Appendix B Disruption Scenarios Information and Maps

Snohomish County

Transportation Recovery Annex – June 2014

Appendix B Scenario #40 – Closure of I-5 Bridge over Snohomish River

A. General Information

Planners identified two alternative routes as primary and secondary for all traffic in response to closure of the I-5 Bridge over the Snohomish River However, the secondary route will be used only if the primary route is impassable. Detours for this section will entail rerouting traffic onto Broadway through the City of Everett from I-5 and return to I-5 at the next available on-ramp (primary). If the primary route is deemed impassable, the secondary route entails diverting traffic from I-5 at the Stevens Pass Hwy to SR 204 to SR 9 to SR 528 returning to I-5 at the next available on-ramp.

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. Emergency Services Coordinating Agency (ESCA)
- 2. Snohomish County Department of Emergency Management (DEM)
- 3. City of Everett
- 4. City of Marysville

D. Transportation Disruption Notification

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

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

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

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

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

E. County Emergency Operations Center Notification Concept

- 1. Emergency Services Coordinating Agency (ESCA) will notify the cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
- 2. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an interlocal agreement, viz. the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

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

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholder identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing such as a establishing a One-Way Couplet, Adjusting Traffic Signal Timings, Restricting/Eliminating Road side parking, implementing Truck Restrictions and Turn Prohibitions on State Routes 9, 204, and 528. 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 closure of freeway ramps at the Interchanges of 198 and 195 and establishing new and/or extending transit services. Other alternatives include: Establish or expand Park and Ride lots, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, a Long Term option includes changing current HOV rules, constructing an HOV Bypass and traffic signal interconnects. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan						
40 - Closure of I-5 over Snohor	nish River – Snohomish County					
North to South Routing (Primary)	South to North Routing (Secondary)					
I-5 Southbound	I-5 Northbound					
I-5 Southbound Exit 198 (SR 529)	I-5 Northbound Exit 192 (Broadway)					
I-5 Southbound Ramp to SR 529	I-5 Northbound Ramp to Broadway					
SR 529 Southbound Broadway Northbound						
SR 529 to Broadway	Broadway Northbound to SR 529 Northbound					
Broadway Southbound SR 529 Northbound to I-5 Northbound						
Broadway to I-5 Southbound I-5 Northbound (Interchange 198)						
I-5 Southbound (Interchange 192)						

Note – SR 529 Primary Southbound, SR 9 Primary Northbound.

40 - Closure of I-5 over Snohomish River – Snohomish County					
North to South Routing (Secondary)	South to North Routing (Primary)				
I-5 Southbound (Exit 199)	I-5 Northbound (Exit 194)				
Ramp to SR 528 Eastbound (Traffic Signal)	US 2 Eastbound (Stevens Pass Highway)				
SR 528 Eastbound (4th St)	US 2 Eastbound Exit for SR 204 Eastbound				
SR 528 Eastbound (64 th St NE)	SR 204 Eastbound				
SR 9 Southbound (Traffic Signal)	SR 204 Eastbound to SR 9 North (Traffic Signal)				
SR 9 Southbound to SR 204 Westbound	SR 9 Northbound				
SR 204 Westbound	SR 9 Northbound to SR 528 Westbound				
SR 204 Westbound Exit for US 2 Westbound	SR 528 Westbound (64 th St NE)				
US 2 Westbound (Stevens Pass Hwy)	SR 528 Westbound (4th St)				
US 2 Westbound Exit for I-5 Southbound	SR 528 Westbound Ramp to I-5 Northbound				
I-5 Southbound (Interchange 194)	I-5 Northbound (Interchange 199)				

Note: Bridge on Broadway at Hewitt is scheduled for replacement June 2014 – Aug 2015

Note: SR 9 could be a primary for northbound traffic

40 - Closure of I-5 over Snohomish River – Snohomish County Mitigation Strategies Implementation Not Term Term Feasible Or Not Feasible Or NA One-way couplet Adjust Traffic Signal Timings V V One-way couplet Adjust Traffic Signal Timings V V One-way couplet HOV Lanes - Convert V V V HOV Lanes - Change V V Interchange 194, 199 Ramp Metring V V Interchange 194, 199 Ramp Metring V V V Freeway Ramps - Closure V V V Truck Preferences V V V Shoulder - Convert to Driving Lane V V SR 9, SR 204, SR 528 Turn Prohibitions V V V SR 9, SR 204, SR 528 Turn Prohibitions V V V Previse Relocation Ferry Service Relocation V V V Previse Relocation Ferry Service Relocat	Puget Sound Regional Transportation Recovery Plan					
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	Adjust Fleet Size					

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

Appendix B Scenario #41 – Closure of I-5 at the SR 529 Interchange

A. General Information

For the closure of the I-5 at the SR 529 Interchange, planners identified an alternate route for all traffic. The detour for this section will entail rerouting from I-5 at the Stevens Pass Hwy to SR 204 to SR 9 to SR 528 returning to I-5 at the next available on-ramp.

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)

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E. County Emergency Operations Center Notification Concept

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F. Current Available Alternatives

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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 such as a establishing a One-Way Couplet, Adjusting Traffic Signal Timings, Restricting/Eliminating road- side parking, implementing Truck Restrictions and Turn Prohibitions on State Routes 9, 204, and 528. 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 establishing new and/or extending transit services. Other alternatives include: Establishing or expanding Park and Ride lots, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, a Long Term option includes changing current HOV rules, constructing an HOV Bypass at Interchange 196 and 199 and traffic signal interconnects. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan							
41 - Closure of I-5 and SR 529 Intercl	nange (Exit 198) – Snohomish County						
North to South Routing	South to North Routing						
I-5 Southbound (Exit 199)	I-5 Northbound (Exit 194)						
SR 528 Eastbound	US 2 Eastbound (Stevens Pass Highway)						
SR 9 Southbound	SR 204 Northbound						
SR 204 Southbound	SR 9 Northbound						
US 2 Westbound (Stevens Pass Highway) SR 528 Westbound							
I-5 Southbound (Interchange 194)	I-5 Northbound (Interchange 199)						

Note: SR 529 Traffic uses Walnut St. to Interchange 194.

