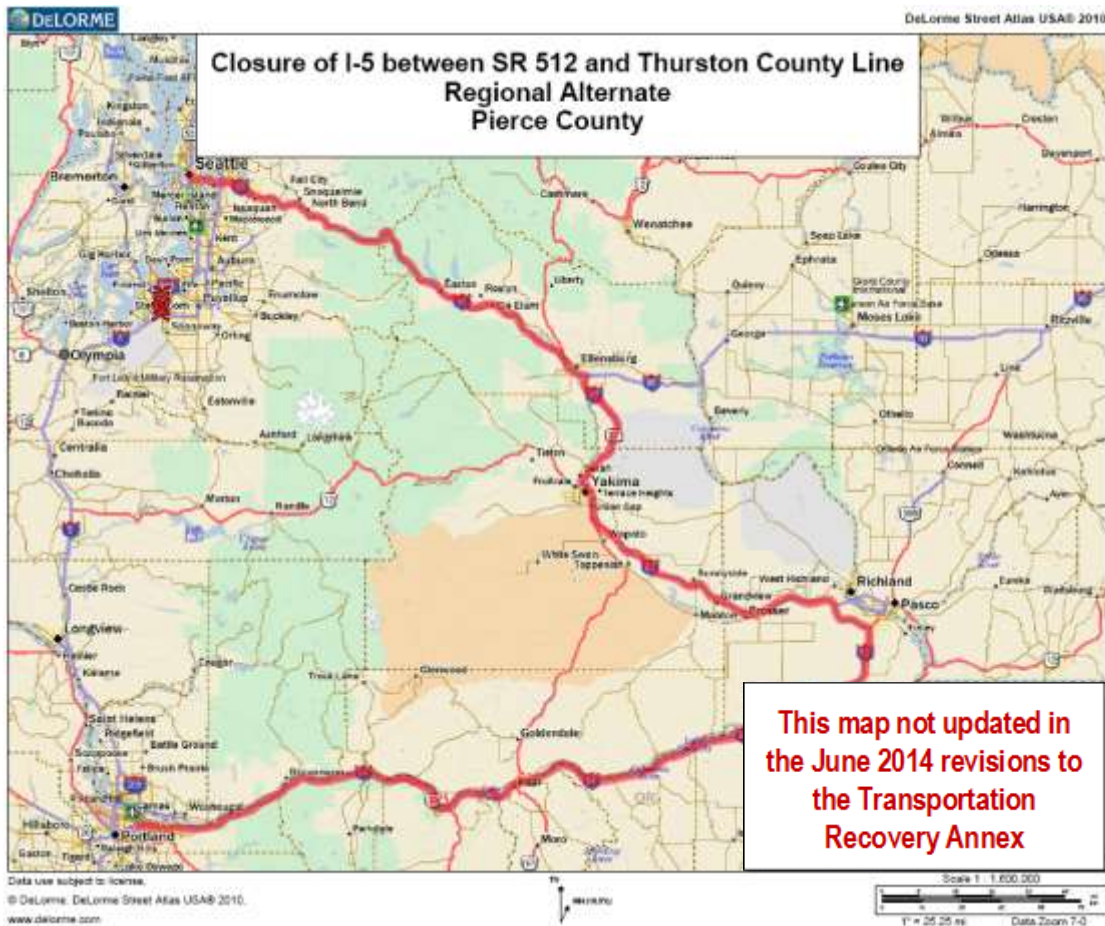
Des Moines Marina



Downtown Tacoma







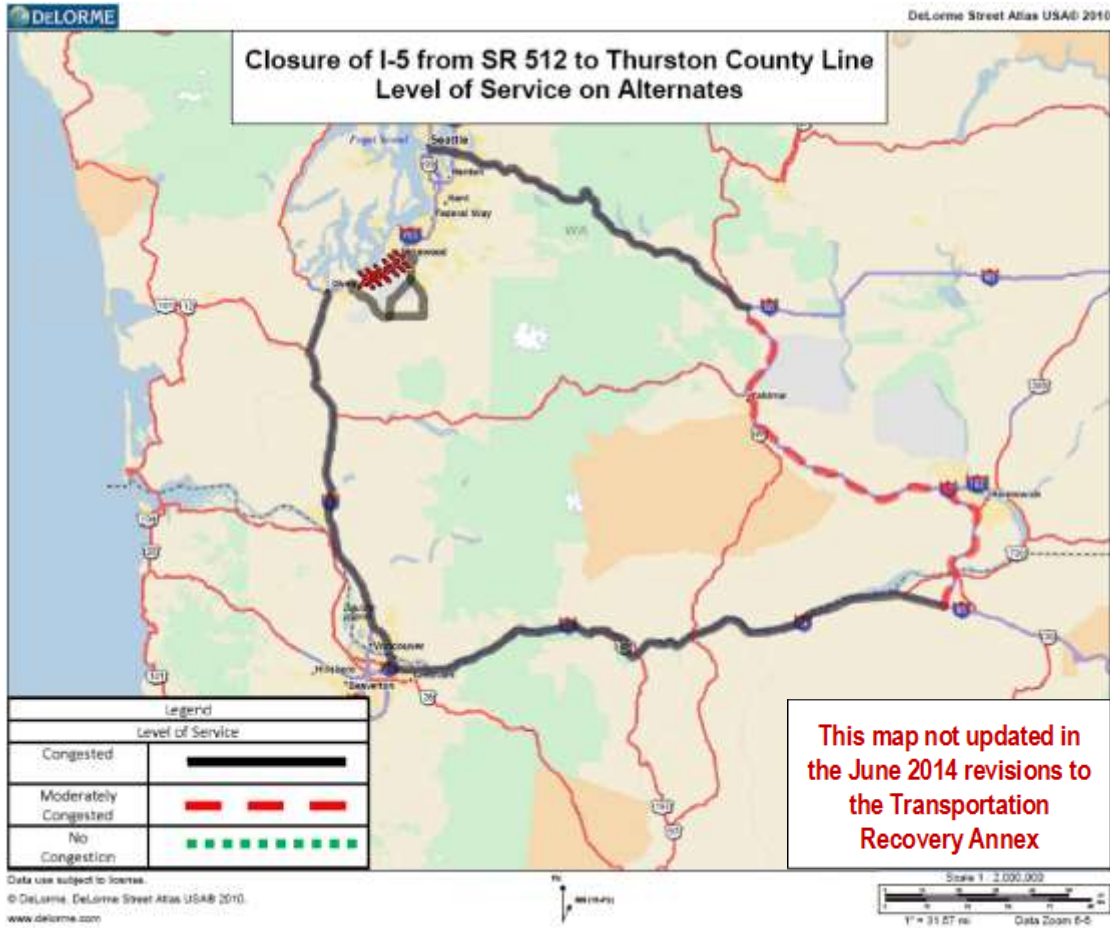
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
35 - Closure I-5 from SR 512 to Thurston County Line – Pierce County	
North to South	South to North
I-5 Southbound	I-5 Northbound
I-5 Southbound Exit 127 (SR 512 Eastbound)	I-5 Northbound Exit 111 (SR 510 Eastbound)
SR 512 Eastbound	SR 510 Eastbound (Marvin Rd SE)
SR 512 Eastbound Exit for SR 7 Southbound (T.S.)	SR 510 Eastbound (Pacific Hwy/Marvin Rd Circle)
SR 7 Southbound	SR 510 Eastbound (Pacific Hwy SE)
SR 7 Southbound (Pacific Ave S)	SR 510 Eastbound (St Clair Cutoff Rd)
SR 7 Southbound (Mountain Hwy E)	SR 510 Eastbound (Yelm Hwy SE)
SR 702 Westbound (352 nd St S)	SR 510 Eastbound (W Yelm Hwy)
SR 507 Southbound (in McKenna)	SR 507 Northbound (E Yelm Hwy) (Traffic Signal)
SR 507 Southbound (E Yelm Ave)	SR 507 Northbound (E Yelm Hwy)
SR 510 Westbound (W Yelm Hwy) Traffic Signal	SR 507 Northbound
SR 510 Westbound (Yelm Hwy SE)	SR 702 Eastbound (352 nd St S)
SR 510 Westbound (St Clair Cutoff Rd)	SR 7 Northbound (Mountain Hwy E)
SR 510 Westbound (Pacific Hwy SE)	SR 7 Northbound (Pacific Ave S)
SR 510 Westbound (Pacific Hwy/Marvin Rd Circle)	SR 7 Northbound (108 th St to SR 512 Westbound)
SR 510 Westbound (Marvin Rd SE)	108 th St S Eastbound
SR 510 Westbound (Marvin Rd SE) Ramp to I-5	108 th St Eastbound Ramp to SR 512 Westbound
I-5 Southbound (Interchange 111)	SR 512 Westbound
	SR 512 Westbound Exit to I-5 Northbound (Int 127)
	I-5 Northbound

Note: Passenger only ferry alternative possible from Baird Cove to Steilacoom. (Noted on map)

Note: Diversion to I-84 in Oregon State to I-82 to I-90 should be considered to bypass entire I-5 Corridor in Pierce County. Coordination required with Oregon. (See Map)

