Trans-Lake Washington Project

Local Traffic Findings

June 2001

Trans-Lake Washington Project

Local Traffic Operations

Key Findings:

- Little difference between No Action and Safety/Preservation at the local street level (assuming no significant interchange changes)
- 6 lane alternatives result in some worsening at this level of analysis; However
  - That assumes some changes in access to maintain good flow
    - At 108th, 124th, W. Lake Sammamish, Montlake Blvd
    - Maintaining Arboretum ramps
  - Some areas will see improvements as a result of dedicated HOV ramps/separation

Trans-Lake Washington Project

Local Traffic Operations

Key Findings (continued):

- Widening of Leary Way, Redmond Way (s), and Union Hill Road

"*We are continuing to look at other options*"

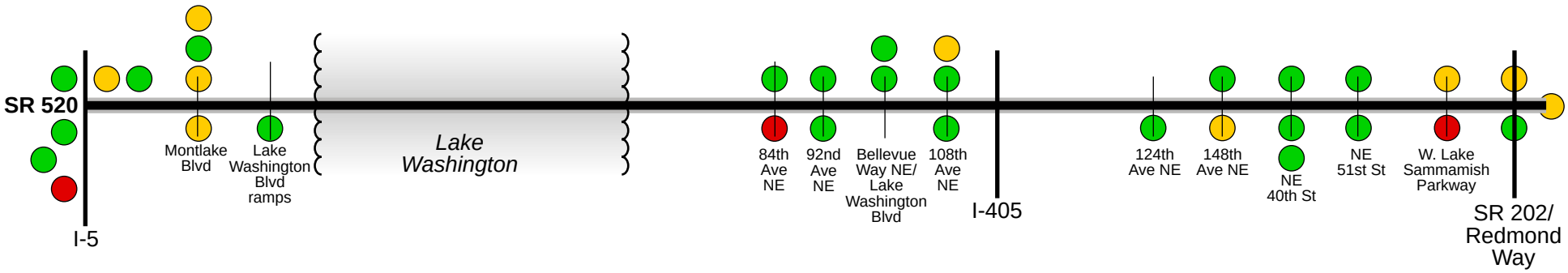
Trans-Lake Washington Project

Local Traffic Operations

Key Findings (continued):

- 8 lane alternatives are resulting in several arterials being way over capacity. This may be addressed by:
  - Second crossing of the Montlake Cut and grade separating Pacific/Montlake
  - Grade separating Eastlake/Fairview, and possibly Valley/Fairview
  - Widening of Lake Washington Blvd in Kirkland
  - Separating movements at W. Lake Sammamish
  - Widening of 148th in Bellevue

Existing



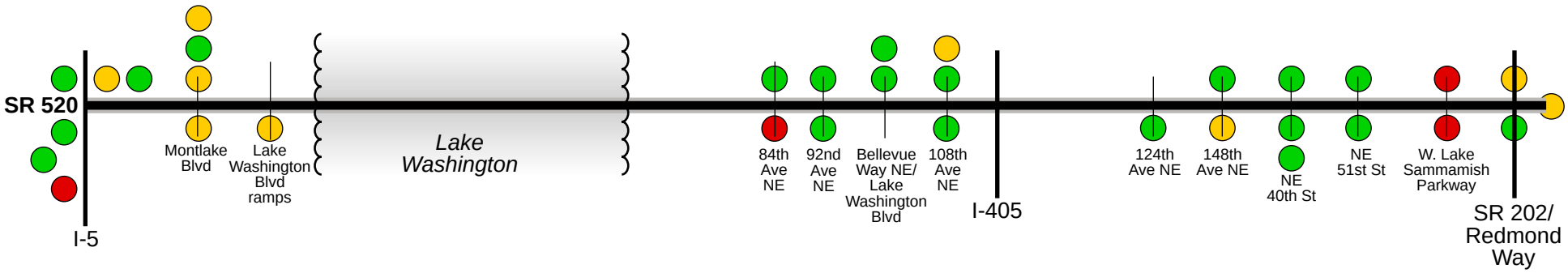
Trans-Lake Washington Project

PMX 234-1631-025/08(090303) (K), F2, 06/12/01

- Intersection Operating at LOS D or Better
- Intersection Operating at LOS E
- Intersection Operating at LOS F

Figure 1
SR 520 Peak Hour Congestion
Local Impacts

No Action



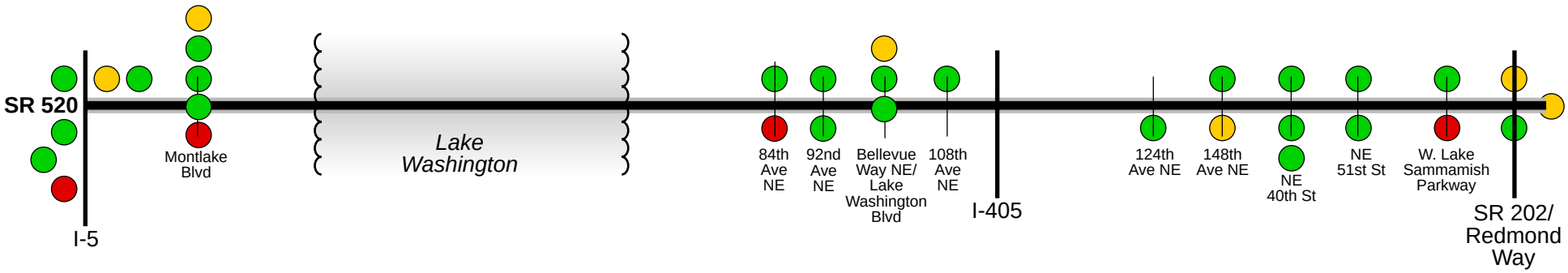
Trans-Lake Washington Project

PMX 234-1631-025/08(090303) (K), F2, 06/12/01

- Intersection Operating at LOS D or Better
- Intersection Operating at LOS E
- Intersection Operating at LOS F

Figure 2
SR 520 Peak Hour Congestion
Local Impacts

Alternative 3
(Six-Lane)