Note: Possible alternative to use two-way traffic on available bridge spans.

Note: Overweight/over length freight movements to/from Port of Everett uses SR 9 and SR 96



Puget Sou	nd Regiona	l Transpo	rtation Re	covery Plan			
41 - Closure of					unty		
	Mitigation Strategies						
Implementation							
Strategy	Short- Term	Mid- Term	Long- Term	Not Feasible Or N/A	Comments		
Alternative Routing		\checkmark					
Adjust Traffic Signal Timings							
Contra-flow Lanes New							
HOV Lanes – Convert							
HOV Lanes – New							
HOV Rules - Change					HOV 2 to HOV 3		
Construct HOV Bypass					Interchange 194, 199		
Ramp Metering							
Freeway Ramps - New							
Freeway Ramps – Closure				\checkmark	0 · · · · · · · ·		
Truck Restrictions	\checkmark	\checkmark	\checkmark		Overweight to Everett (SR 96)		
Truck Preferences							
Shoulder - Convert to Driving Lane							
Parking Eliminate/Restrict					SR 9, SR 204, SR 528		
Turn Prohibitions	\checkmark	\checkmark			SR 9, SR 204, SR 528		
Ferry Service Relocation							
Ferry Service New							
Ferry Service Increase Existing							
Congestion Pricing	1	1					
Vanpool Carpool Incentives							
Park – Ride Lots New/Expand	N	N	γ	1			
Alternating Driving Days							
Bike Lanes				$\sqrt{1}$			
Tolling Adjustments Transit Service New		al	al	Ň			
Transit Service Increase		N	N				
Improved Incident Management		V	V				
(Patrols)	\checkmark	\checkmark	\checkmark				
Technology – Electronic Signing or Surveillance	\checkmark	\checkmark	\checkmark				
Technology – Signal Interconnects							
Convert trails to special motorized				\checkmark			
use	1	1	1				
Tele-commuting	$\overline{\mathbf{v}}$						
Staggered Work Shifts	N						
Compressed Work Week	\checkmark	\checkmark		.1			
Emergency Responder Routes Adjust Fleet Size				$\sqrt[n]{\sqrt{1}}$			

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

Appendix B Scenario #42 – Closure of US 2 from I-5 to SR 204

A. General Information

For the closure of SR 2 from I-5 to SR 204, planners identified an alternate route for both North and South traffic via State Routes 9 and 531 back onto US 2 (Stevens Pass Highway). The detour for traffic traveling south will entail diverting at Exit 206 from I-5 onto SR 531 to SR 9 to get to US 2. For traffic traveling north, the detour will start at Exit 186 to SR 96 Eastbound (128th St SW), to SR 96 Eastbound to Cathcart Way, Cathcart Way Eastbound to SR 9.

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. Emergency Services Coordinating Agency (ESCA)
- 2. Snohomish County Department of Emergency Management (DEM)
- 3. City of Snohomish

D. Transportation Disruption Notification

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

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

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

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

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

E. County Emergency Operations Center Notification Concept

- Emergency Services Coordinating Agency (ESCA) will notify the cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
- Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an inter-local agreement, viz. the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

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

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, Restricting/Eliminating road- side parking, implementing Truck Restrictions and Turn Prohibitions on State Routes 9, 204, and 528. 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. Planners identified several Mid-Term Alternatives such as establishing new and/or extending transit services. Other alternatives include: Establish or expand Park and Ride lots, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, a Long Term option includes changing current HOV rules, constructing an HOV Bypass at Interchange 199 and traffic signal interconnects. See the Roadway Reconstruction and Transportation Mitigation Strategies Toolbox for alternative transportation options for restoring the transportation network. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation R	Recovery Plan – Alternative Routing Plan
	o SR 204 – Snohomish County
East to West Routing (to/from I-5 (North))	West to East Routing (to/from I-5 (North))
US 2 Westbound (Stevens Pass Highway)	I-5 Exit 208 (SR 530)
US 2 Westbound Exit for SR 9 Northbound	Ramp to SR 530 Eastbound (Traffic Signal)
SR 9 Northbound	SR 530 Eastbound
SR 9 Northbound to SR 530 Westbound (Traffic	SR 9 Southbound (Traffic Signal)
Signal)	SR 9 Southbound Exit for US 2 Eastbound
SR 530 Westbound	US 2 Eastbound (Stevens Pass Hwy)
SR 530 Westbound Ramps to I-5	
I-5 Northbound or Southbound (Interchange 208)	
East to West Routing (to/from I-5 (South))	West to East Routing (to/from I-5 (South))
US 2 Westbound (Stevens Pass Highway)	I-5 Northbound Exit 186 (SR 96)
US 2 Westbound to SR 9 Southbound	Ramp to SR 96 Eastbound (Traffic Signal)
SR 9 Southbound	SR 96 Eastbound (128 th St SW)
SR 9 Southbound to Cathcart Way	SR 96 Eastbound to Cathcart Way
Cathcart Way Westbound to SR 96	Cathcart Way Eastbound
SR 96 Westbound (128th St SW)	Cathcart Way Eastbound to SR 9
SR 96 Westbound to I-5 Southbound Ramp	SR 9 Northbound (Traffic Signal)
I-5 Southbound (Interchange 186)	SR 9 Southbound to US 2 Eastbound
	US 2 Eastbound (Stevens Pass Hwy)