Note: Consider coordinating with JBLM for cross base detour.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
35 - Closure I-5 from SR 512 to Thurston County Line – Pierce County	
North to South Regional Routing	South to North Regional Routing
I-5 to I-84 (in Oregon)	I-5 (Seattle Area) to I-90 Eastbound
I-84 Eastbound	I-90 Eastbound
I-84 Eastbound to I-82 Westbound	I-90 Eastbound to I-82 Eastbound
I-82 Westbound	I-82 Eastbound
I-82 Westbound to I-90 Westbound	I-82 Eastbound to I-84 Westbound
I-90 Westbound	I-84 Westbound
I-90 Westbound to I-5 (Seattle Area)	I-84 Westbound to I-5 (Portland Area)



Puget Sound Regional Transportation Recovery Plan					
35 - Closure of I-5 from SR 512 to Thurston County Line – Pierce 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
HOV Lanes – New				√	
HOV Rules - Change			√		I-5 HOV-3, HOV-4
Construct HOV Bypass			√		Bottleneck Areas
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		√	√		SR 507
Parking Eliminate/Restrict	√	√	√		SR 7
Turn Prohibitions	√	√	√		SR 7
Ferry Service Relocation				√	
Ferry Service New			√		Steilacoom/Baird Cove (pass)
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			√		SR 7, SR 510
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					
35 - Closure of All Crossings of Nisqually River - Thurston 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					
35 - 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 #36 – Closure of SR 410, SR 167 and SR 512 Interchange

A. General Information

For the closure of SR 410, SR 167, and SR 512 Interchanges, there are several local directional access alternatives that can accommodate this scenario. See Maps and Alternate Routing Plan for specific and additional information. NOTE: There may be construction on bridges over alternate route.