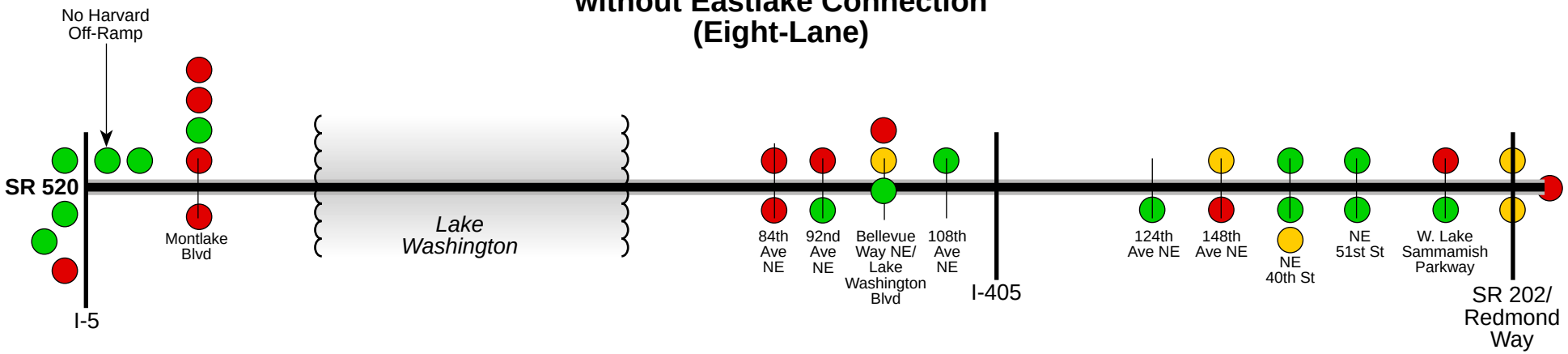
Trans-Lake Washington Project

PMX 234-1631-025/08(090303) (K), F2, 06/12/01

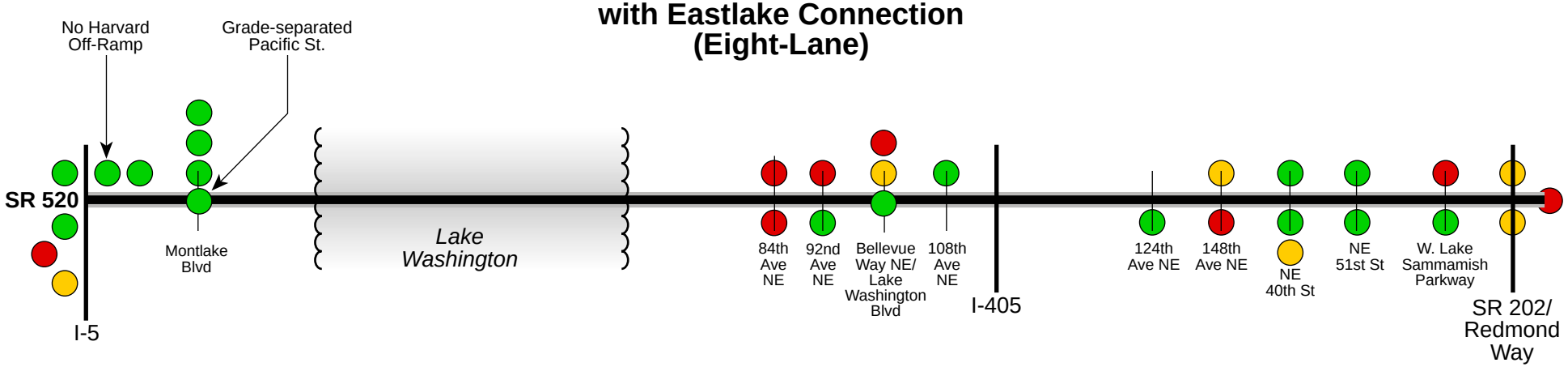
- Intersection Operating at LOS D or Better
- Intersection Operating at LOS E
- Intersection Operating at LOS F

Figure 3
SR 520 Peak Hour Congestion
Local Impacts

Alternative 4 without Eastlake Connection (Eight-Lane)



Alternative 8 with Eastlake Connection (Eight-Lane)



Trans-Lake Washington Project

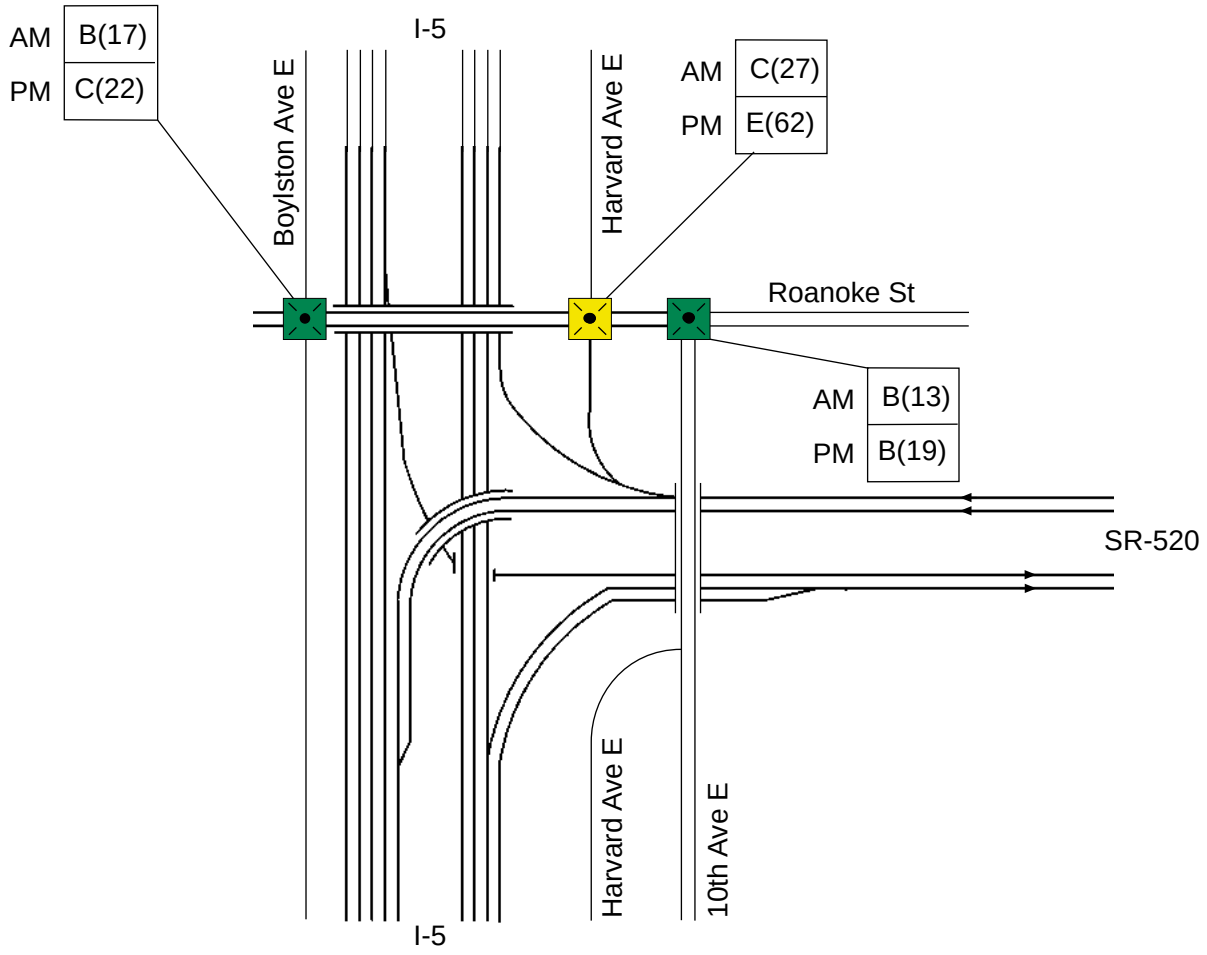
PMX 234-1631-025/08(090303) (K), F2, 06/12/01

- Intersection Operating at LOS D or Better
- Intersection Operating at LOS E
- Intersection Operating at LOS F

Figure 4
SR 520 Peak Hour Congestion Local Impacts

DRAFT

Existing



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/31/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

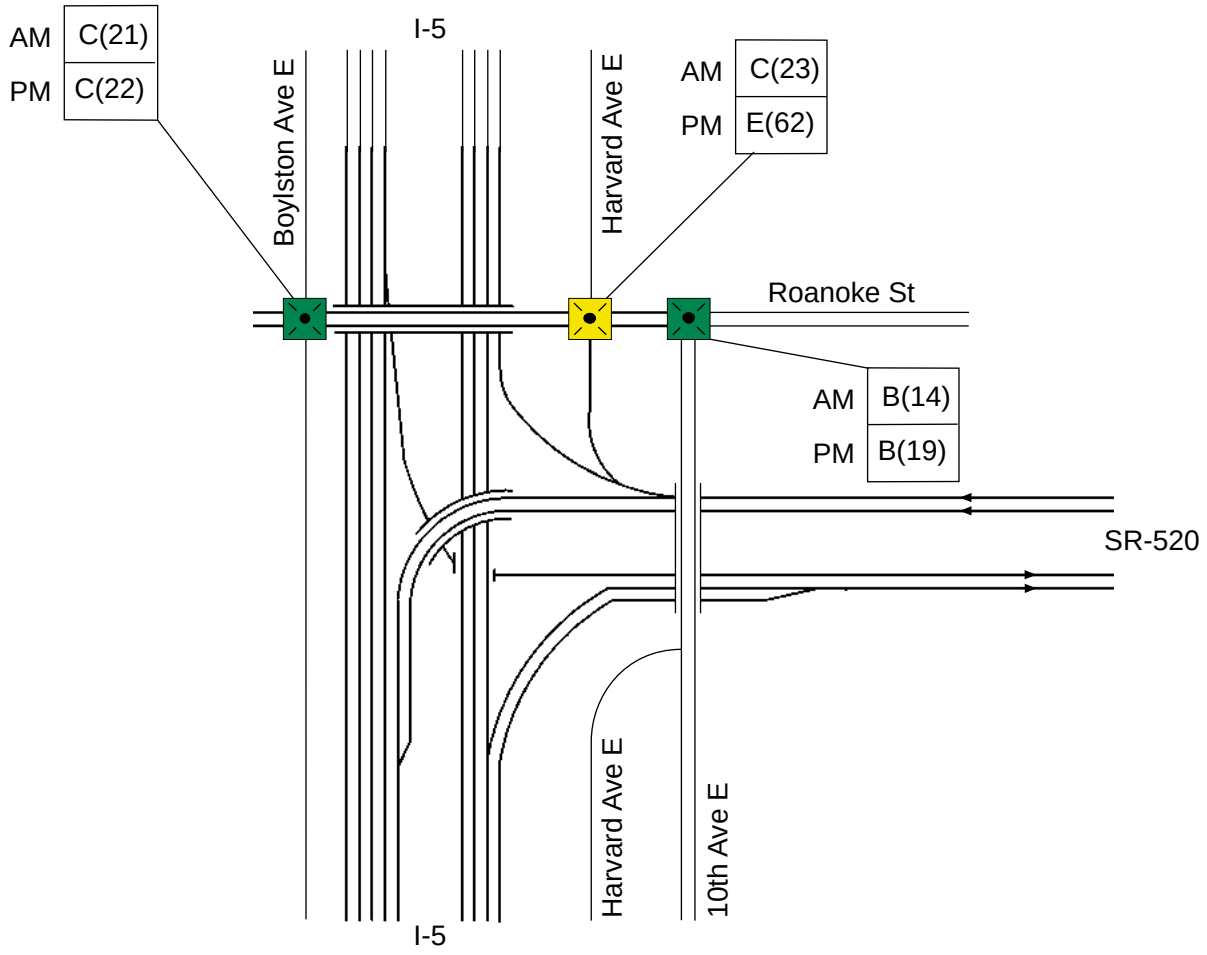
Non-Signalized Intersection

Signalized Intersection

Figure 1a
SR 520/I-5/Harvard Interchange

DRAFT

2020 No-Build



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/31/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