Note: SR 531 and SR 538 can provide access to I-5 for local traffic



Puget Sound Regional Transportation Recovery Plan					
42-Clos	sure of US 2			– Snohomis	h County
			n Strategie	S	
		Implem	entation	Net	
Strategy	Short-	Mid-	Long	Not Feasible	Comments
Strategy	Term	Term	Long- Term	Or	Comments
	Tenni	Tenni	Tenni	N/A	
Alternative Routing				11/7 1	
Adjust Traffic Signal Timings	Ń				
Contra-flow Lanes New					
HOV Lanes – Convert					
HOV Lanes – New					
HOV Rules - Change					HOV 3 HOV 4
Construct HOV Bypass					Interchange 199
Ramp Metering					
Freeway Ramps - New					
Freeway Ramps – Closure					
Truck Restrictions				√	
Truck Preferences					
Shoulder - Convert to Driving				\checkmark	
Lane	2	al	al		CD 0 CD 521
Parking Eliminate/Restrict Turn Prohibitions	N	√ 	N		SR 9, SR 531 SR 9, SR 531
Ferry Service Relocation	N	N	N		SK 9, SK 551
Ferry Service New					
Ferry Service Increase Existing				V	
Congestion Pricing				v v	
Vanpool Carpool Incentives					
Park – Ride Lots New/Expand					
Alternating Driving Days					
Bike Lanes					
Tolling Adjustments					
Transit Service New					
Transit Service Increase					
Improved Incident Management	\checkmark				
(Patrols)	•	•	•		
Technology – Electronic Signing	\checkmark	\checkmark	\checkmark		
or Surveillance					
Technology – Signal Interconnects					
Convert trails to special motorized use				\checkmark	
Tele-commuting					
Staggered Work Shifts		$\sqrt{1}$			
Compressed Work Week	1	√	v v		
Emergency Responder Routes	•		,		
Adjust Fleet Size				Ń	

Puget Sound Regional Transportation Recovery Plan							
42	42-Roadway Reconstruction Elements						
		Implem	entation				
Roadway Reconstruction Elements	Short- Term	Mid- Term	Long- Term	Not Feasible Or N/A	Comments		
Debris removal of damaged roadway and roadway structures	\checkmark						
Prioritize segment restoration/reconstruction	\checkmark						
Provide engineering contract mechanisms (assume design- build for roadways and roadway structures of high priority)	\checkmark						
Meet with stakeholders to discuss options		\checkmark			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure		
Determine long-term contracting needs		\checkmark					
Identify recovery options for the roadway section			\checkmark				
Coordinate with utility purveyors for utilities in roadway rights-of- way			\checkmark				
Develop long-term contracting procedures			\checkmark				

Appendix B Scenario #43 – Closure of I-5 at the I-405 Interchange (N)

A. General Information

Several scenarios and alternate routes relate to this section of I-5. The information within this appendix includes maps and routing information for the following:

- I-5 Through Traffic Routing
- I-5 (North) to/from I-405 Traffic Routing
- I-5 (South) to/from I-405 Traffic Routing
- I-5 to/from SR 525 Traffic Routing

See Route Maps and Alternate Route Plan for specific routing information. Although no routes in King County are involved, this disruption will have effects on traffic flow in King Co. so they are involved in the notification.

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. Emergency Services Coordinating Agency (ESCA)
- 2. King County Office or Emergency Management (OEM)
- 3. Snohomish County Department of Emergency Management (DEM)
- 4. City of Lynnwood
- 5. City of Mill Creek
- 6. City of Lake Forest Park
- 7. City of Edmonds

D. Transportation Disruption Notification

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

When disruptions occur on local routes, and detours and alternatives may impact state routes, WSDOT may be notified if local jurisdictions coordinate through WSDOT Regional Emergency Operations Centers (EOC)/Traffic Management Centers or through the State Emergency

Operations Center. WSDOT may also get this information through WebEOC if EOCs are activated, from staff reports from the field, direct contact with local jurisdictions in the field or though liaisons placed in local EOCs.

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

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

E. County Emergency Operations Center Notification Concept

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

F. Current Available Alternatives

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

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, Restrict/Eliminate Road side parking, Truck Restrictions and Turn Prohibitions on 164th Street, 44th Avenue, and State Routes 99, and 104. 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 converting interstates and freeway shoulders to HOV driving lanes, establishing new and/or extending transit services. Other alternatives include: Establish or expand Park and Ride lots, Tele-commuting, Truck Preferences, 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, a Long Term option includes Freeway Ramp closures, changing current HOV rules, convert portions of Interstates 5 and 405 to HOV, constructing an HOV Bypass at bottleneck area and traffic signal interconnects at 164th Street, 44th Avenue, and State Routes 99, and 104. See Appendix E – Roadways Toolbox for further information.







