

Thurston County

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Appendix B

Scenario #48 – Closure of All Crossings of Nisqually River

A. General Information

The Nisqually River discharges to the Puget Sound between Tacoma and Olympia and extends into the highlands of Mount Rainier. Several local bridges cross the Nisqually, but I-5 is the major north-south corridor in western Washington. If all the bridges are closed, it will require routing traffic around the Puget Sound (through Olympia and Shelton) or routing traffic south and then east around Mount Rainier. Local passenger only ferry service could be set-up depending on ridership from Steilacoom to Baird Cove. 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. Kitsap County Department of Emergency Management (DEM)
2. Mason 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. Kitsap County Emergency Operations Center will notify the jurisdictions with which they have interlocal agreements including Bainbridge Island, Port Orchard, Bremerton and Poulsbo as well as the S'Klallam and Suquamish Tribes.
2. Mason County Emergency Operations Center will notify the City of Shelton and the Skokomish and Squaxin Island 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, viz. 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: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots at the Tacoma Dome and/or Mega-churches. 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. Other alternatives include: Establishing new passenger only ferry service (Steilacoom/Baird Cove), Telecommuting, Van/Carpool Incentives, Alternate Driving Days, Staggered Work Shifts, and Freeway Ramp Closures near interchange closures, Electronic Signage and/or Surveillance, as well as Compressed Work Week. 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 needed. Long-term options include Truck Restrictions and Preferences, changing current HOV rules on I-5, converting lanes on I-5 to HOV lanes, constructing an HOV Bypass to ease bottleneck areas,

opening bike lanes, tolling adjustments and establishing new or an increase in transit services, Congestion Pricing at the Tacoma Narrows and Freeway Ramp Metering on I-5.

For individuals needing to travel northerly, additional transit service could be provided from Baird Cove to Steilacoom by a passenger-only ferry system. 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.

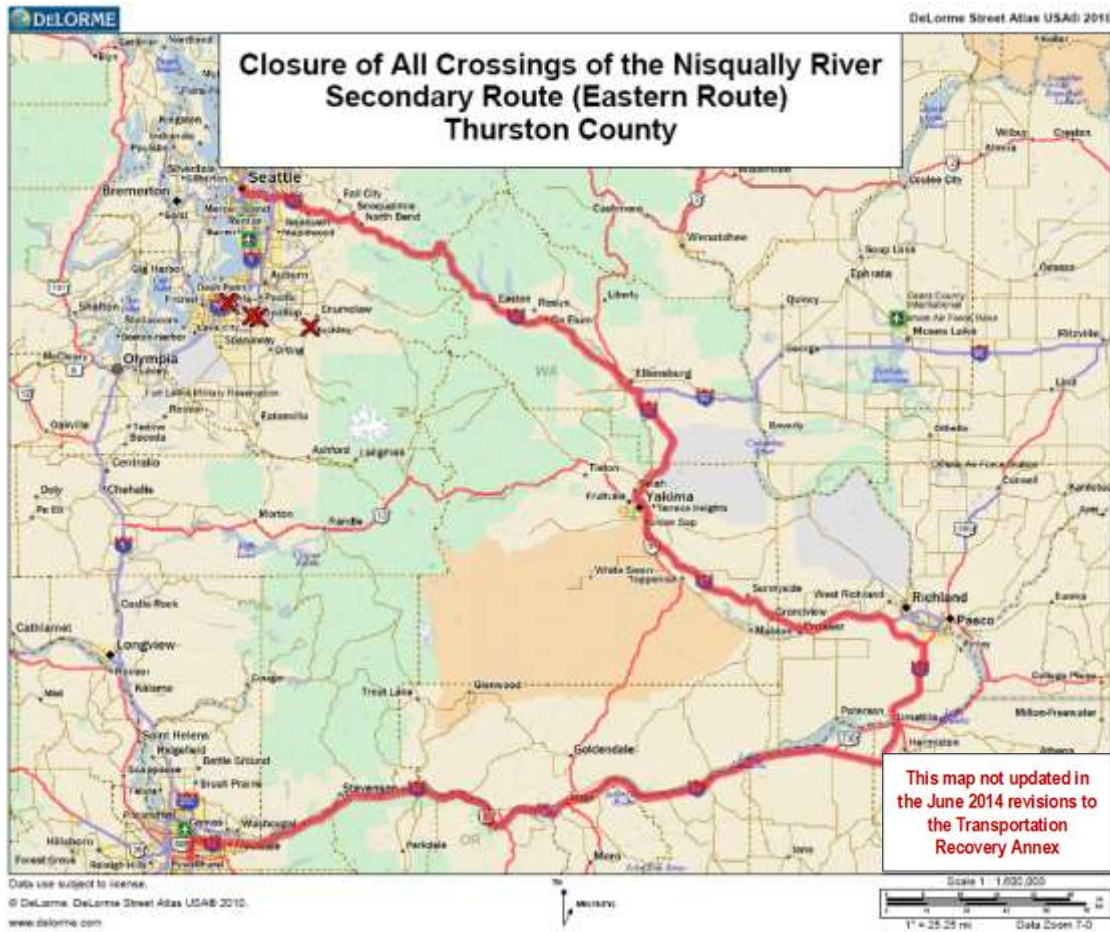
H. Site Images for Alternative Route Landing Sites