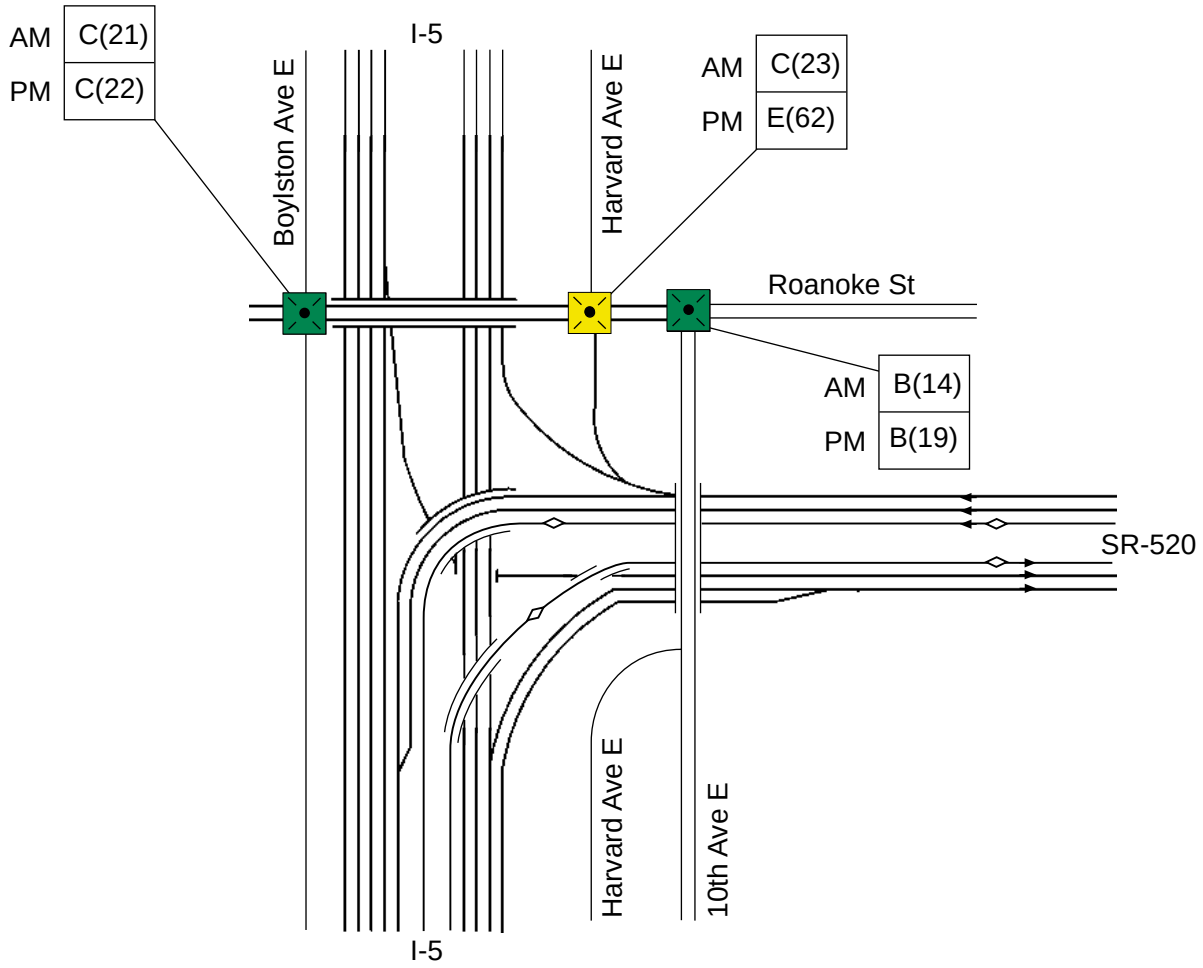
Non-Signalized Intersection

Signalized Intersection

Figure 1b
SR 520/I-5/Harvard Interchange

DRAFT

Alternative 3
(2 GP Lanes & 1 HOV)



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/31/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better
LOS E
LOS F

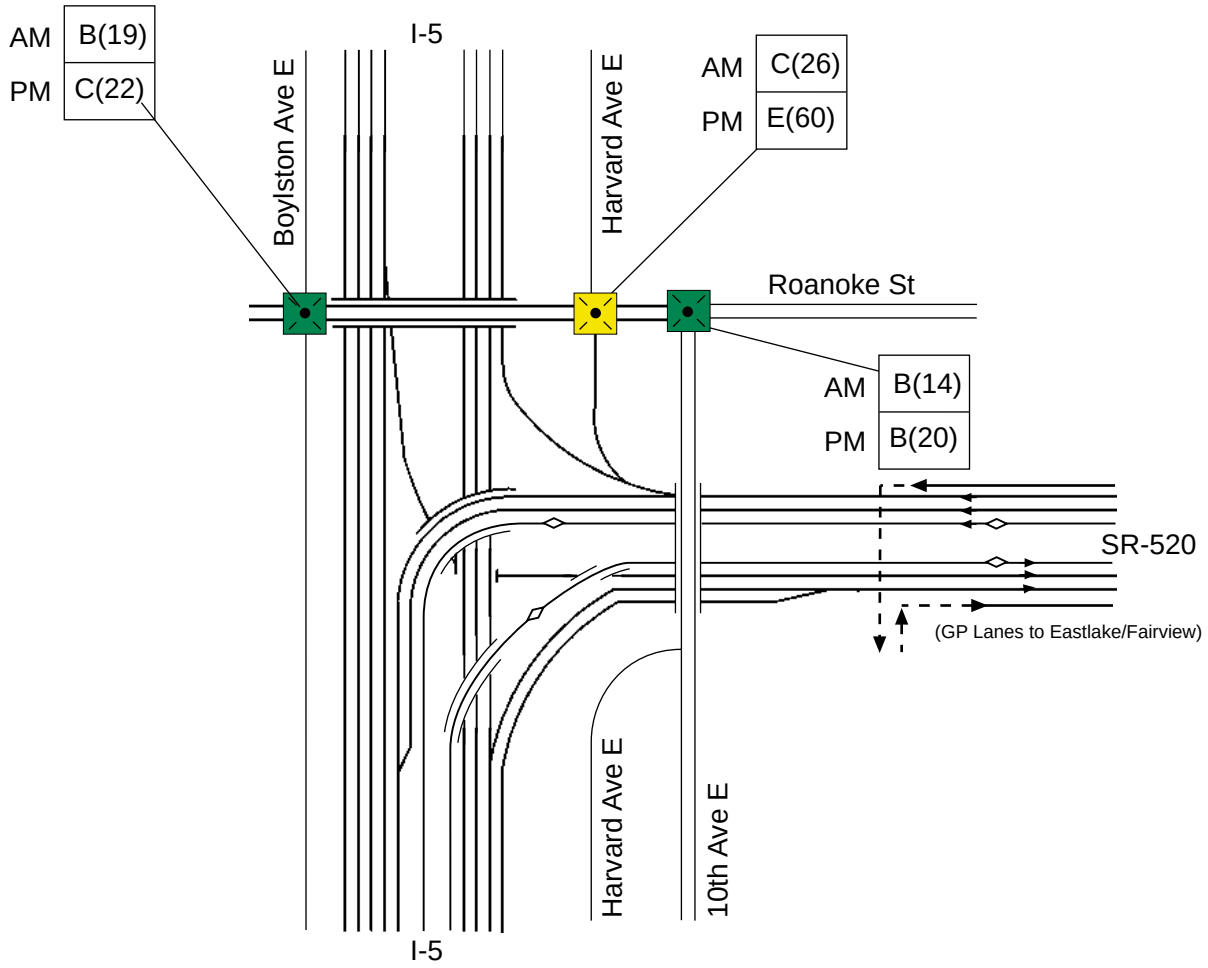
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 1c
SR 520/I-5/Harvard Interchange