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 that have coordination responsibilities for routes that are used as alternatives)

1. Pierce County Department of Emergency Management (DEM)
2. Cities of Puyallup and Sumner

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 through 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. Pierce County Emergency Management 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

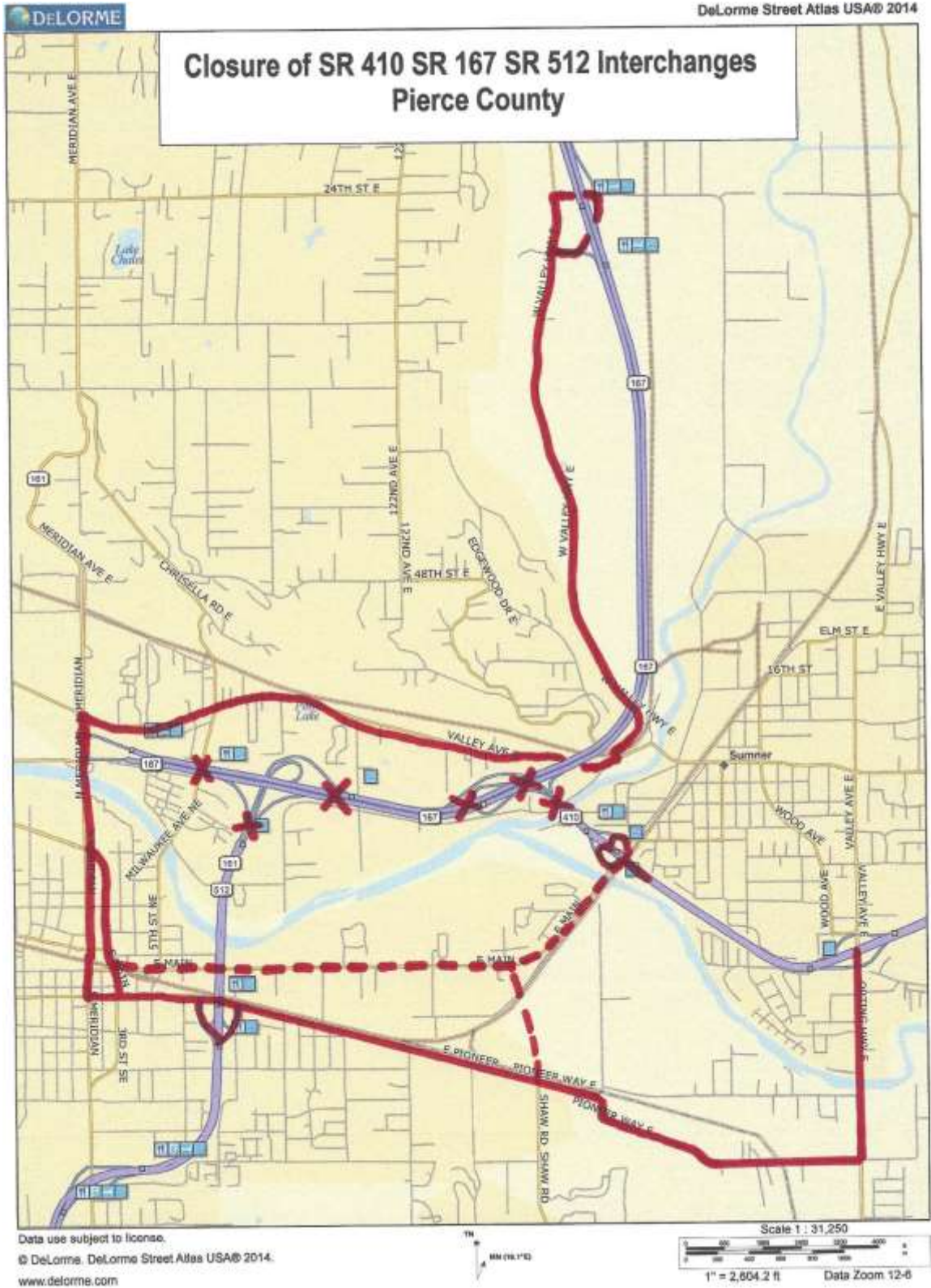
Stakeholders identified several short-term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. Set-up highway detours signage for rerouting traffic. 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 present themselves such as Turn Prohibitions at Meridian, 2nd and 3rd St, Pioneer Ave, and Van/Carpool incentives. Other alternatives include: Restrict/Eliminate parking on Meridian, 2nd and 3rd St, Pioneer Ave, 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 preferences such as the warehousing (Sumner), tolling adjustments at SR 167, changing HOV rules, converting lanes on SR 512, and SR 410 to HOV lanes, congestion pricing at SR 167, converting shoulder to driving lanes on SR 512 and SR 167, establishing new transit services and expanding existing transit services, incorporating technology for signal interconnects at Meridian Ave, and Pioneer Ave., establishing new freeway ramps such as 24th St Ramp, to/from SR 167 and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
36 - Closure of SR 410 SR 167 SR 512 Interchange – Pierce County	
North to South (SR 167 to/from SR 512)	South to North Routing (SR 167 to/from SR 512)
SR 167 Southbound SR 167 Southbound Exit to 24 th St E (Valley Hwy) Ramp to W Valley Hwy E W Valley Hwy E Southbound to Valley Hwy E Valley Hwy E Westbound Valley Hwy E Westbound to N Meridian Ave N Meridian Ave Southbound (SR 167) SR 167 Southbound (N Meridian Ave) (one way) SR 167 Southbound to E Pioneer Ave E Pioneer Ave Eastbound E Pioneer Ave Eastbound to SR 512 Westbound Ramp to SR 512 Westbound (Traffic Signal) SR 512 Westbound	SR 512 Eastbound SR 512 Eastbound Exit to Pioneer Ave Ramp to Pioneer Ave (Traffic Signal) E Pioneer Ave Westbound E Pioneer Ave Westbound to 3 rd St SE 3 rd St SE Northbound (One –Way Couplet) 2 nd St SE Northbound (One-Way) N Meridian Ave Northbound (SR 167) SR 167 Northbound (N Meridian Ave) Valley Hwy E Eastbound (Traffic Signal) Valley Hwy E Eastbound to W Valley Hwy (T. S.) W Valley Hwy Northbound W Valley Hwy E Northbound to 24 th St E Ramp to SR 167 Northbound SR 167 Northbound

