

PARSONS BRINCKERHOFF



SR 520 / I-5 Interchange
Puget Sound HOV Pre-Design Studies
Final Report
FIGURE 5-6

SWAMP CREEK: I-5 / I-405 / SR 525 INTERCHANGE

Figure 5-7 depicts HOV connector ramps at this interchange, including conditionally recommended ramps in the NE quadrant. These NE quadrant ramps would provide a direct connection between HOV lanes on I-5 to and from the north and HOV lanes on I-405 to and from the south.

Cost Estimate Summary

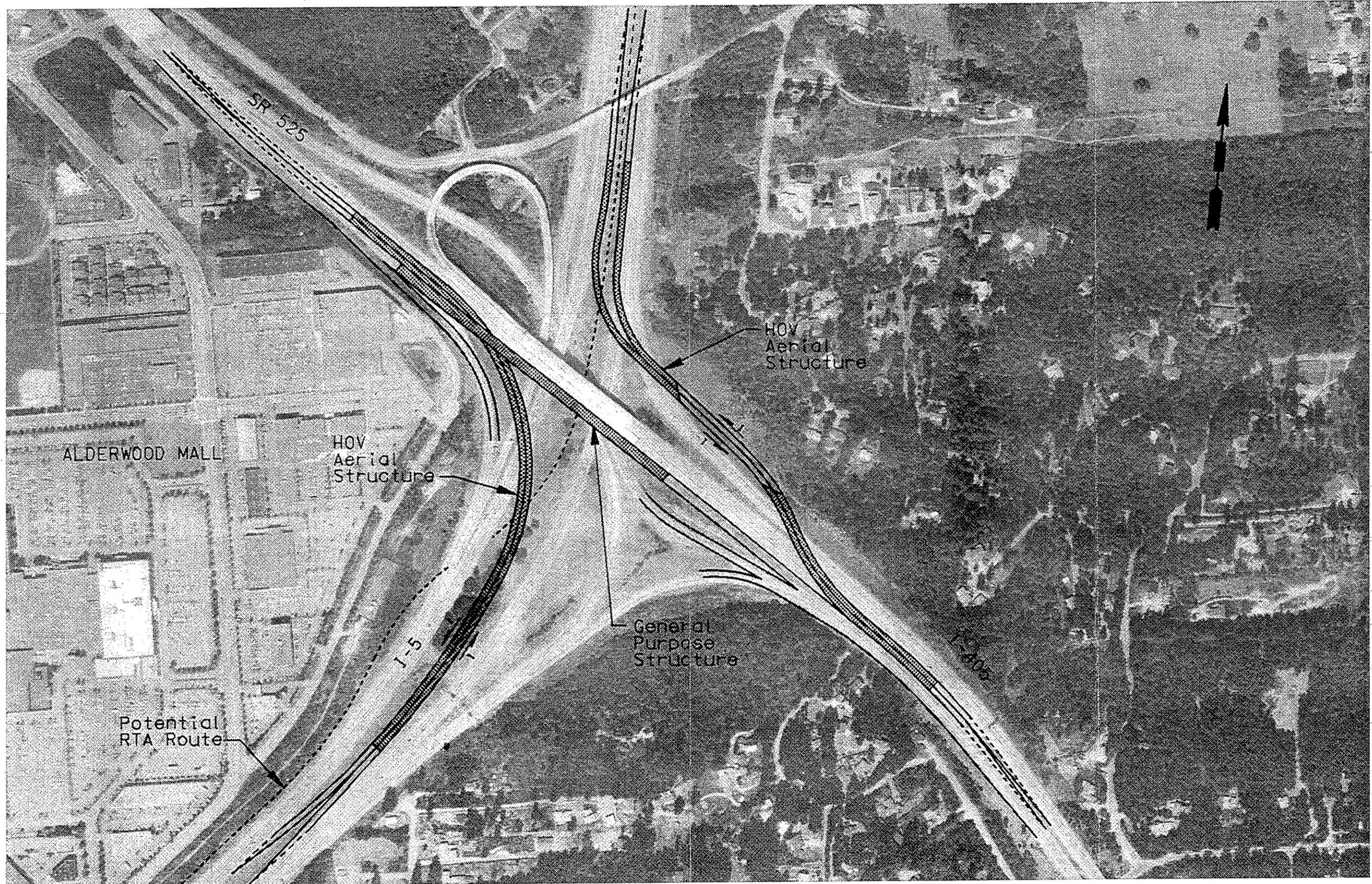
Total Estimated Cost NE Quadrant: \$71.75 M.

Significant Benefits

This alternative scores moderate in transit travel time savings and moderately high in general system enhancement.

Significant Impacts and Outstanding Issues

This option does not rate high in carpool travel time savings or cost effectiveness. These ramps are “conditionally recommended” depending on how much funding is made available for freeway-to-freeway connections.