Steilacoom



Baird Cove







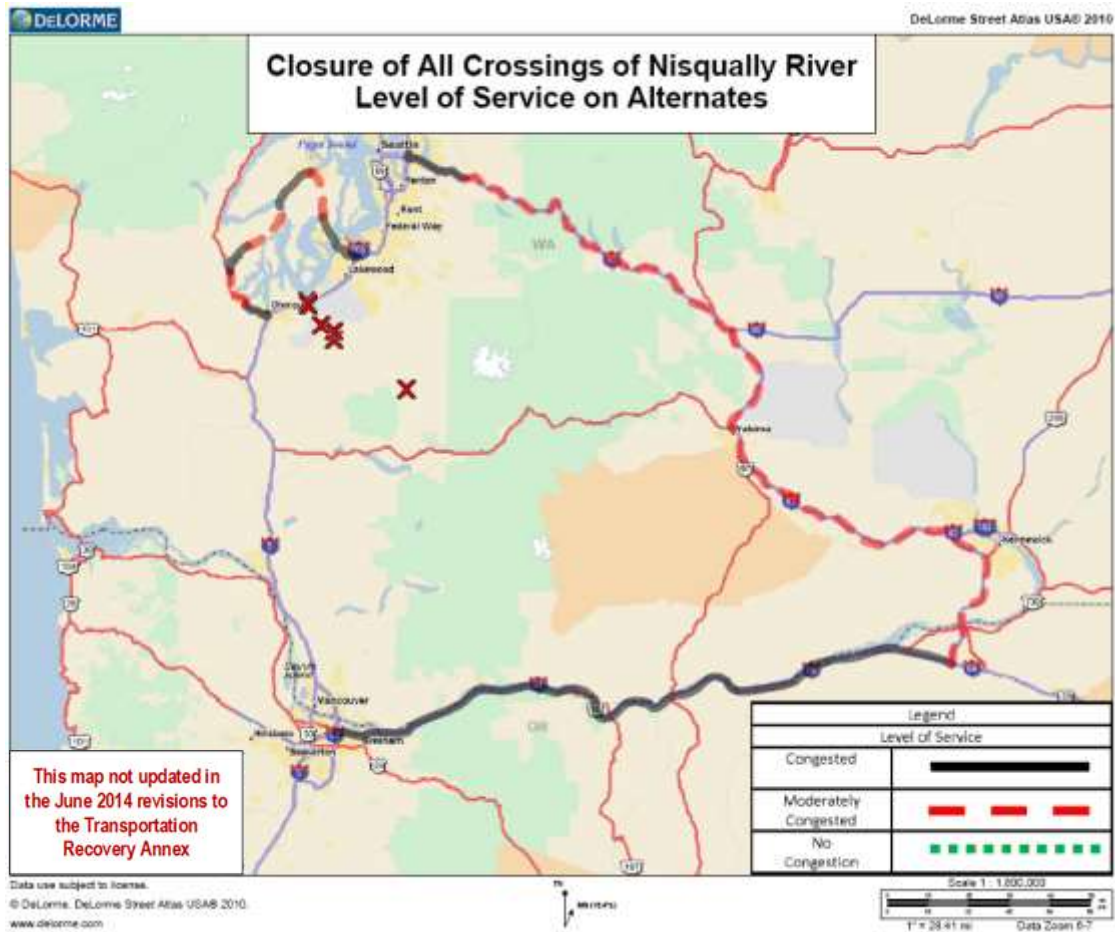
Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
48 - Closure of all Crossings of Nisqually River – Thurston County	
East to West (Primary Western Route)	West to East (Primary Western Route)
I-5 Southbound - Tacoma Area	I-5 Northbound – Olympia Area
I-5 Southbound (Exit 132) SR 16 Westbound	I-5 Northbound Exit 104 – US 101 Northbound
SR 16 Westbound	US 101 Northbound to Shelton
SR 16 Westbound (Tacoma Narrows Bridge)	SR 3 Northbound (SE Olympic Hwy S)
(Lake Flora Rd Alternative to bypass Gorst)	SR 3 Northbound (Olympic Hwy S)
SR 16 Westbound Exit for SR 3 Southbound	SR 3 Northbound (N 1 st St)
(Gorst)	SR 3 Northbound (W Railroad Ave)
SR 3 Southbound to Shelton	SR 3 Northbound (N Front St)
SR 3 Southbound (E Pine St)	SR 3 Northbound (E Pine St)
SR 3 Southbound (N Front St)	SR 3 Northbound to Gorst
SR 3 Southbound (W Railroad Ave)	(Lake Flora Rd Alternative to bypass Gorst)
SR 3 Southbound(N 1 st St)	SR 3 Northbound Exit for SR 16 Eastbound
SR 3 Southbound (Olympic Hwy S)	SR 16 Eastbound
SR 3 Southbound (SE Olympic Hwy S)	SR 16 Eastbound (Tacoma Narrows Bridge)
US 101 Southbound to Olympia	SR 16 Eastbound Exit for I-5 Northbound
I-5 Southbound (Interchange 104)	I-5 Northbound (Interchange 132)
I-5 Southbound	