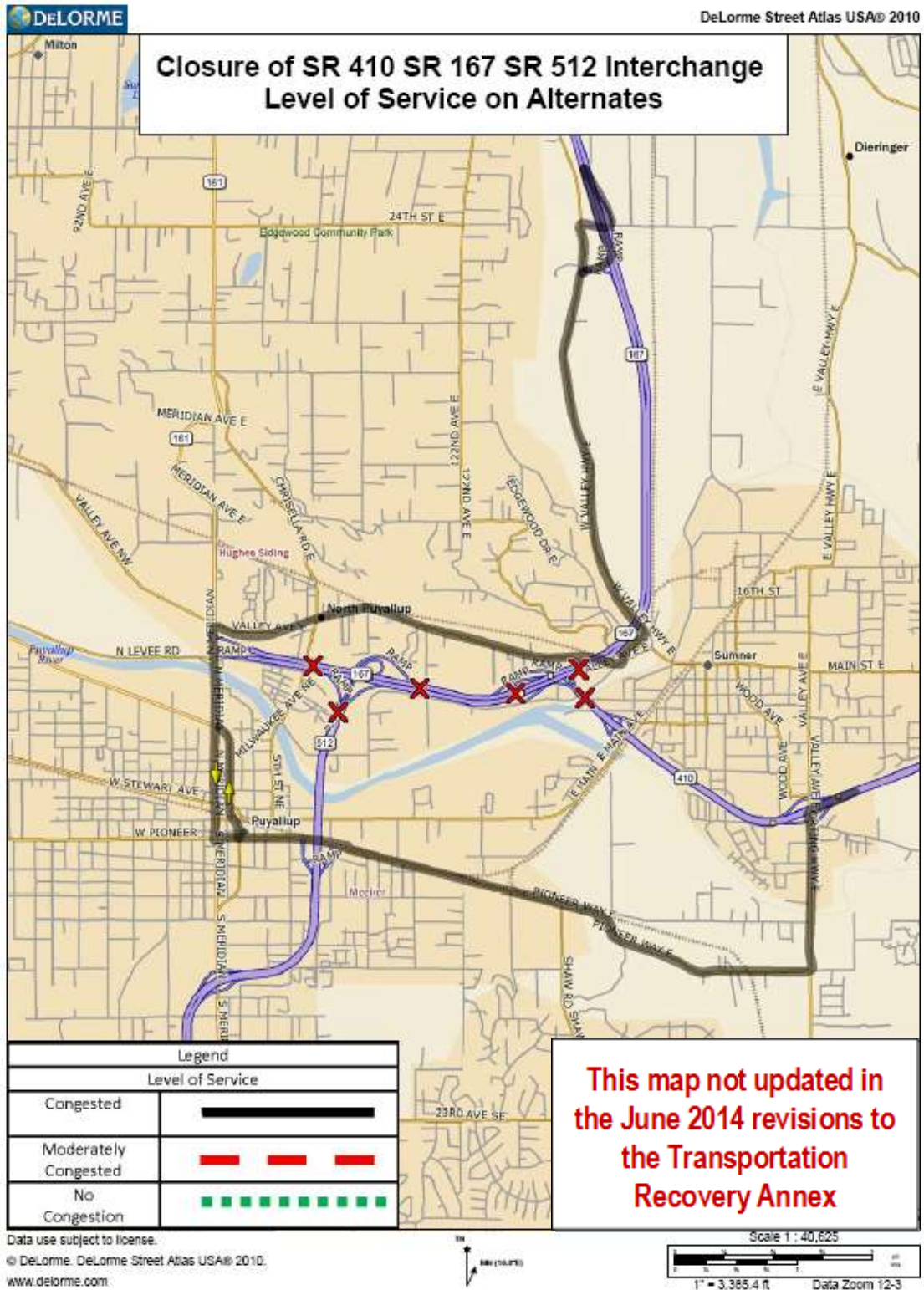
Note – Ramp at W Valley Hwy feasible for 2-way on/off.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
36 - Closure of SR 410 SR 167 SR 512 Interchange – Pierce County	
East to West Routing – SR 512 to/from SR 410	West to East Routing – SR 512 to/from SR 410
SR 410 Westbound SR 410 Exit to SR 162 Southbound SR 162 Southbound (Orting Hwy E) SR 162 Southbound to Pioneer Way E (Traffic Sig.) Pioneer Way E Westbound E Pioneer Ave Westbound E pioneer Ave Westbound Ramp to SR 512 West SR 512 Westbound	SR 512 Eastbound SR 512 Eastbound Exit to Pioneer Ave E Pioneer Ave Eastbound Pioneer Way E Eastbound Pioneer Way E Eastbound to SR 162 (Orting Hwy) SR 162 Northbound (Orting Hwy) (Traffic Signal) SR 162 Northbound Exit to SR 410 Eastbound SR 410 Eastbound

Note: To/from SR 410 and SR 167- make connection via combination of these two routes (see map).