- **Note:** Consider Alderwood Mall Parkway/Boulevard and 36th Ave West as secondary routes. (See maps)
- Note: Use Ballenger Way and SR 522 as a secondary route
- Note: Use SR 527 as a secondary route
- Note: Use 220th Street SW as a secondary exit (See map)



Puret Sound Pagional Transportation P	ecovery Dien Alternative Bouting Dien
Puget Sound Regional Transportation R 43 - Closure of I-5 I-405 Inter	
North to South (I-5 (North) to I-405 Routing)	South to North (I-5 (North) to I-405 Routing)
I-5 Southbound	I-405 Northbound
I-5 Southbound Exit 183 (164th St SW) (Traffic Sig.)	I-405 Northbound Exit 26 (SR 527)
164 th St SW Eastbound	I-405 Northbound ramp to SR 527
164 th St SE Eastbound	SR 527 Northbound (Traffic Signal)
164 th St SE Eastbound to SR 527 Southbound	SR 527 Northbound
(T.S.)	SR 527 Northbound to 164th St SE West (T.S.)
SR 527 Southbound (Bothell Everett Hwy)	164th St SE Westbound
SR 527 Southbound (Bothell Everett Hwy)	164 th St SW Westbound
 Exit to I-405 Southbound Ramp 	164th St SW ramp to I-5 Northbound
I-405 Southbound (Interchange 26)	I-5 Northbound
I-405 Southbound	
North to South (I-5 Through Traffic Routing)	South to North (I-5 Through Traffic Routing)
I-5 Southbound	I-5 Northbound
I-5 Southbound Exit 183 (164th St SW Eastbound)	I-5 Northbound Exit 181A (44th Ave W)
164th St SW Eastbound	44th Ave W Northbound (Traffic Signal)
164th St SW Eastbound becomes 44th Ave W West	44 th Ave W Northbound
44th Ave W Southbound	44th Ave Northbound becomes 164th St SW
44th Ave W Southbound	164 th St SW Eastbound
44th Ave W Southbound Ramp to I-5 Southbound	164th Ave SW Ramp to I-5 Northbound
I-5 Southbound (Interchange 181)	I-5 Northbound (Interchange 183)
Note: Alternative is Alderwood Mall Parkway	Note: Alternative is Alderwood Mall Parkway
North to South (SR 525 to/from I-5 Routing)	South to North (SR 525 to/from I-5 Routing)
SR 525 Southbound	I-5 Northbound
SR 525 Southbound to SR 99 (Evergreen Way)	I-5 Northbound Exit 177 (SR 104)
SR 99 Southbound (Evergreen Way)	Ramp to SR 104 Westbound
SR 99 Southbound (Pacific Hwy)	SR 104 Westbound
SR 99 Southbound (Pacific Hwy) Exit for SR 104	SR 104 Westbound (Lake Ballinger Way)
SR 104 Eastbound	SR 104 Westbound (NW 205th St)
SR 104 Eastbound (Edmonds Way)	SR 104 Westbound (RW 200- St)
SR 104 Eastbound (NW 205 th St)	SR 104 Westbound Exit for SR 99 North
SR 104 Eastbound (Lake Ballinger Way)	SR 99 Northbound (Pacific Hwy)
SR 104 Eastbound (Lake Dailinger Way) SR 104 Eastbound Exit to I-5 Southbound	SR 99 Northbound (Evergreen Way)
	SR 99 Northbound Exit to SR 525 Northbound
Ramp to I-5 Southbound	
I-5 Southbound (Interchange177)	SR 525 Northbound
East to West (I-5 South to/from I-405 Routing)	West to East (I-5 South to/from I-405 Routing)
I-5 Northbound	I-405 Northbound
I-5 Northbound Exit 181 B	I-405 Northbound Exit 26 (SR 527)
Ramp to Alderwood Mall Pkwy	SR 527 Northbound (Everett Bothell Hwy)
Alderwood Mall Parkway Northbound	SR 527 Northbound to SR 524 West (Traffic
Alderwood Mall Parkway Northbound to SR 524	Signal)
SR 524 Eastbound (196th St SW) (Traffic Signal)	SR 524 Westbound (Filbert Rd)
SR 524 Eastbound (196 th St SW)	SR 524 Westbound (196 th St SW)
SR 524 Eastbound (Filbert Rd)	SR 524 Westbound to ramp to I-5 South (Traf.
SR 524 Eastbound (Filbert Rd) to SR 527 (TS)	Sig.)
SR 527 Southbound (Bothell Everett Hwy)	37th Ave W (Ramp to I-5 Southbound)
SR 527 Southbound Ramp to I-405 Southbound	I-5 Southbound
I-405 Southbound (Interchange 26)	



Puget Sound Regional Transportation Recovery Plan								
	43 - Closure of I-5 I-405 Interchange - Snohomish County Mitigation Strategies							
Implementation								
Oberterer	01 1			Not	Oranata			
Strategy	Short-	Mid-	Long-	Feasible	Comments			
	Term	Term	Term	Or N/A				
Alternative Routing								
Adjust Traffic Signal Timings								
Contra-flow Lanes New								
HOV Lanes – Convert					I-5, I-405			
HOV Lanes – New								
HOV Rules - Change					HOV 3, HOV 4			
Construct HOV Bypass			Ň		Bottlenecks			
Ramp Metering			Ň					
Freeway Ramps - New				\checkmark				
Freeway Ramps – Closure				•	Interchanges near closure point			
Truck Restrictions					Time of Day			
Truck Preferences	v	N			Critical Supplies, Mall Supply			
Shoulder - Convert to Driving		• ,			Interstates/Freeways			
Lane					HOV			
Parking Eliminate/Restrict					164 th St, 44 th Ave			
Turn Prohibitions					164 th St, 44 th Ave, SR 99, SR			
			\checkmark		104 00, 44 700, 01000, 010			
Ferry Service Relocation				\checkmark				
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		Ń						
Improved Incident	I							
Management (Patrols)								
Technology – Electronic	I	I	I					
Signing or Surveillance			\checkmark					
Technology – Signal		1	I		164 th St, 44 th Ave, SR 99, SR			
Interconnects			\checkmark		104			
Convert trails to special		1	I		Burke-Gilman, Interurban			
motorized use			\checkmark					
Tele-commuting								
Staggered Work Shifts		Ň	Ň					
Compressed Work Week		Ń						
Emergency Responder Routes	Ń		$\overline{}$					
Adjust Fleet Size		,						