Note – Alternate Route to bypass Gorst is to use Lake Flora Rd between SR 3 and SR 16.

Note – Passenger only ferry alternative possible from Baird Cove to Steilacoom.

Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
48 - Closure of all Crossings of Nisqually River – Thurston County	
East to West (Secondary Eastern Route)	West to East (Secondary Eastern Route)
I-90 Seattle Area	I-5 (Portland area)
I-90 Eastbound Exit 110 (I-82)	I-5 Northbound to I-205 Northbound
I-82 Eastbound (to Oregon State Line)	I-205 Northbound Exit for I-84 Eastbound
I-82 Eastbound Exit for I-84 Westbound	I-84 Eastbound
I-84 Westbound	I-84 Eastbound Exit for I-82 Westbound
I-84 Westbound Exit for I-205 Southbound	I-82 Westbound (Washington State Line)
I-205 Southbound (to I-5 Southbound) – Portland Area	I-82 Westbound to I-90
	I-90 Westbound (Interchange 110)
	I-90 Westbound to Seattle Area (I-5)

Note – This alternative needs to coordinate with the State of Oregon.



APPENDIX B | SCENARIO #48 CLOSURE OF ALL CROSSINGS OF NISQUALLY RIVER

Puget Sound Regional Transportation Recovery Plan					
48 - Closure of All Crossings of Nisqually River - Thurston 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, TOD
Truck Preferences		√	√		Critical Supplies, TOD
Shoulder - Convert to Driving Lane		√	√		
Parking Eliminate/Restrict			√		
Turn Prohibitions			√		
Ferry Service Relocation				√	
Ferry Service New			√		Steilacoom/Baird Cove (pass.)
Ferry Service Increase Existing				√	
Congestion Pricing			√		Tacoma Narrows
Vanpool Carpool Incentives	√	√	√		
Park – Ride Lots New/Expand	√	√	√		Tacoma Dome, mega churches
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					
48 - 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					
48 - 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 #49 – Closure of I-5 and US 101 Interchange

A. General Information

For the closure of I-5 and US 101 Interchange, the alternate route for passenger vehicles in this scenario will entail diverting traffic from I-5 to SR 510 to SR 507 to US 12 to SR 8 to SR 108 then back onto US 101. Two truck routes will differ, using SR 8 from McCleary to US 101 and using SR 507 from Yelm to SR 7 to SR 512 to I-5 Interchange 127. 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. Mason County Department of Emergency Management (DEM)
2. Pierce County Department of Emergency Management (DEM)
3. Thurston County Department of Emergency Management (DEM)
4. Cities of Oakville, Elma and McCleary (Grays Harbor County)