Note: Consider using E Main Ave Exit from SR 410 since Shaw Rd extension is complete.

Note: If Valley Ave is impassable, consider using SR 167 to SR 18 to I-5 to SR 512 as alternate.



Puget Sound Regional Transportation Recovery Plan					
36 - Closure of SR 410, SR 167, SR 512 Interchanges – Pierce 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 512, SR 410
HOV Lanes – New			√		
HOV Rules - Change			√		HOV 3, HOV 4
Construct HOV Bypass				√	
Ramp Metering			√		
Freeway Ramps - New		√	√		24 th St Ramp, to/from SR 167
Freeway Ramps – Closure				√	
Truck Restrictions				√	
Truck Preferences	√	√	√		Warehousing (Sumner)
Shoulder - Convert to Driving Lane			√		SR 512, SR 167
Parking Eliminate/Restrict	√	√	√		Meridian, 2 nd 3 rd St, Pioneer Ave
Turn Prohibitions	√	√	√		Meridian, 2 nd 3 rd St, Pioneer Ave
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			√		Meridian Ave, Pioneer Ave
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					
36 - 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 #37 – Closure of I-5 from SR 512 to SR 16

A. General Information

For the closure of I-5 from SR 512 to SR 16 Interchange, there is a main alternative route that entails diverting traffic from I-5 to SR 7, SR 702, and SR 510 back onto I-5. Several local directional access alternatives accommodate this scenario. 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 used as alternatives)

1. Pierce County Department of Emergency Management (DEM)
2. City of Yelm
3. City of McKenna

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 through 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. Pierce County Emergency Management 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.
2. 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

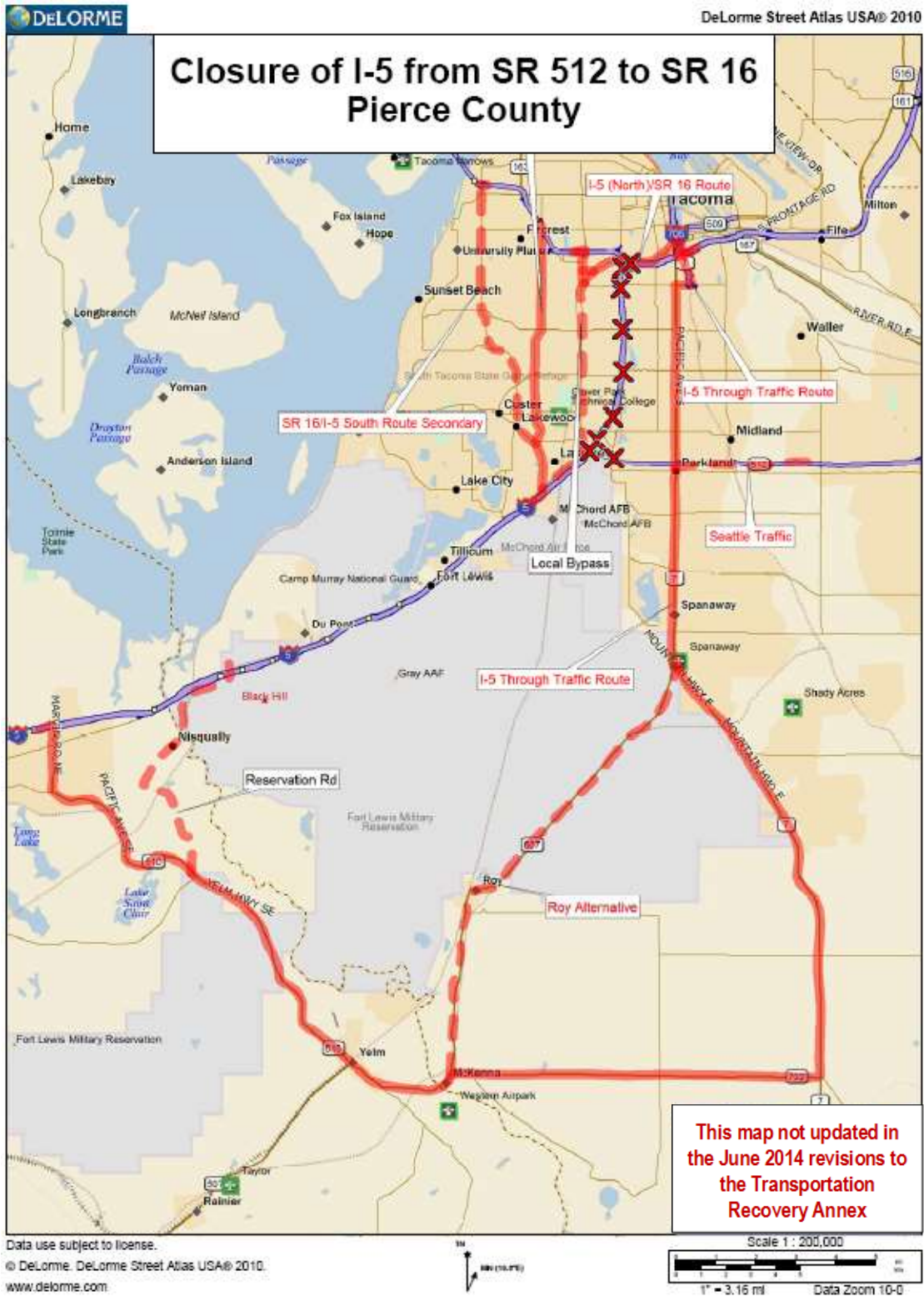
Stakeholders identified several short-term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Tele-commuting, Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. Set-up highway detours signage for rerouting traffic. 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 present themselves such as Turn Prohibitions at S 38th St, Tacoma Way, and Union and Van/Carpool incentives. Other alternatives include: Restrict/Eliminate parking on S 38th St, Tacoma Way, and Union, 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 preferences such as port access, changing HOV rules, convert lanes to HOV lanes, bike lanes, expanding existing transit services, incorporating technology for signal interconnects at S 38th St, Tacoma Way, Union, establishing new freeway ramps such as the SR 512/I-5 Connection, and freeway ramp metering. See Appendix E – Roadways Toolbox for further information.







Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
37 - Closure of I-5 from SR 512 to SR 16 – Pierce County	
North to South (I-5 Through Traffic)	South to North Routing (I-5 Through Traffic)
I-5 Southbound	I-5 Northbound
I-5 Southbound Exit 133 (SR 7 Southbound)	I-5 Northbound Exit 111 (SR 510 Eastbound)
SR 7 Southbound (Freeway)	SR 510 Eastbound (Marvin Rd SE)
SR 7 Southbound Exit for SR 7 South (38 th St West)	SR 510 Eastbound (Pacific Hwy/Marvin Rd Circle)
SR 7 Southbound (38 th St West)	SR 510 Eastbound (Pacific Hwy SE)
SR 7 Southbound (38 th St) to	SR 510 Eastbound (St Clair Cutoff Rd)
-Pacific Ave Southbound (Continue SR 7) (Traf. Sig.)	Traffic from Fort Lewis use to join route:
SR 7 Southbound (Pacific Ave)	-Mounts Rd to Nisqually Rd to Reservation Rd
SR 7 Southbound (S Pacific Ave S)	SR 510 Eastbound (Yelm Hwy SE)
*SR 7 Southbound (Interchange with SR 512)	SR 510 Eastbound (W Yelm Hwy)
SR 7 Southbound (Mountain Hwy E)	SR 507 Northbound (E Yelm Hwy) (Traffic Signal)
SR 7 Southbound to SR 702 Westbound	SR 507 Northbound (E Yelm Hwy)
SR 702 Westbound (352 nd St S)	SR 507 Northbound
SR 702 Westbound (352 nd St S) to SR 507	SR 507 Northbound (McKenna Spanaway Hwy)
SR 507 Southbound (Spanaway McKenna Hwy)	SR 702 Eastbound (352 nd St S) Traffic Signal
SR 507 Southbound (E Yelm Ave)	SR 702 Eastbound (352 nd St S)
SR 510 Westbound (W Yelm Hwy) Traffic Signal	SR 7 Northbound (Mountain Hwy E)
SR 510 Westbound (Yelm Hwy SE)	SR 7 Northbound (Pacific Ave S)
-Traffic to Fort Lewis use Reservation Rd to	*SR 7 Northbound (Interchange with SR 512)
- Nisqually Rd to Mounts Rd	SR Northbound (Pacific Ave S)
SR 510 Westbound (St Clair Cutoff Rd)	SR 7 Northbound (Pacific Ave)
SR 510 Westbound (Pacific Hwy SE)	SR 7 Northbound (38 th St Eastbound)
SR 510 Westbound (Pacific Hwy/Marvin Rd Circle)	SR 7 Northbound Ramp for SR 7 Northbound
SR 510 Westbound (Marvin Rd SE)	SR 7 Northbound (Freeway)
SR 510 Westbound (Marvin Rd SE) Ramp to I-5	SR 7 Northbound Exit for I-5 Northbound
I-5 Southbound (Interchange 111)	I-5 Northbound

Note: Traffic to/from Seattle join this regional routing at SR 512 Interchange (noted with asterisk) (Seattle Route would use SR 512, SR 167).

Note: Possible connection to/from I-5 (South) could be made via two way traffic on Ramp from I-5 Northbound to SR 512 Westbound with some minor roadway modifications.

Note: Consider using South Tacoma Way to Bridgeport as alternative, contingent upon duration of closure.

Note: Alternate to SR 702 is to use SR 507 through Roy (Roy Alternate).