Puget Sound Regional Transportation Recovery Plan					
43 - Roadway Reconstruction Elements					
	Implementation				
Roadway Reconstruction Elements	Short- Term	Mid- Term	Long- Term	Not Feasible Or N/A	Comments
Debris removal of damaged roadway and roadway structures	\checkmark				
Prioritize segment restoration/reconstruction	\checkmark				
Provide engineering contract mechanisms (assume design- build for roadways and roadway structures of high priority)	\checkmark				
Meet with stakeholders to discuss options		\checkmark			Pre-planning should identify conceptual level-plans for roadway sections that are susceptible to failure
Determine long-term contracting needs		\checkmark			
Identify recovery options for the roadway section			\checkmark		
Coordinate with utility purveyors for utilities in roadway rights-of- way			\checkmark		
Develop long-term contracting procedures			\checkmark		
Appendix B Scenario #44 – Closure of SR 9 over the Snohomish River

A. General Information

For the closure of SR 9 over the Snohomish River, planners identified an alternate route that will entail diverting traffic from SR 9 onto SR 96 to I-5; then to US 2 at Everett to SR 204 back onto SR 9.

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. Emergency Services Coordinating Agency (ESCA)
- 2. Snohomish County Department of Emergency Management (DEM)
- 3. City of Everett
- 4. City of Mill Creek

D. Transportation Disruption Notification

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

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

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

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

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

E. County Emergency Operations Center Notification Concept

- 1. Emergency Services Coordinating Agency (ESCA) will notify the cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
- 2. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an inter-local agreement, viz. the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.

F. Current Available Alternatives

There are two local alternative routes. If the Airport Way Bridge is in service, traffic from SR 9 Northbound would exit SR 9 onto Airport Way, go north on Airport Way over the bridge and into the City of Snohomish. Then turn left onto 2nd Street and continue west on 2nd Street to SR 9 turning right and proceeding northbound. Southbound traffic could exit SR 9 on 2nd Street and continue east to Airport Way (99th Ave SE), turn right and proceed south to SR 9.

The other alternative is to use Lowell Larimer Road.

G. Transportation Mitigation Strategies

1. Short Term Solutions

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

2. Mid-Term Alternatives

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

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, a Long Term option includes Truck Restrictions, changing current HOV rules, incorporating technology in traffic signal interconnects and freeway ramp metering on I-5. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation R	ecovery Plan – Alternative Routing Plan
44 - Closure SR 9 over Snohon	
North to South Routing	South to North Routing
SR 9 Southbound	SR 9 Northbound
SR 9 Southbound to SR 204 Westbound SR 204 Westbound	SR 9 Northbound to Cathcart Way Cathcart Way Westbound
SR 204 Westbound Exit to US 2 West	Cathcart Way Westbound to SR 96
US 2 Westbound	SR 96 Westbound (132 nd St SE)
US 2 Westbound Exit to I-5 Southbound	SR 96 Westbound (132 nd St SE) (Traffic
I-5 Southbound (Interchange194)	Signal)
I-5 Southbound	SR 96 Westbound (128th St SE)
I-5 Southbound Exit 186 (SR 96 Eastbound)	SR 96 Westbound Ramp to I-5 Northbound
SR 96 Eastbound (128 th St SE)	I-5 Northbound (Interchange 186)
SR 96 Eastbound (132 nd St SE)	I-5 Northbound
SR 96 Eastbound (132 nd St SE) to Cathcart Way	I-5 Northbound Exit 194 (US 2) Ramp for US 2 Eastbound
Cathcart Way Eastbound	US 2 Eastbound
Cathcart Way Eastbound to SR 9	US 2 Eastbound Exit for SR 204 Eastbound
SR 9 Southbound	SR 204 Eastbound
	SR 204 Eastbound to SR Northbound
	(Traffic Signal)
	SR 9 Northbound



Puget Sound Regional Transportation Recovery Plan							
44 - Closure of S	SR 9 over S	nohomish	River - Si	nohomish Co	ounty		
Mitigation Strategies							
		Implem	entation				
				Not			
Strategy	Short-	Mid-	Long-	Feasible	Comments		
	Term	Term	Term	Or			
				N/A			
Alternative Routing		\checkmark	\checkmark				
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					1-5		
Freeway Ramps - New							
Freeway Ramps – Closure				Ń			
Truck Restrictions					Unsafe Truck Routes		
Truck Preferences							
Shoulder - Convert to Driving							
Lane				\checkmark			
Parking Eliminate/Restrict							
Turn Prohibitions		1	1		Lowell Larimer, River		
		\checkmark	\checkmark		Rd		
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				\checkmark			
Transit Service New							
Transit Service Increase							
Improved Incident Management		\checkmark	\checkmark				
(Patrols)	N	N	N				
Technology – Electronic Signing		\checkmark	\checkmark				
or Surveillance	V	V					
Technology – Signal Interconnects			\checkmark		SR 96		
Convert trails to special motorized				\checkmark			
use				v			
Tele-commuting							
Staggered Work Shifts		\checkmark					
Compressed Work Week							
Emergency Responder Routes							
Adjust Fleet Size							

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

Appendix B Scenario #45 – Closure of I-405 at SR 527

A. General Information

The alternate route identified for the closure of I-405 at SR 527 will entail diverting traffic from I-405 onto SR 522 to SR 104 to I-5 back to I-405. For detailed information, see Alternate Routing Plan and Route Map.