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. Mason County Emergency Operations Center will notify the City of Shelton and the Skokomish and Squaxin Island Tribes.
2. Pierce County Emergency Operations Center will notify Buckley Emergency Management, Gig Harbor Emergency Management, Puyallup Emergency Management and Tacoma Emergency Services as well as the jurisdictions and tribes with which they have an inter-local agreement which includes Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, the Puyallup Tribe of Indians, Roy, Ruston, Steilacoom, Sumner, University Place, and Wilkeson.
3. Thurston County Emergency Operations Center will notify Lacey Emergency Services, Olympia Emergency Management, Tumwater Emergency Services and Yelm Emergency Services as well as the City of Rainier, 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

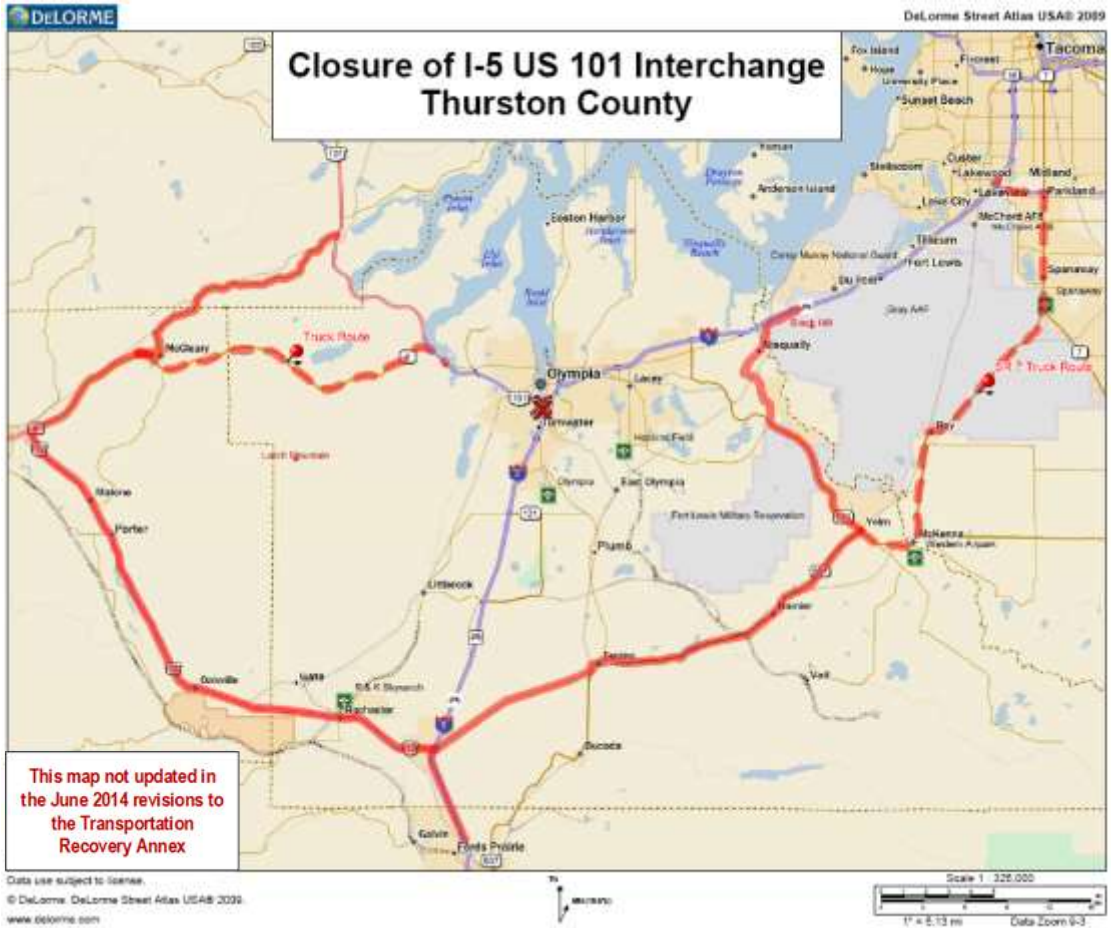
Stakeholders identified several short-term solutions such as providing alternate routing for all vehicle traffic. Solutions include: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The short-term solutions can be extended to provide mid-term alternatives, as necessary. Several mid-term alternatives have been identified such as Turn Prohibitions on I-5 at Exits 88-111. Other alternatives include: Eliminate and Restrict Parking at McCleary, Tele-commuting, Van/Carpool Incentives, Alternate Driving Days, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. See Appendix E – Roadways Toolbox for further information.