DRAFT

Alternative 4
(3 GP Lanes & 1 HOV)



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

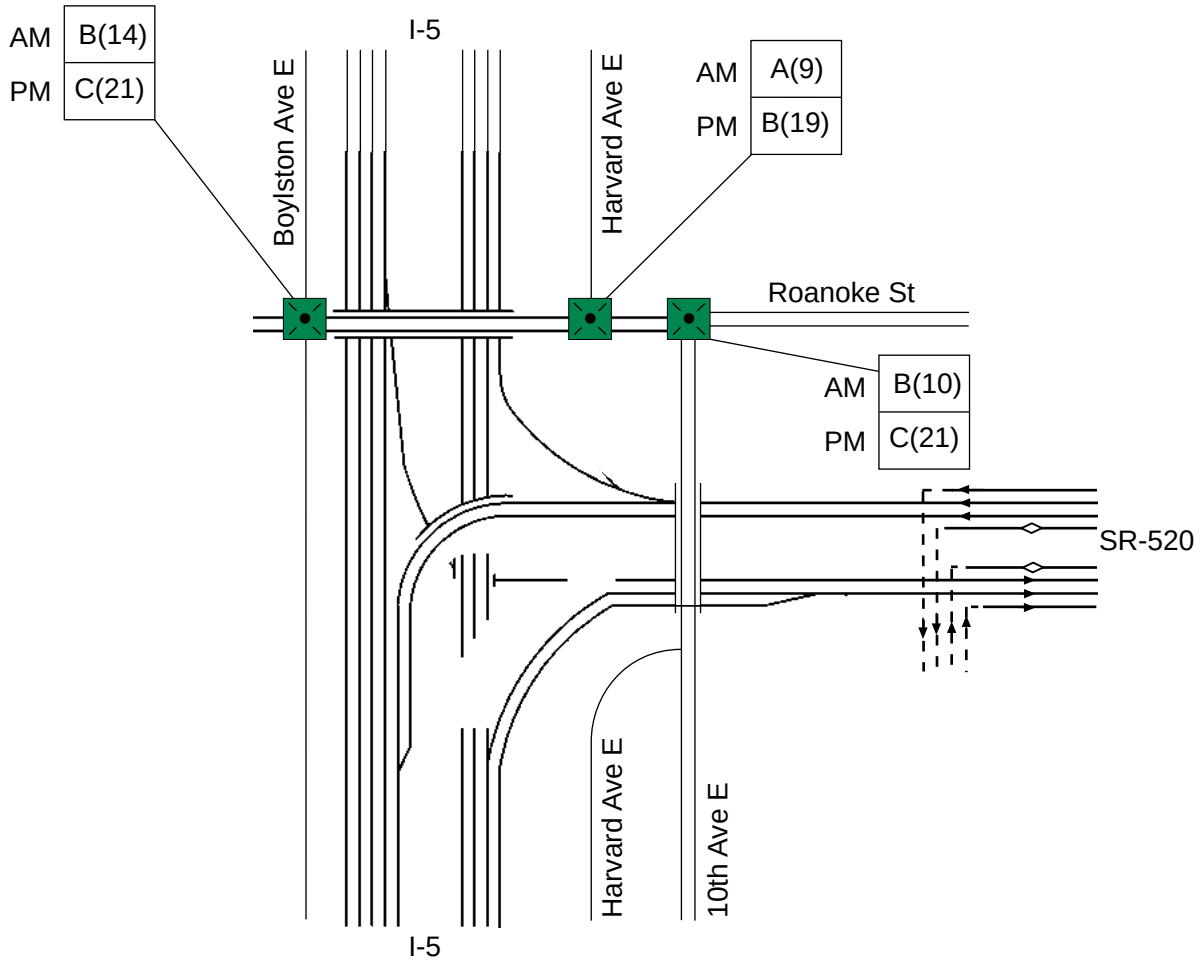
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 1d
SR 520/I-5/Harvard Interchange

DRAFT

Alternative 8
(3 GP Lanes & 1 HOV)



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/31/01
NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

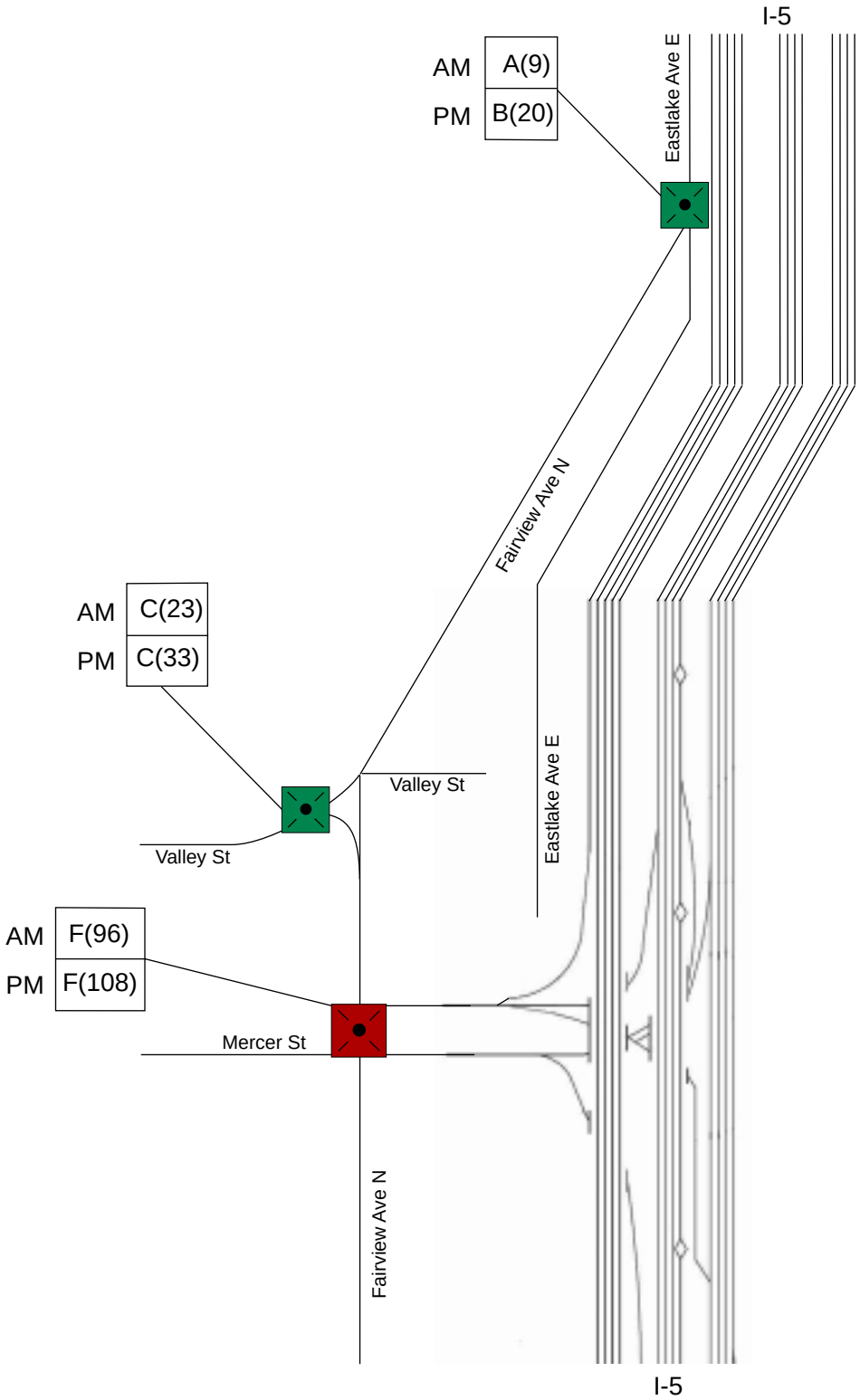
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 1e
SR 520/I-5/Harvard Interchange

Existing

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/31/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