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. Emergency Services Coordinating Agency (ESCA)
- 2. King County Office of Emergency Management (OEM)
- 3. Snohomish County Department of Emergency Management (DEM)
- 4. Cities of Lake Forest Park, Kenmore and Bothell

D. Transportation Disruption Notification

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

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

If alternatives and detours are established for routes where WSDOT is the lead agency and coordination with local jurisdictions is necessary, WSDOT will provide information through their Regional EOCs/Traffic Management Centers to local jurisdictions and transportation agencies to coordinate detour implementation. The WSDOT EOC will coordinate through ESF – 1 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. Snohomish County Emergency Operations Center will notify Everett Emergency Management and Monroe Emergency Management as well as the jurisdictions and tribes with which they have an inter-local agreement, viz. the Tulalip tribe, Marysville, Arlington, Stanwood, Darrington, Granite Falls, Lake Stevens, Index, Gold Bar, Sultan and Snohomish as well as the Stillaguamish Tribe.
- 2. Emergency Services Coordinating Agency (ESCA) will notify the cities of Brier, Edmonds, Kenmore, Lake Forest Park, Lynnwood, Mountlake Terrace, Mill Creek and Woodway.
- 3. King County Emergency Coordination Center will notify Auburn Emergency Management, Bellevue Emergency Preparedness, Bothell Emergency Preparedness, Federal Way Emergency Management, Issaquah Emergency Management, Kent Emergency Management, Kirkland Emergency Management, Mercer Island Emergency Services, Redmond Office of Emergency Management, Renton Emergency Management, Seattle Office of Emergency Management, Shoreline Emergency Services, Skykomish Emergency Management, Snoqualmie Emergency Management, Tukwila Emergency Services and Woodinville Emergency Management as well as the Cities of Burien, Normandy Park, SeaTac and Des Moines and the Muckleshoot and Snoqualmie Tribes.

F. Current Available Alternatives

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

G. Transportation Mitigation Strategies

1. Short-Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, Restricting/Eliminating road- side parking, institute Truck Restrictions and Turn Prohibitions on 164th Street and SR 522. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

Several Mid-Term Alternatives have been identified such as converting interstates and freeway shoulders to HOV driving lanes, establishing new and/or extending transit services. Other alternatives include: Convert trails to special motorized use, Establish or expand Park and Ride lots, Tele-commuting, Truck Preferences, 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, a Long-Term option includes Freeway Ramp closures, changing current HOV rules, convert portions of Interstates 5 and 405 to HOV, constructing an HOV Bypass at bottleneck area and traffic signal interconnects at 164th Street and State Route 522. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan							
45 - Closure of I-405 SR 527 Interchange – Snohomish County							
North to South Local SR 527 Traffic	South to North Routing Local 527 Traffic						
Interstate traffic to I-90 Eastbound	Interstate traffic us I-90 Westbound						
 *SR 527 Southbound 	I-405 Northbound						
 *To 164th St Westbound (Traffic Signal) 	I-405 Northbound Exit 23 (SR 522 Westbound)						
 *164th St SE Westbound 	Ramp to SR 522 Westbound						
 *164th St SW Westbound 	SR 522 Westbound (Woodinville Rd)						
 *Ramp to I-5 Southbound 	*SR 522 Westbound (Intersection w/ SR 527)						
I-5 Southbound (Interchange 183)	SR 522 Westbound (Bothell Way NE)						
I-5 Southbound	SR 522 Westbound (NE Bothell Way)						
I-5 Southbound Exit 177 (SR 104 Eastbound)	SR 522 Westbound Ramp to SR 104 (Ballinger Way)						
Ramp to SR 104 (Traffic Signal)	SR 104 Westbound (Ballinger Way NE)						
SR 104 Eastbound (Ballinger Way NE)	SR 104 Westbound Ramp to I-5 Northbound						
SR 104 Eastbound to SR 522 (Traffic Signal)	I-5 Northbound (Interchange 177)						
SR 522 Westbound (NE Bothell Way)	 *SR 527 Traffic Exits I-5 Northbound at 						
SR 522 Westbound (Bothell Way NE)	Exit 183 (164 th St SW)						
*SR 522 Westbound (Intersection w/ SR 527)	- *164 th St SW Eastbound						
SR 522 Westbound (Woodinville Rd)	 *164th St SE Eastbound 						
Ramp to I-405 Southbound	 *SR 527 Northbound Traffic Signal 						
I-405 Southbound (Interchange 23)	- *SR 527 Northbound						

Note – Local traffic to from SR 527 accesses alternative Route at locations noted with asterisk *.

Note – I-405 closed at I-5 Interchange.

Note: Interstate traffic uses I-90, local 527 traffic uses SR 522 and SR 9



Puget Sound Regional Transportation Recovery Plan									
45 - Clos	sure of I-40		-	e - Snohomi	sh County				
		-	n Strategie	S					
	Implementation								
Strategy	Short- Term	Mid- Term	Long- Term	Not Feasible Or N/A	Comments				
Alternative Routing									
Adjust Traffic Signal Timings									
Contra-flow Lanes New									
HOV Lanes – Convert					I-5, I-405				
HOV Lanes – New									
HOV Rules - Change					HOV 3, HOV 4				
Construct HOV Bypass					Bottlenecks				
Ramp Metering									
Freeway Ramps - New									
Freeway Ramps – Closure	,	,			Interchanges near closure point				
Truck Restrictions		N			Unsafe Truck Routes				
Truck Preferences		N			Critical Supplies				
Shoulder - Convert to Driving Lane		\checkmark	\checkmark		Interstates/Freeways HOV				
Parking Eliminate/Restrict					164 th St				
Turn Prohibitions					164 th St, SR 522				
Ferry Service Relocation									
Ferry Service New									
Ferry Service Increase Existing									
Congestion Pricing									
Vanpool Carpool Incentives		V	N						
Park – Ride Lots New/Expand									
Alternating Driving Days	γ								
Bike Lanes		N							
Tolling Adjustments		-	al	N					
Transit Service New Transit Service Increase		N	$\sqrt{1}$						
Improved Incident Management (Patrols)			v √						
Technology – Electronic Signing or Surveillance	\checkmark	\checkmark	\checkmark						
Technology – Signal Interconnects					164 th St, SR 522				
Convert trails to special motorized		1							
use									
Tele-commuting									
Staggered Work Shifts	\checkmark		\checkmark						
Compressed Work Week									
Emergency Responder Routes									
Adjust Fleet Size									