3. Long-Term Options

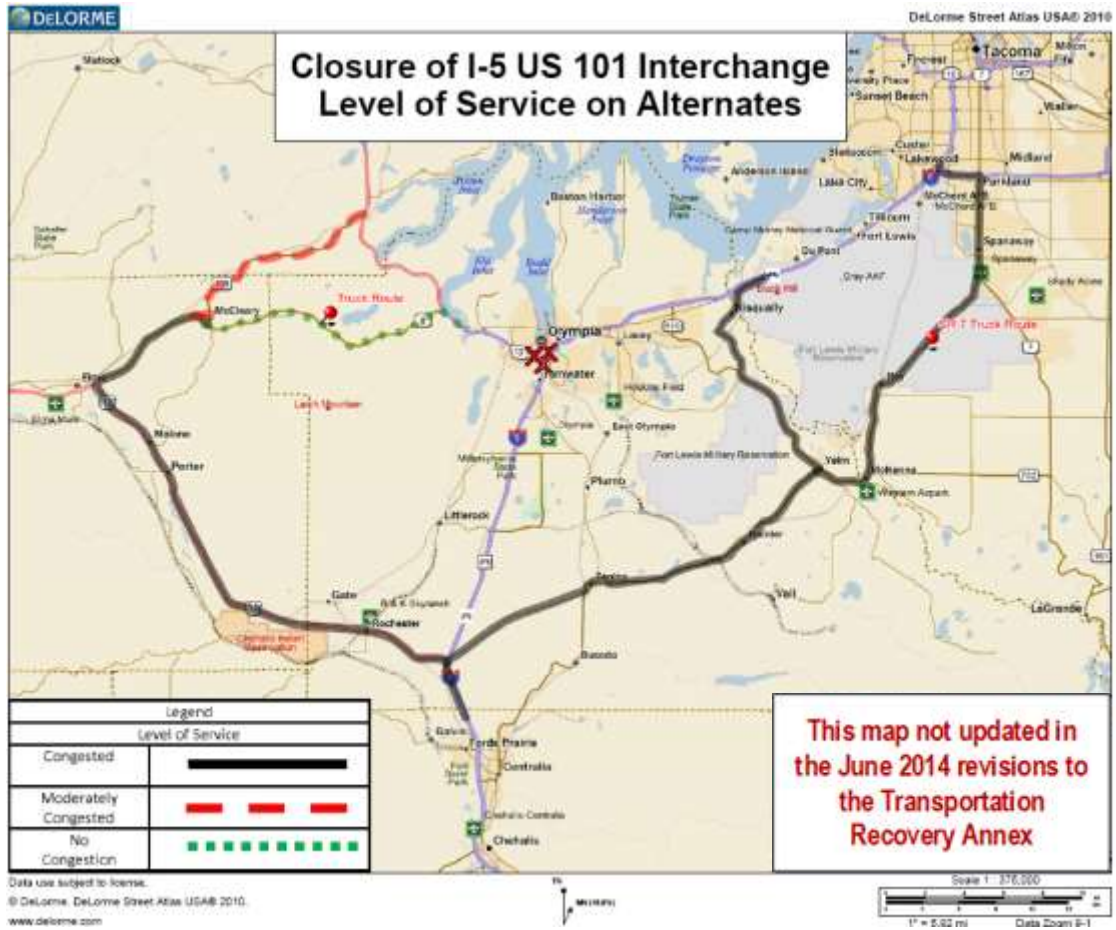
Mid-term alternative transportation options can be extended to long-term options, as necessary. In addition, long-term options include Truck Restrictions at Interchanges 88-111, converting lanes on SR 507 and SR 510 to HOV lanes, constructing an HOV Bypass at Interchanges 88 and 111, Converting shoulder to a driving lane on State Routes 507 and 510 and establishing new or an increase in transit services to and from Olympia. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
49 - Closure of I-5 / US 101 Interchange – Thurston County	
East to West Routing US 101	West to East Routing US 101
I-5 Southbound (Exit 116) Mounts Rd SW Southbound Nisqually Rd SW Westbound Old Pacific Hwy Westbound Reservation Rd SE Southbound SR 510 Southbound (St. Clair Cutoff Rd SE) SR 510 Southbound (Yelm Highway) SR 507 Westbound SR 507 Westbound (E. Sussex Ave) SR 507 Westbound (S. Wichman St.) SR 507 Westbound (W. 6 th Ave) Old Highway 99 SE Southbound Old Highway 99 SW Southbound US 12 Westbound SR 8 Eastbound -Mud Bay area uses SR 8 to US 101 South -Northbound US 101 uses: SR 8 Eastbound to SR 108 in McCleary SR 108 Eastbound (W Simpson Ave) SR 108 Eastbound (N Summit Rd) SR 108 Eastbound (Summit Rd) US 101 Northbound	-Mud Bay Area uses US 101 North to SR 8 Westbound US 101 Southbound traffic uses: US 101 Southbound SR 