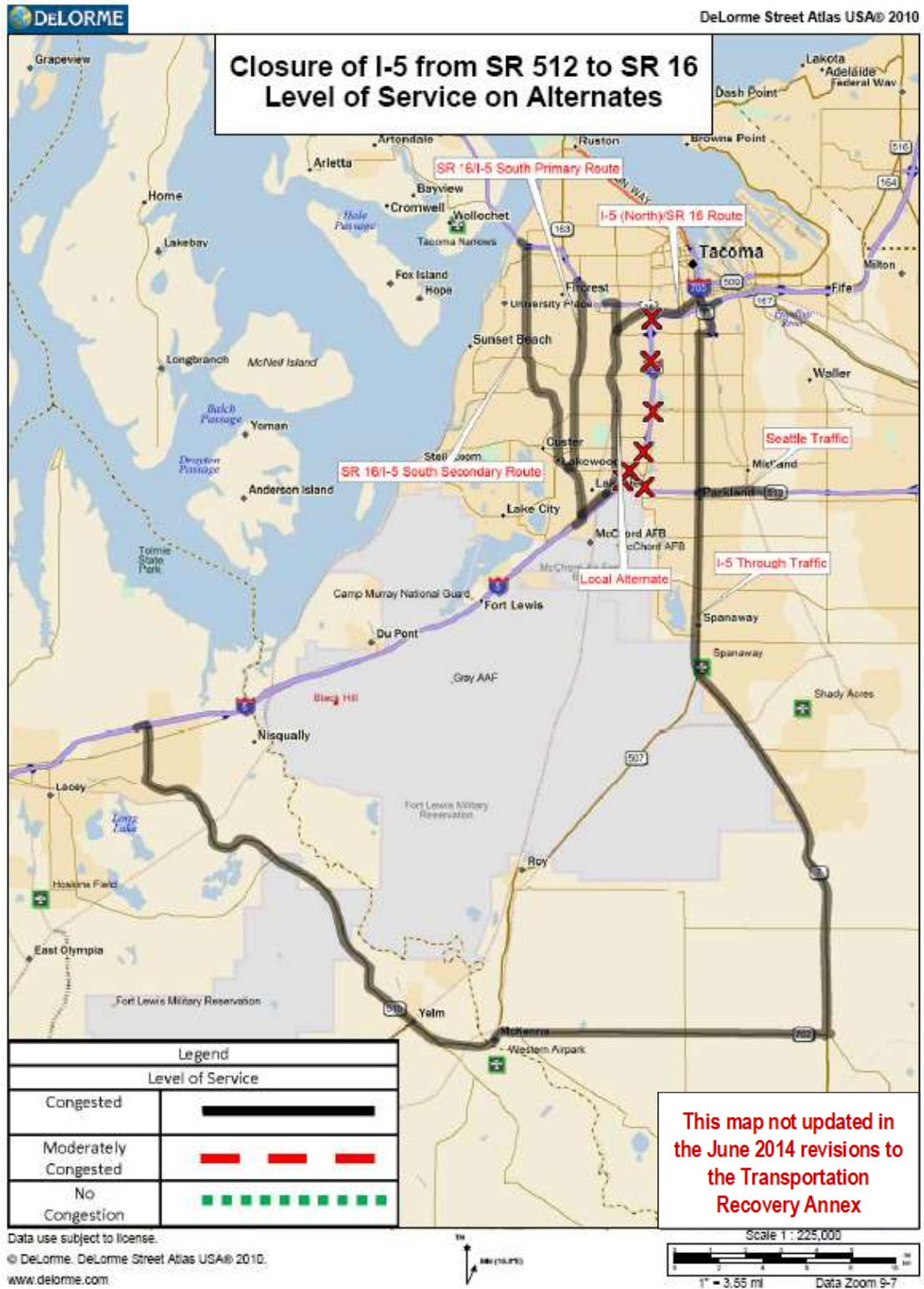
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
37 - Closure of I-5 from SR 512 to SR 16 – Pierce County	
North to South Routing – SR 16 to I-5 South Primary	South to North Routing – I-5 North to SR 16 Primary
SR 16 Southbound SR 16 Southbound Exit 2 to S Orchard SR 16 Southbound Ramp to S Orchard St (Traf. Sig.) S Orchard St Southbound Lakewood Dr W Southbound Bridgeport Way SW Southbound (Traffic Signal) Bridgeport Way SW Southbound Bridgeport Way SW Southbound Ramp to I-5 South I-5 Southbound Ramp (Traffic Signal) I-5 Southbound (Interchange 125) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 125 Ramp to Bridgeport Way SW (Traffic Signal) Bridgeport Way SW Northbound Lakewood Dr W Northbound (Traffic Signal) Lakewood Dr W Northbound S Orchard St Northbound N Jackson Ave Northbound S 19 th St Eastbound (Traffic Signal) N Orchard St Northbound (Traffic Signal) N Orchard St Northbound Ramp for SR 16 North SR 16 Northbound Ramp (Traffic Signal) SR 16 Northbound
North to South Routing – SR 16 to I-5 South Secondary	South to North Routing – I-5 North to SR 16 Secondary
SR 16 Southbound SR 16 Southbound Exit 4 to Jackson Ave SR 16 Southbound Ramp to Jackson Ave (Traf. Sig.) N Jackson Ave Southbound S Jackson Ave Southbound Bridgeport Way W Southbound (Traffic Signal) Bridgeport Way SW Southbound Bridgeport Way SW Southbound Ramp to I-5 South I-5 Southbound Ramp (Traffic Signal) I-5 Southbound (Interchange 125) I-5 Southbound	I-5 Northbound I-5 Northbound Exit 125 Ramp to Bridgeport Way SW (Traffic Signal) Bridgeport Way SW Northbound Bridgeport Way W Northbound S Jackson Ave Northbound N Jackson Ave Northbound N Jackson Ave Northbound Ramp for SR 16 North SR 16 Northbound Ramp (Traffic Signal) SR 16 Northbound