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

Appendix B Scenario #46 – Closure of SR 522 at the Snohomish River

A. General Information

Planners identified two alternative routes as primary and secondary for traffic in response to the closure of SR 522 over the Snohomish River. The secondary route presented will be used only if the primary route is impassable. Detours for this section will entail rerouting traffic onto SR 9 to US 2 then back onto SR 522 (primary). If the primary route is deemed impassable, the secondary route entails diverting traffic from at I-405 to I-5 to US 2 back onto SR 522.

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. Emergency Services Coordinating Agency (ESCA)
- 2. King County Office of Emergency Management (OEM)
- 3. Snohomish County Department of Emergency Management (DEM)
- 4. Cities of Everett, Snohomish, Woodinville and Duvall

D. Transportation Disruption Notification

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

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

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

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

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

E. County Emergency Operations Center Notification Concept

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

F. Current Available Alternatives

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

G. Transportation Mitigation Strategies

1. Short Term Solutions

Stakeholders identified several short term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, Restricting/Eliminating road- side parking on SR 9, instituting Truck Restrictions and Turn Prohibitions on SR 9. See Appendix E – Roadways Toolbox for further information. See

2. Mid-Term Alternatives

Planners identified several Mid-Term Alternatives such increased transit services. Other alternatives include: Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long Term Options

Mid-term alternative transportation options can be extended to long term options, as necessary. In addition, a Long Term option includes: Establish or expand Park and Ride lots, van/car pool incentives and new transit services. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan							
46 - Closure of SR 522 over Snohomish River – Snohomish County							
East to West Routing	West to East Routing						
SR 522 Eastbound	SR 522 Eastbound						
SR 522 to US 2 Westbound (Traffic Signal)	SR 522 Eastbound Exit to SR 9						
US 2 Westbound (Stevens Pass Hwy)	Ramp to SR 9 (Traffic Signal)						
US 2 Westbound Exit to SR 9	SR 9 Northbound (Snohomish Woodinville Hwy)						
Ramp to SR 9	SR 9 Northbound						
SR 9 Southbound	SR 9 Northbound Ramp for US 2 Eastbound						
SR 9 Southbound (Snohomish Woodinville Hwy)	Ramp to US 2 Eastbound						
SR 9 Southbound Exit for SR 522 Westbound	US 2 Eastbound (Stevens Pass Hwy)						
SR 522 Ramp	US 2 Eastbound Ramp for SR 522 (Traffic						
SR 522	Signal)						
	SR 522						

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan								
46 - Closure of SR 522 over Snohomish River – Snohomish County								
East to West Alternate Route	West to East Alternate Route							
SR 522 Eastbound to US 2	I-405 Northbound							
US 2 Westbound (Stevens Pass Highway)	I-5 Northbound							
US 2 Westbound (Stevens Pass Hwy) Exit to I-5	I-5 Northbound Exit to US 2 (Exit 194)							
I-5 Southbound	Ramp to US 2 Eastbound							
I-5 Southbound Exit 182 (I-405)	US 2 Eastbound (Stevens Pass Highway)							
I-405 Southbound	US 2 Eastbound Exit for SR 522 (Traffic Signal)							
I-405 Southbound Exit 23 (SR 522)	SR 522							
SR 522								

Puget Sound Re	gional Transportation I	Recovery Plan – Alterna	tive Routing Plan

16 - Closure	of SR 522 ave	r Spohomish River	 Snohomish County 	

	iomish River – Shohomish County			
East to West Routing (Southeast Alternative)	West to East Routing (Southeast Alternative)			
SR 522 Eastbound	SR 522 Eastbound			
SR 522 to US 2 Eastbound (Traffic Signal)	SR 522 Eastbound Exit to NE 195th St			
US 2 Eastbound (Stevens Pass Hwy)	NE 195 th St Eastbound			
US 2 Eastbound Exit to SR 203	NE N Woodinville Rd Eastbound			
SR 203 Southbound (S Lewis St)	NE Woodinville Duvall Rd Eastbound			
SR 203 Southbound (Monroe Duvall Rd)	SR 203 Northbound (Traffic Signal)			
SR 203 Southbound (Duvall Monroe Rd NE)	SR 203 Northbound (Duvall Monroe Rd NE)			
NE Woodinville Duvall Rd Westbound	SR 203 Northbound (Monroe Duvall Rd)			
NE Woodinville Rd Westbound	SR 203 Northbound (S Lewis St)			
NE 195 th St Westbound	US 2 Westbound			
Ramp to SR 522 Westbound	US 2 Westbound to SR 522 (Traffic Signal)			
SR 522 Westbound	SR 522			