108 Westbound (Summit Rd) SR 108 Westbound (N Summit Rd) SR 108 Westbound (W Simpson Ave) SR 8 Westbound SR 12 Eastbound Old Highway 99 SW Northbound Old Highway 99 SE Northbound SR 507 Eastbound (W 6 th Ave) SR 507 Eastbound (S. Wichman St.) SR 507 Eastbound (E. Sussex St) SR 507 Eastbound SR 510 Northbound (Yelm Highway) SR 510 Northbound (St. Clair Cutoff Rd SE) Reservation Rd SW Northbound Old Pacific Hwy Eastbound Nisqually Rd SW Eastbound Mounts Rd SW Northbound I-5 Northbound (Interchange 116)
North to South Routing I-5	South to North Routing I-5
I-5 Southbound (Exit 116) Mounts Rd SW Southbound Nisqually Rd SW Westbound Old Pacific Hwy Westbound Reservation Rd SE Southbound SR 510 Southbound (St. Clair Cutoff Rd SE) SR 510 Southbound (Yelm Highway) SR 507 Westbound SR 507 Westbound (E. Sussex Ave) SR 507 Westbound (S. Wichman St.) SR 507 Westbound (W. 6 th Ave) Old Highway 99 SE Southbound Old Highway 99 SW Southbound I-5 Southbound (Interchange 88)	I-5 Northbound (Exit 88 A) Old Highway 99 SW Northbound Old Highway 99 SE Northbound SR 507 Eastbound (W 6 th Ave) SR 507 Eastbound (S. Wichman St.) SR 507 Eastbound (E. Sussex St) SR 507 Eastbound SR 510 Northbound (Yelm Highway) SR 510 Northbound (St. Clair Cutoff Rd SE) Reservation Rd SW Northbound Old Pacific Hwy Eastbound Nisqually Rd SW Eastbound Mounts Rd SW Northbound I-5 Northbound (Interchange 116)