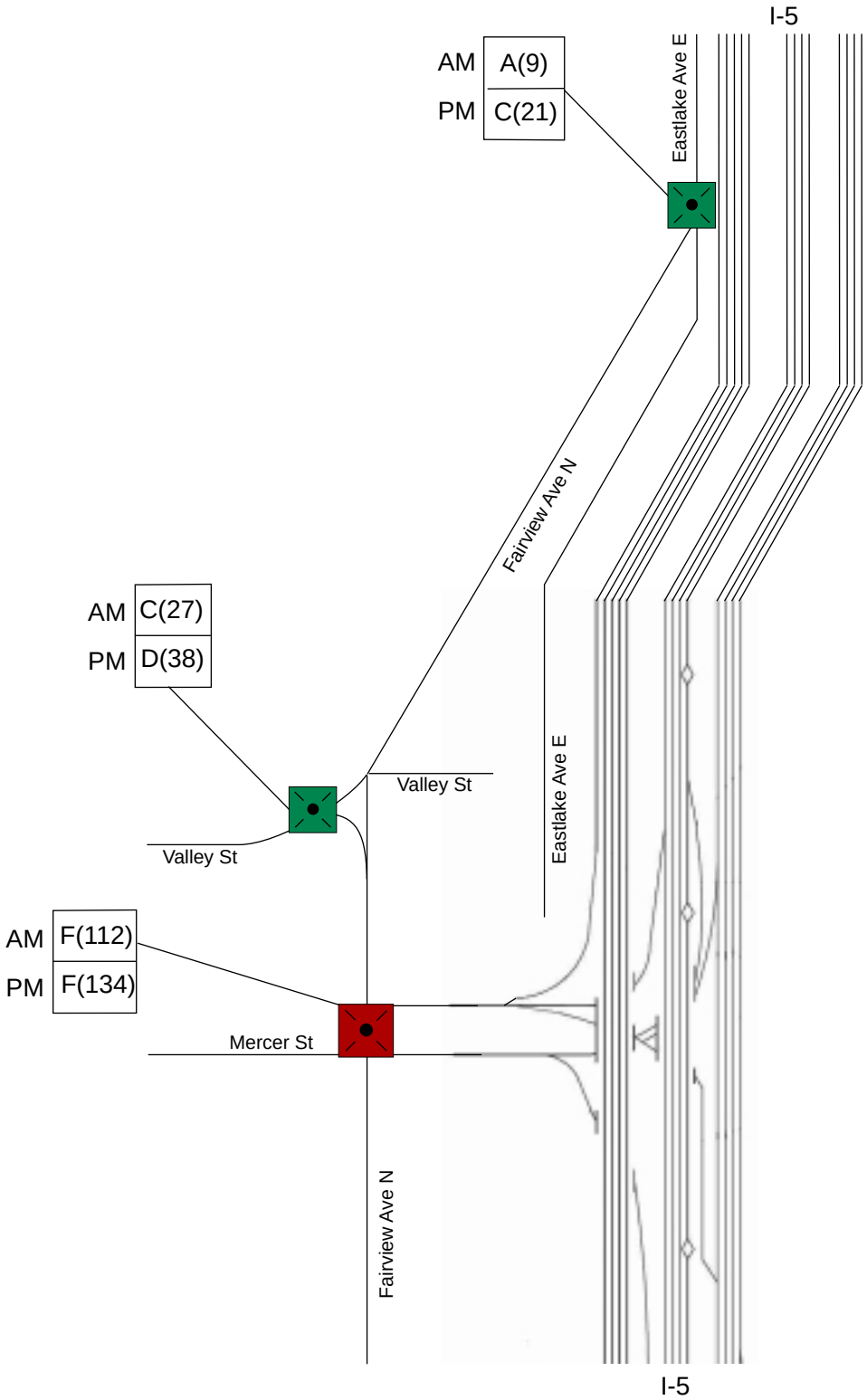
Non-Signalized Intersection

Signalized Intersection

Figure 2a
I-5/Mercer St. Interchange

2020 No-Build

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/31/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

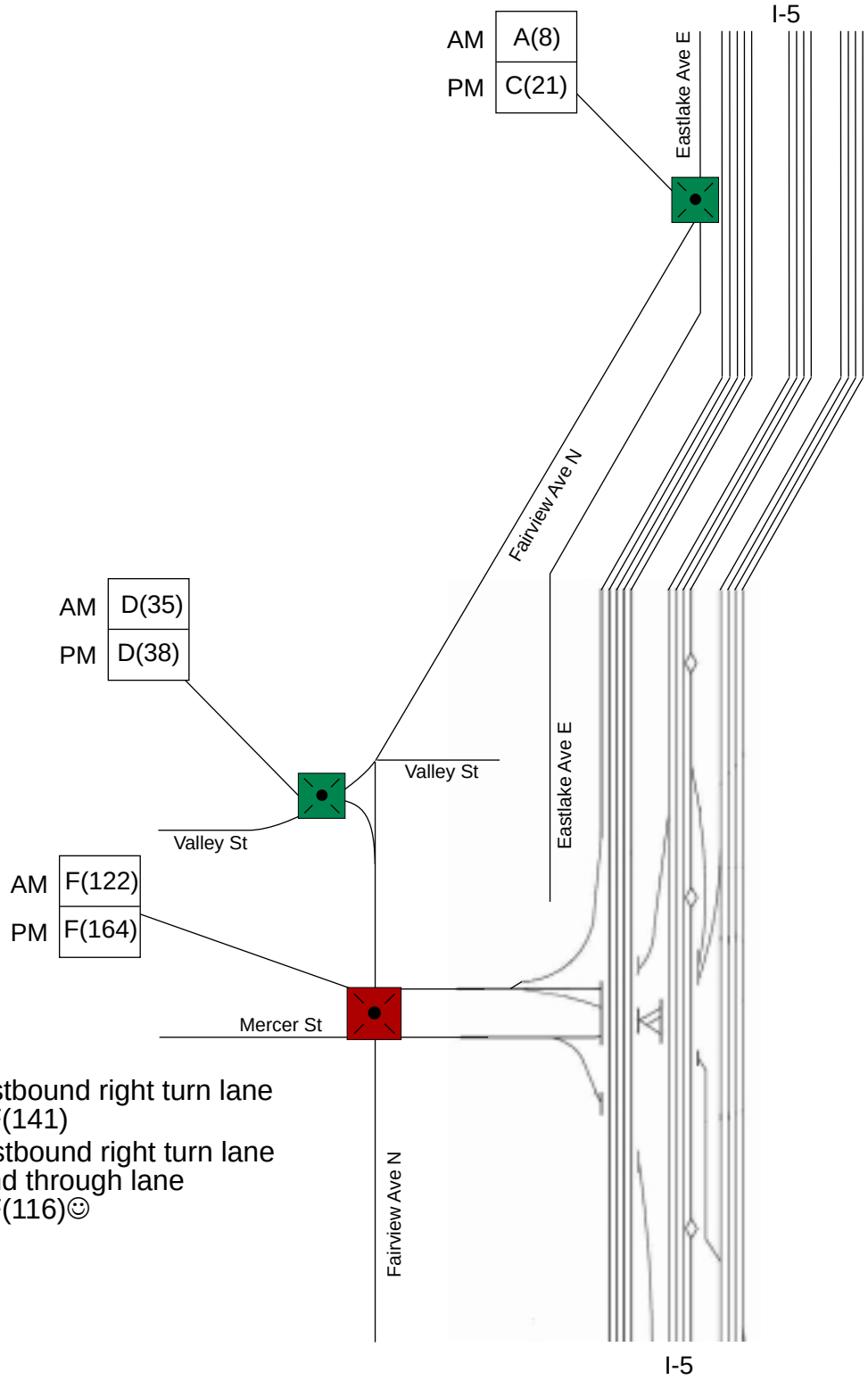
Non-Signalized Intersection

Signalized Intersection

Figure 2b
I-5/Mercer St. Interchange

Alternative 3
(2 GP Lanes & 1 HOV on SR520)

DRAFT



Mitigation:

A) Add third westbound right turn lane improves to F(141)

B) Add third westbound right turn lane and eastbound through lane improves to F(116)☺

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better

LOS E

LOS F

General Purpose(GP) Lane

Underground HOV Lane

HOV Lane

Non-Signalized Intersection

Signalized Intersection

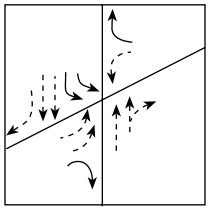
Figure 2c
I-5/Mercer St. Interchange

Alternative 4
(3 GP Lanes & 1 HOV on SR520)

DRAFT

Mitigation:

- The following number of lanes are needed to achieve LOS D at this intersection with a grade-separated connection for EB and WB through traffic.