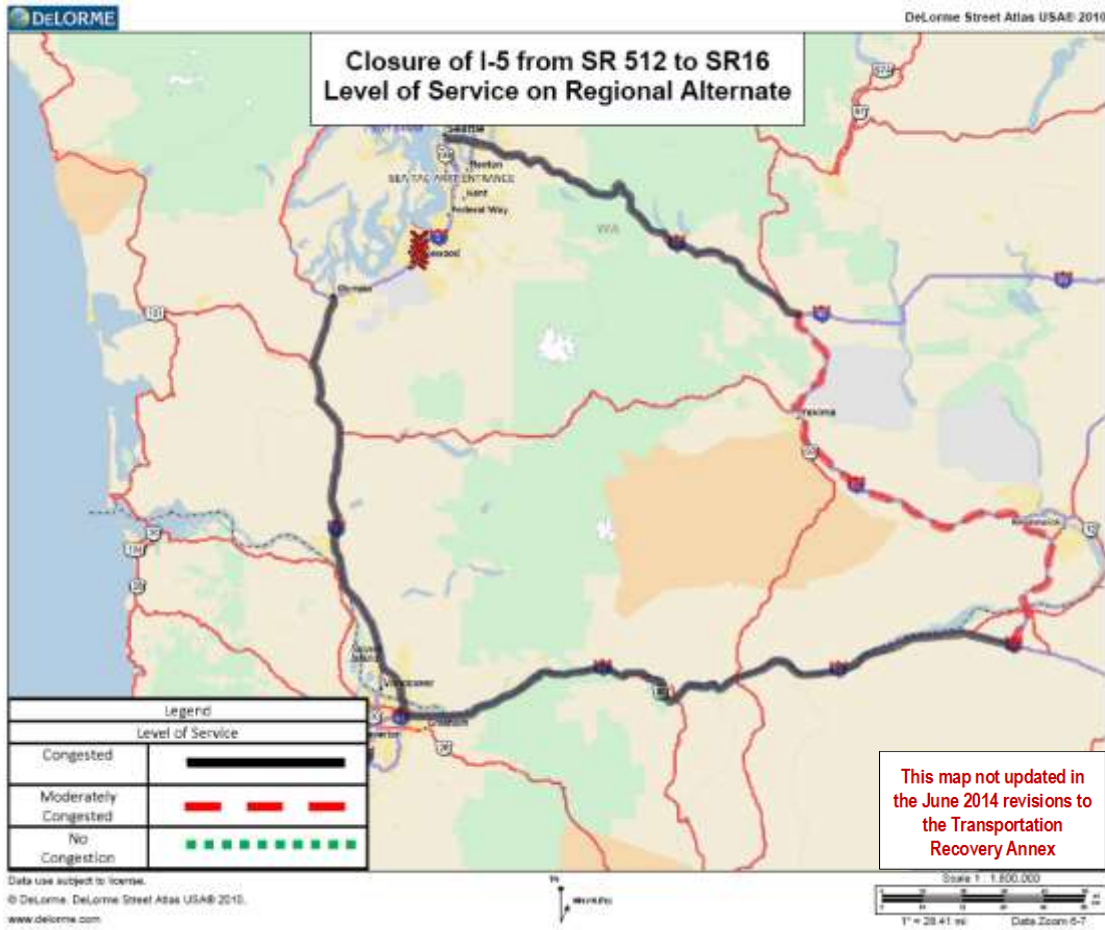
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
37 - Closure of I-5 from SR 512 to SR 16 – Pierce County	
North to South –SR 16 to/from I-5 (North) Route	North to South –SR 16 to/from I-5 (North) Route
I-5 Southbound I-5 Southbound Exit 129 (So 72 nd St) S 72 nd St Westbound (Traffic Signal) S 74 th St Westbound S Tacoma Way Southbound (Traffic Signal) S Tacoma Way Southbound Pacific Hwy SW Southbound Bridgeport Way W Southbound (Traffic Signal) Bridgeport Way SW Southbound Bridgeport Way SW Southbound Ramp to I-5 South I-5 Southbound Ramp (Traffic Signal) I-5 Southbound (Interchange 125)	I-5 Northbound I-5 Northbound Exit 125 Ramp to Bridgeport Way SW (Traffic Signal) Bridgeport Way SW Northbound Pacific Hwy SW (Traffic Signal) Pacific Hwy SW Northbound S Tacoma Way Northbound S 74 th St Eastbound S 72 nd St Eastbound S 72 th St Ramp to I-5 North (Traffic Signal) I-5 Northbound (Interchange 129) I-5 Northbound

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
37 - Closure I-5 from SR 512 to Thurston County Line – Pierce County	
North to South Regional Routing	South to North Regional Routing
I-5 to I-84 (in Oregon)	I-5 (Seattle Area) to I-90 Eastbound
I-84 Eastbound	I-90 Eastbound
I-84 Eastbound to I-82 Westbound	I-90 Eastbound to I-82 Eastbound
I-82 Westbound	I-82 Eastbound
I-82 Westbound to I-90 Westbound	I-82 Eastbound to I-84 Westbound
I-90 Westbound	I-84 Westbound
I-90 Westbound to I-5 (Seattle Area)	I-84 Westbound to I-5 (Portland Area)

Note – Diversion to I-84 in Oregon State to I-82 to I-90 should be considered to bypass entire I-5 Corridor in Pierce County. Coordination required with Oregon. (See Map)

Note –This is the Regional Diversion Route.





Puget Sound Regional Transportation Recovery Plan					
37 - Closure of I-5 from SR 512 to SR 16 Interchange – Pierce 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 3, HOV 4
Construct HOV Bypass				√	
Ramp Metering			√		
Freeway Ramps - New			√		SR 512/I-5 Connection
Freeway Ramps – Closure					
Truck Restrictions	√	√	√		Unsafe Truck Routes
Truck Preferences	√	√	√		Port Access
Shoulder - Convert to Driving Lane			√		E 26 th St Ramp
Parking Eliminate/Restrict	√	√	√		S 38 th St, S Tac Way, Union
Turn Prohibitions	√	√	√		S 38 th St, S Tac Way, Union
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			√		S 38 th St, Tacoma Way, Union
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					
37 - 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			√		