Note – Truck Route from McCleary: Use SR 8 from McCleary to US 101. U-Turn at Shelton Aberdeen exit on US 101 Southbound to access SR 8.

Note – Truck Route from Yelm: Use SR 507 from Yelm to SR 7 to SR 512 to I-5 Interchange 127.



APPENDIX B | SCENARIO #49 CLOSURE OF I-5 AND US 101 INTERCHANGE

Puget Sound Regional Transportation Recovery Plan					
49 - Closure of I-5 and US 101 Interchange – Thurston 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 507, SR 510
HOV Lanes – New				√	
HOV Rules - Change				√	
Construct HOV Bypass			√		Interchange 88 & 111
Ramp Metering				√	
Freeway Ramps - New				√	
Freeway Ramps – Closure				√	
Truck Restrictions	√	√	√		Int. 88-111, Truck Routes
Truck Preferences				√	
Shoulder - Convert to Driving Lane			√		SR 507, SR 510
Parking Eliminate/Restrict	√	√	√		McCleary
Turn Prohibitions		√	√		I-5 Exits 88-111
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		√	√		To/from Olympia
Transit Service Increase		√	√		To/from Olympia
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					
49 - 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 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 #50 – Closure of US 101/SR 8 Interchange

A. General Information

For the closure of US 101 to SR 8 Interchange, the alternate route for vehicles in this scenario will entail diverting traffic from US 101 to SR 108 to SR 8 at McCleary then to US 12 to I-5 back to US 101. 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. Mason County Department of Emergency Management (DEM)
2. Pierce County Department of Emergency Management (DEM)
3. Thurston County Department of Emergency Management (DEM)
4. Cities of Oakville, Elma and McCleary (Grays Harbor County)

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. Mason County Emergency Operations Center will notify the City of Shelton and the Skokomish and Squaxin Island Tribes.
2. Pierce County Emergency Operations Center will notify Buckley Emergency Management, Gig Harbor Emergency Management, Puyallup Emergency Management and Tacoma Emergency Services as well as the jurisdictions and tribes with which they have an inter-local agreement which includes Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Fife, Fircrest, Lakewood, Milton, Orting, the Puyallup Tribe of Indians, Roy, Ruston, Steilacoom, Sumner, University Place, and Wilkeson.
3. Thurston County Emergency Operations Center will notify Lacey Emergency Services, Olympia Emergency Management, Tumwater Emergency Services and Yelm Emergency Services as well as the City of Rainier, 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: Alternate Routing, Adjusting Traffic Signal Timings, and establishing or expanding Park and Ride lots. See Appendix E – Roadways Toolbox for further information.

2. Mid-Term Alternatives

The short-term solutions can be extended to provide mid-term alternatives, as necessary. Several mid-term alternatives include: Eliminate and Restrict Parking at McCleary, Tele-commuting, Van/Carpool Incentives, Alternate Driving Days, Staggered Work Shifts, Electronic Signage and/or Surveillance, as well as Compressed Work Week. See Appendix E – Roadways Toolbox for further information.