Puget Sound Regional Transportation Recovery Plan								
46 - Closure of SI	R 522 over	Snohomis	h River – S					
	Mitigation Strategies							
		Implem	nentation					
Strategy	Short- Term	Mid- Term	Long- Term	Not Feasible Or N/A	Comments			
Alternative Routing								
Adjust Traffic Signal Timings	\checkmark	\checkmark	\checkmark					
Contra-flow Lanes New								
HOV Lanes – Convert								
HOV Lanes – New								
HOV Rules - Change				N				
Construct HOV Bypass				N				
Ramp Metering				V				
Freeway Ramps - New				V				
Freeway Ramps – Closure	1	1	1	\checkmark				
Truck Restrictions	\checkmark	\checkmark		.1	Unsafe Truck Routes			
Truck Preferences				\checkmark				
Shoulder - Convert to Driving Lane				\checkmark				
Parking Eliminate/Restrict	\checkmark	\checkmark			SR 9			
Turn Prohibitions	V V	۰ ۷	V		SR 9			
Ferry Service Relocation	v	v	Y		0110			
Ferry Service New				V				
Ferry Service Increase Existing				Ń				
Congestion Pricing				Ň				
Vanpool Carpool Incentives				,				
Park – Ride Lots New/Expand								
Alternating Driving Days								
Bike Lanes				\checkmark				
Tolling Adjustments								
Transit Service New		\checkmark						
Transit Service Increase	\checkmark	\checkmark						
Improved Incident Management (Patrols)	\checkmark	\checkmark	\checkmark					
Technology – Electronic Signing or Surveillance	\checkmark	\checkmark	\checkmark					
Technology – Signal Interconnects				\checkmark				
Convert trails to special motorized				\checkmark				
use		,		V				
Tele-commuting								
Staggered Work Shifts								
Compressed Work Week	\checkmark	\checkmark	\checkmark	1				
Emergency Responder Routes				N				
Adjust Fleet Size								

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

Appendix B Scenario #47 – Closure of US 2, SR 9 to the King Co. Line

A. General Information

For the closure of US 2 from SR 9 to the King County line, planners identified an alternate route that will entail diverting traffic from US 2 onto US 97 to SR 970 to I-90 to I-405 to I-5 back onto US 2. For detailed information, see Alternate Routing Plan and Route Map.

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

D. Transportation Disruption Notification

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

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

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

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

E. County Emergency Operations Center Notification Concept

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

F. Current Available Alternatives

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

G. Transportation Mitigation Strategies

1. Short-Term Solutions

Stakeholders identified several short-term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, and Adjusting Traffic Signal Timings. 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. Planners identified several mid-term alternatives such as offering Van/Car Pool Incentives. Other alternatives include: Establish or expand Park and Ride lots, Tele-commuting, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. Restoring this section of highway will require freight movement to and from the destructed area. See Appendix E – Roadways Toolbox for further information.

3. Long-Term Options

Mid-term alternative transportation options can be extended to long-term options, as necessary. In addition, a long-term option includes Freeway Ramp Metering, changing current HOV rules, and establishing new HOV lanes. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan				
47 - Closure of US 2 from SR 9 to King Co. Line – Snohomish County				
East to West Routing	West to East Routing			
US 2 Eastbound	US 2 Westbound (Stevens Pass Highway)			
US 97 Southbound	I-5 Southbound (Interchange 194)			
SR 970 Westbound (to Cle Elum)	I-5 Southbound (Exit 182)			
SR 970 Westbound (Sunset Hwy)	I-405 Southbound			
SR 970 to I-90 West Interchange 84	I-405 Southbound (Exit 11)			
I-90 Westbound (Interchange 84)	I-90 Eastbound			
I-90 Westbound (Exit 10)	I-90 Eastbound (Exit 84)			
I-405 Northbound (Interchange 11)	SR 907 Eastbound			
I-405 Northbound (Exit 27)	US 97 Northbound			
I-5 Northbound	US 2 Westbound			
I-5 Northbound (Exit 194)				
US 2 Eastbound (Stevens Pass Highway)				



APPENDIX B SCENARIO #47 CLOSURE OF SR 2, SR 9 TO THE KING CO LINE

Puget Sound Regional Transportation Recovery Plan					1	
47 - Closure of US 2						
Mitigation Strategies						
	Implementation					
Strategy	Short- Term	Mid- Term	Long- Term	Not Feasible Or N/A	Comments	
Alternative Routing						
Adjust Traffic Signal Timings	\checkmark	\checkmark	\checkmark			
Contra-flow Lanes New						
HOV Lanes – Convert				\checkmark		
HOV Lanes – New						
HOV Rules - Change			\checkmark	1	HOV 2 – HOV 3	
Construct HOV Bypass			1			
Ramp Metering			\checkmark	-	I-5, I-405	
Freeway Ramps - New						
Freeway Ramps – Closure						
Truck Restrictions Truck Preferences				$\sqrt{1}$		
Shoulder - Convert to Driving				N		
Lane				\checkmark		
Parking Eliminate/Restrict						
Turn Prohibitions				V		
Ferry Service Relocation				Ń		
Ferry Service New						
Ferry Service Increase Existing				\checkmark		
Congestion Pricing				\checkmark		
Vanpool Carpool Incentives	\checkmark	\checkmark	\checkmark			
Park – Ride Lots New/Expand	\checkmark	\checkmark	\checkmark			
Alternating Driving Days						
Bike Lanes						
Tolling Adjustments						
Transit Service New						
Transit Service Increase				\checkmark		
Improved Incident Management (Patrols)	\checkmark	\checkmark	\checkmark			
Technology – Electronic Signing		\checkmark	\checkmark			
or Surveillance	v	v	v	1		
Technology – Signal Interconnects				\checkmark		
Convert trails to special motorized				\checkmark		
	. [.	.1			
Tele-commuting	N	$\sqrt{1}$	$\frac{}{}$			
Staggered Work Shifts		N V	$\frac{N}{}$			
Compressed Work Week Emergency Responder Routes	V	V	$\sqrt{\frac{N}{\sqrt{2}}}$			
Adjust Fleet Size			V			
Aujust neet Size				v		

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