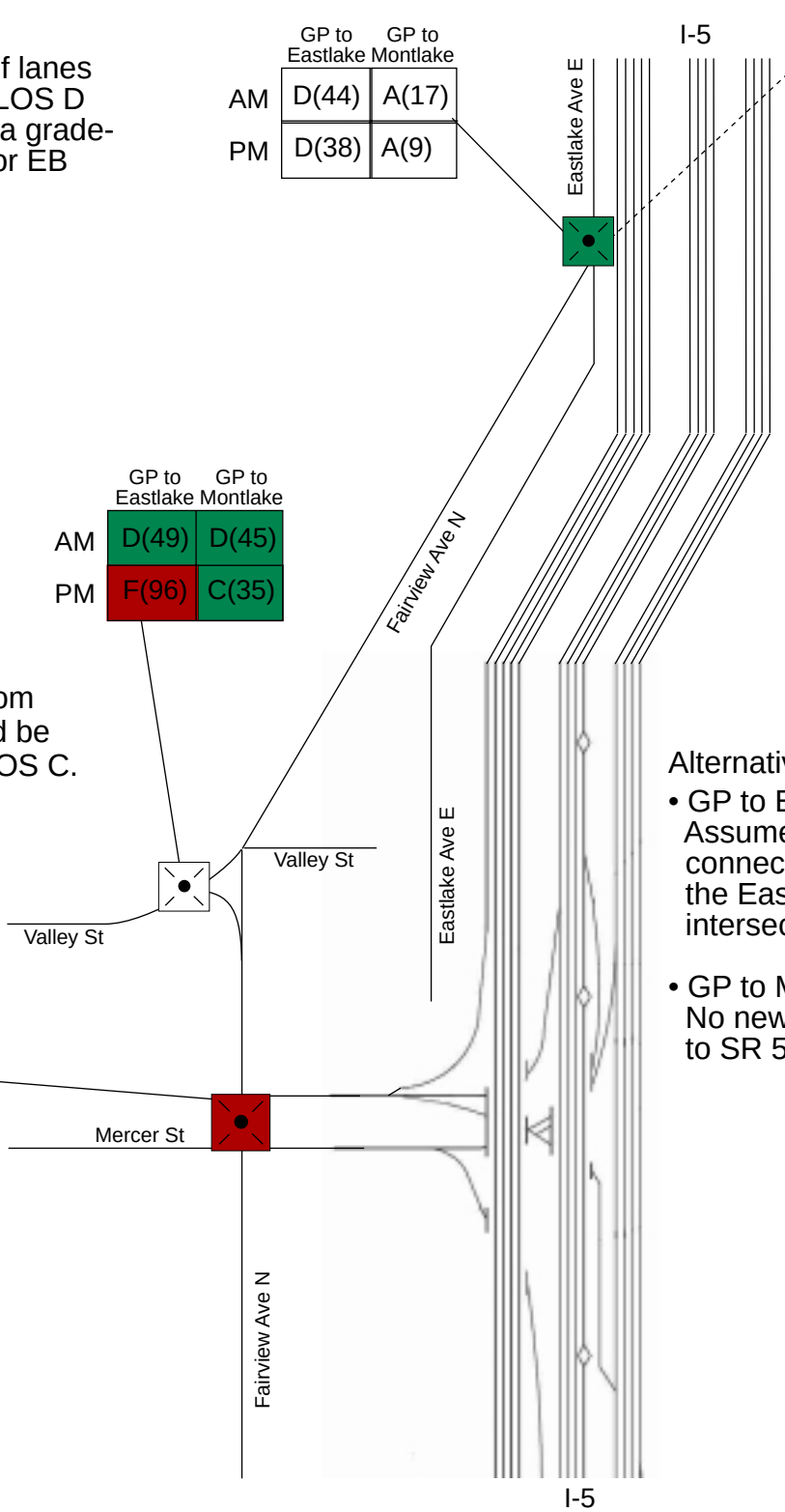
	GP to Eastlake	GP to Montlake
AM	D(44)	A(17)
PM	D(38)	A(9)

	GP to Eastlake	GP to Montlake
AM	D(49)	D(45)
PM	F(96)	C(35)

Mitigation:

- Added through lanes from Fairview to Valley would be needed to improve to LOS C.

	GP to Eastlake	GP to Montlake
AM	F(109)	F(132)
PM	F(113)	F(164)



Alternative 4 Design Options

- GP to Eastlake - Assumes new 2-lane ramp connection from SR 520 to the Eastlake/Fairview intersection.
- GP to Montlake - No new ramp connection to SR 520.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 2d
I-5/Mercer St. Interchange

Alternative 8
(3 GP Lanes & 1 HOV, Drop 1 GP & 1 HOV Lane at Eastlake/Fairview)

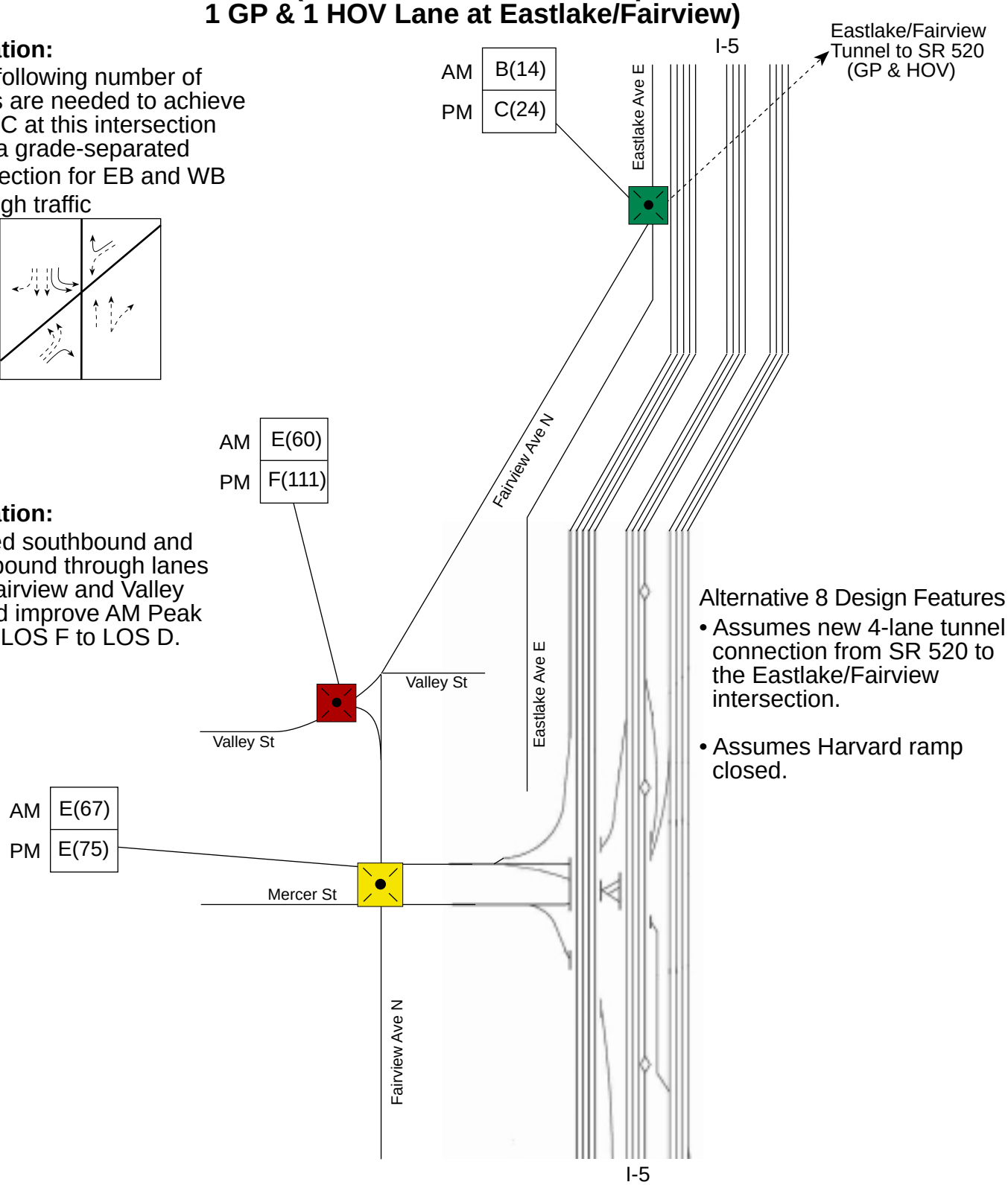
DRAFT

Mitigation:

- The following number of lanes are needed to achieve LOS C at this intersection with a grade-separated connection for EB and WB through traffic

Mitigation:

- Added southbound and eastbound through lanes on Fairview and Valley would improve AM Peak from LOS F to LOS D.