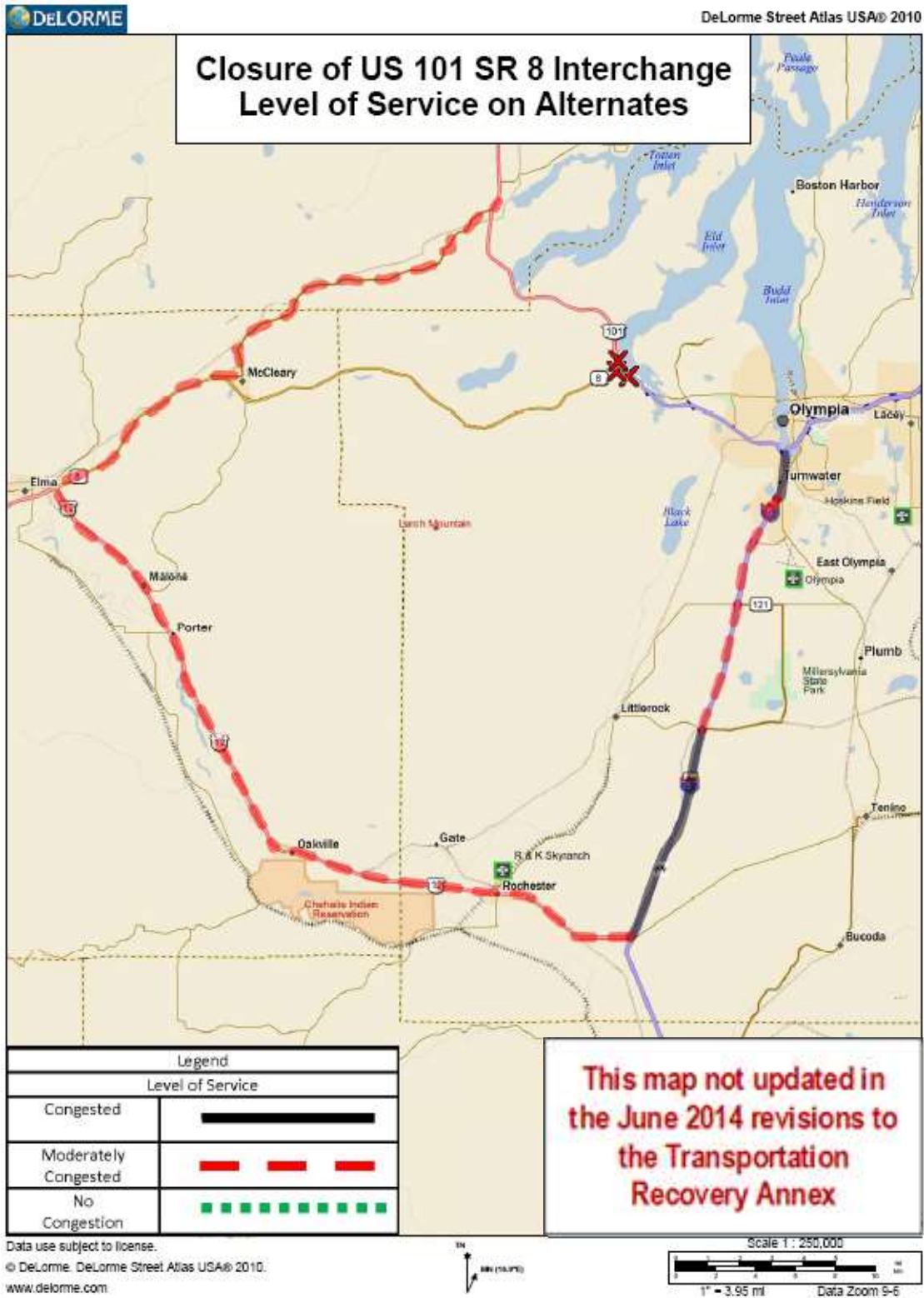
3. Long-Term Options

Mid-term alternative transportation options can be extended to long-term options, as necessary. In addition, long-term options include establishing new freeway ramps at SR 8 and US 101 North. See Appendix E – Roadways Toolbox for further information.



Puget Sound Regional Transportation Recovery Plan – Alternative Routing Plan	
50 - Closure of SR 8 / US 101 Interchange – Thurston County	
East to West Routing	West to East Routing
US 101 Southbound	US 101 Southbound
I-5 Southbound (Interchange 104)	SR 108 Westbound
I-5 Southbound (Exit 88)	SR 108 Westbound (Summit Rd)
US 12 Westbound	SR 108 Westbound (N Summit Rd)
SR 8 Eastbound	SR 108 Westbound (W Simpson Ave)
SR 8 Eastbound to SR 108 in McCleary	SR 8 Westbound
SR 108 Eastbound (W Simpson Ave)	SR 12 Eastbound
SR 108 Eastbound (N Summit Rd)	I-5 Northbound (Interchange 88)
SR 108 Eastbound (Summit Rd)	I-5 Northbound (Exit 104)
SR 108 Eastbound	US 101 Northbound
US 101 Northbound	

Note – SR 8 Traffic must use SR 8 between McCleary and closure point at US 101. Points north use SR 108 and points east use US 12 and I-5.



Puget Sound Regional Transportation Recovery Plan						
50 - Closure of SR 8 and US 101 Interchange – Thurston 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				√		
HOV Lanes – New				√		
HOV Rules - Change				√		
Construct HOV Bypass				√		
Ramp Metering				√		
Freeway Ramps - New			√		SR 8 – US 101 North	
Freeway Ramps – Closure				√		
Truck Restrictions				√		
Truck Preferences				√		
Shoulder - Convert to Driving Lane				√		
Parking Eliminate/Restrict	√	√	√		McCleary	
Turn Prohibitions				√		
Ferry Service Relocation				√		
Ferry Service New				√		
Ferry Service Increase Existing				√		
Congestion Pricing				√		
Vanpool Carpool Incentives	√	√	√			
Park – Ride Lots New/Expand	√	√	√			
Alternating Driving Days	√	√	√			
Bike Lanes				√		
Tolling Adjustments				√		
Transit Service New				√		
Transit Service Increase				√		
Improved Incident Management (Patrols)	√	√	√			
Technology – Electronic Signing or Surveillance	√	√	√			
Technology – Signal Interconnects				√		
Convert trails to special motorized use				√		
Tele-commuting	√	√	√			
Staggered Work Shifts	√	√	√			
Compressed Work Week	√	√	√			
Emergency Responder Routes			√			
Adjust Fleet Size				√		

Puget Sound Regional Transportation Recovery Plan					
50 - 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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