EVERETT: I-5 / SR 526 INTERCHANGE

This SW quadrant connector would allow traffic on SR 526 to reach the center-HOV lanes on I-5 to and from the south via direct drop ramps from the SR 526 overpass. If a future, reversible HOV lane is constructed on SR 526, this ramp might also be constructed as a reversible ramp to save construction cost.

Cost Estimate Summary

Total Estimated Cost SW Quadrant: \$9.62⁴ M.

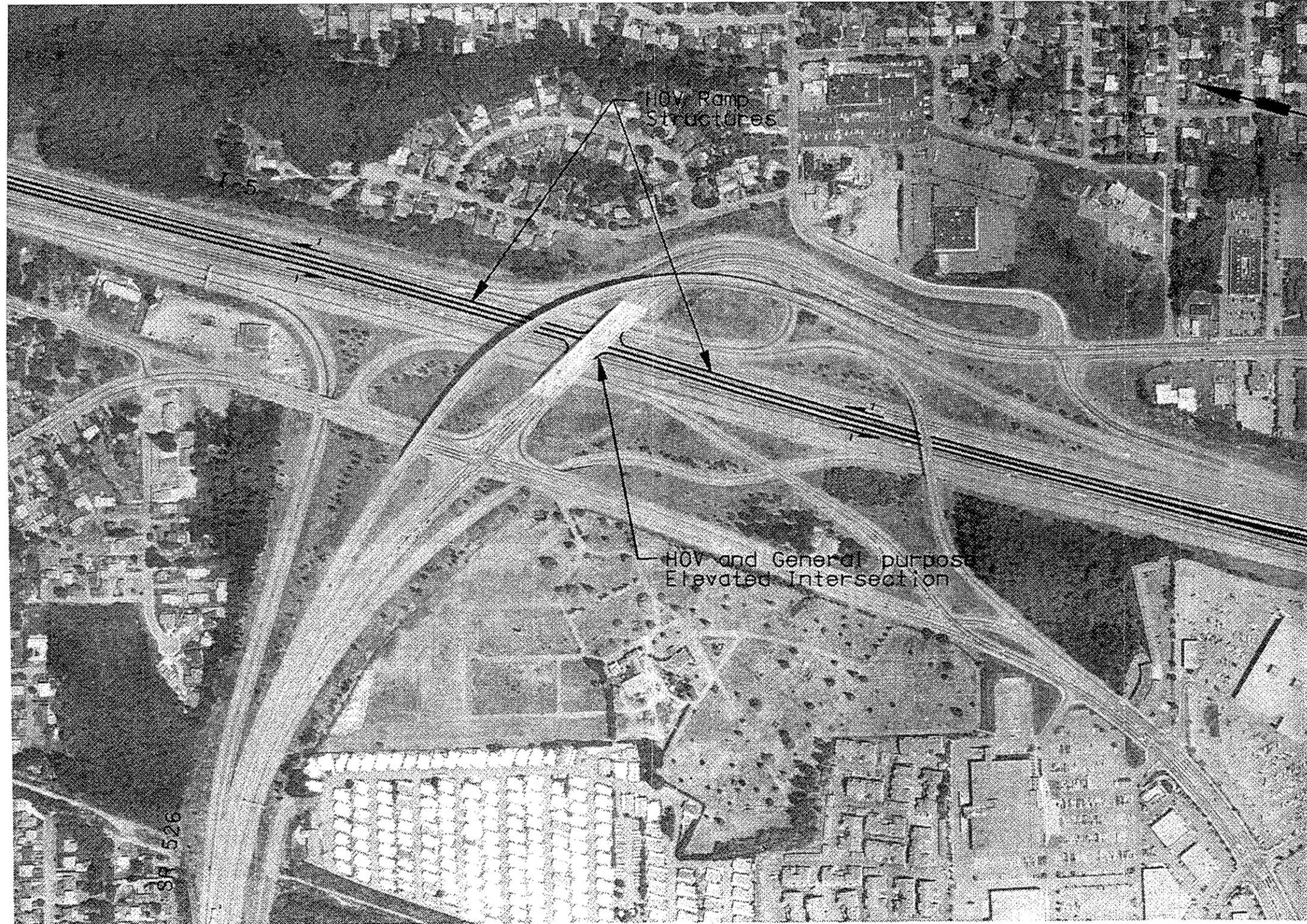
Significant Benefits

This is by far the least expensive of all the freeway-to-freeway connectors.

Significant Impacts and Outstanding Issues

Confirmation of available right-of-way and location of bridge piers needs to be made in order to determine if this facility can be built for the costs indicated. Also, effective signal priority for transit at the intersection of SR 526 with SR 99 would have to be implemented to make this proposal viable.

⁴ Note: This cost estimate was updated subsequent to the printing of the *Summary Project Digest* contained in Chapter 2.



I-5 / SR 526 Interchange
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FIGURE 5-8