Alternative 8 Design Features

- Assumes new 4-lane tunnel connection from SR 520 to the Eastlake/Fairview intersection.
- Assumes Harvard ramp closed.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better
LOS E
LOS F

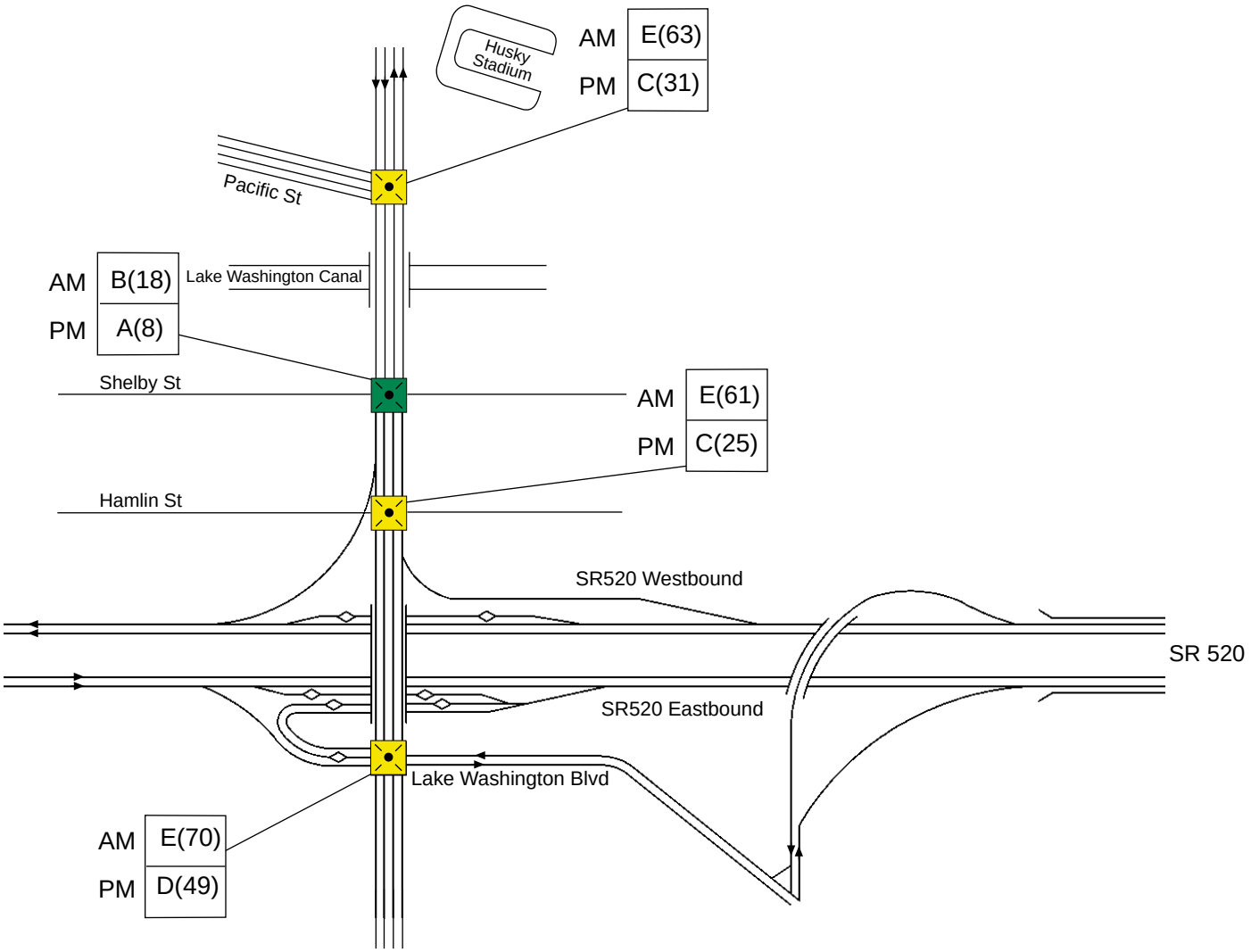
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 2e
I-5/Mercer St. Interchange

Existing

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

Non-Signalized Intersection

Signalized Intersection

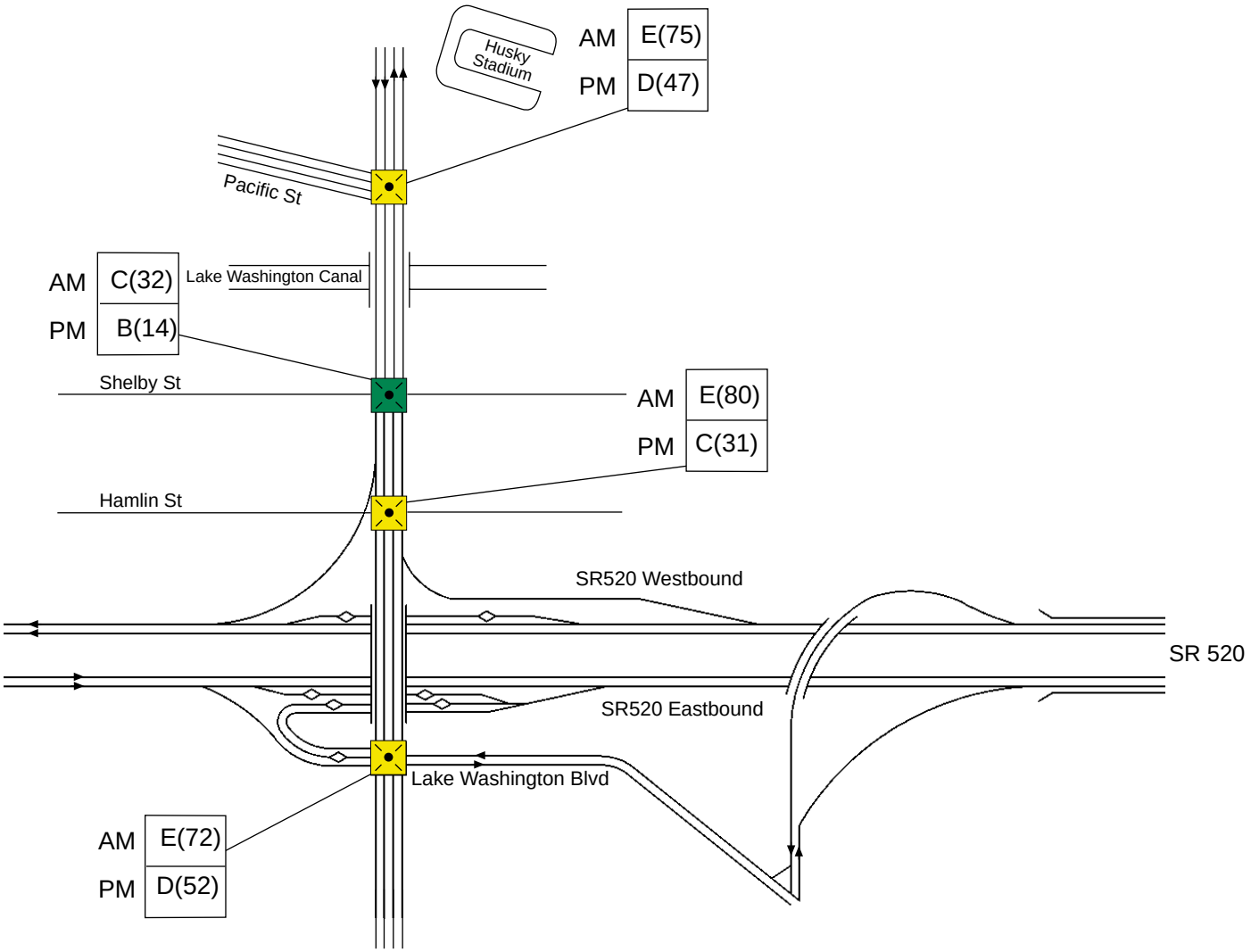
Signalized Intersection in Tunnel

LOS D or Better
LOS E
LOS F

Figure 3a
SR 520/Montlake Blvd./ Lake Washington Blvd. Interchanges

2020 No-Build

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

Non-Signalized Intersection

Signalized Intersection

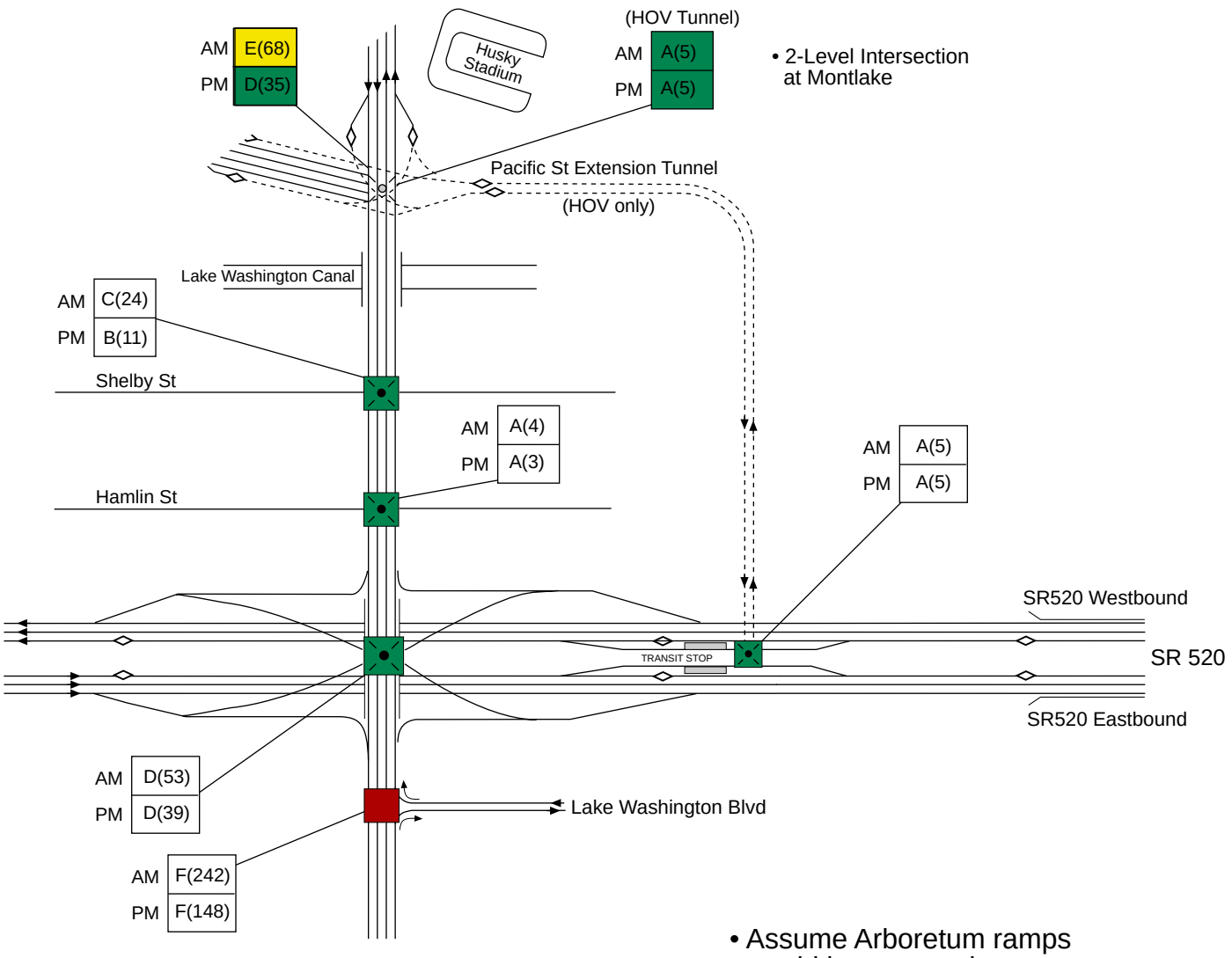
Signalized Intersection in Tunnel

LOS D or Better
LOS E
LOS F

Figure 3b
SR 520/Montlake Blvd./ Lake Washington Blvd. Interchanges

Alternative 3
(2 GP Lanes & 1 HOV)

DRAFT



• Assume Arboretum ramps would be removed.

Mitigation/Conclusions:

- Leaving the existing signal would improve AM/PM peak operations to F(124) and E(62) respectively. Keeping the Lake Washington Blvd. interchange also open would improve AM and PM peak conditions to LOS B(15) and C(17) respectively.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

Non-Signalized Intersection

Signalized Intersection

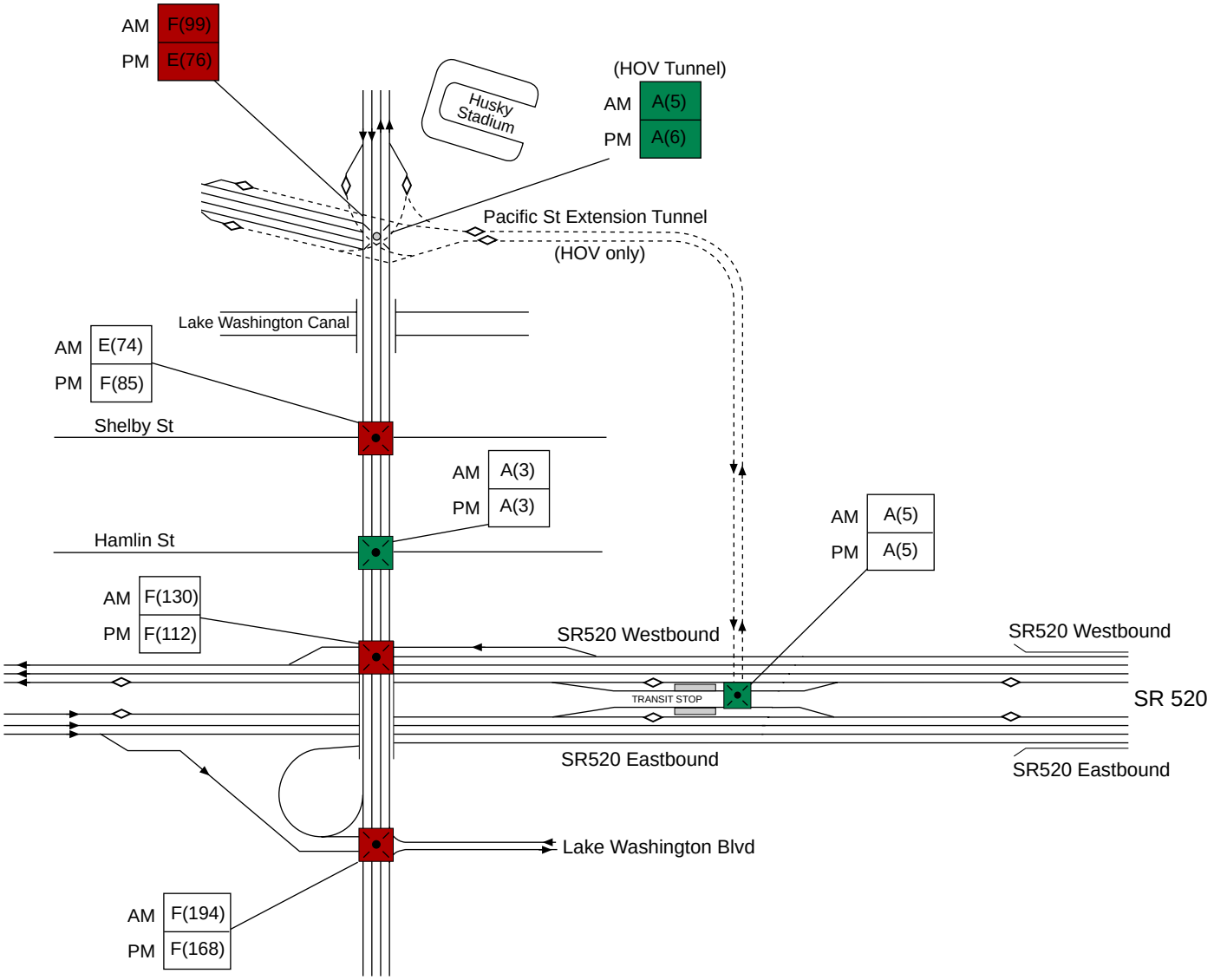
Signalized Intersection in Tunnel

LOS D or Better
LOS E
LOS F

Figure 3c
SR 520/Montlake Blvd./ Lake Washington Blvd. Interchanges

Alternative 4
(3 GP Lanes & 1 HOV, Drop 1 GP Lane at Montlake)

DRAFT



Mitigation:

- At the Montlake/Pacific intersection, add a SB through and EB right turn lane.
- At the Montlake/Shelby intersection, add a SB through lane.
- At the Montlake/SR520 WB ramps, add a SB through, 2nd WB & NB left turn lanes; or, keep the Lake Washington Blvd. ramps open and add a SB through lane.
- At the Montlake/Lake Washington Blvd. intersection, leave the Lake Washington Blvd. ramps open.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)
Non-Signalized Intersection
Signalized Intersection
Signalized Intersection in Tunnel

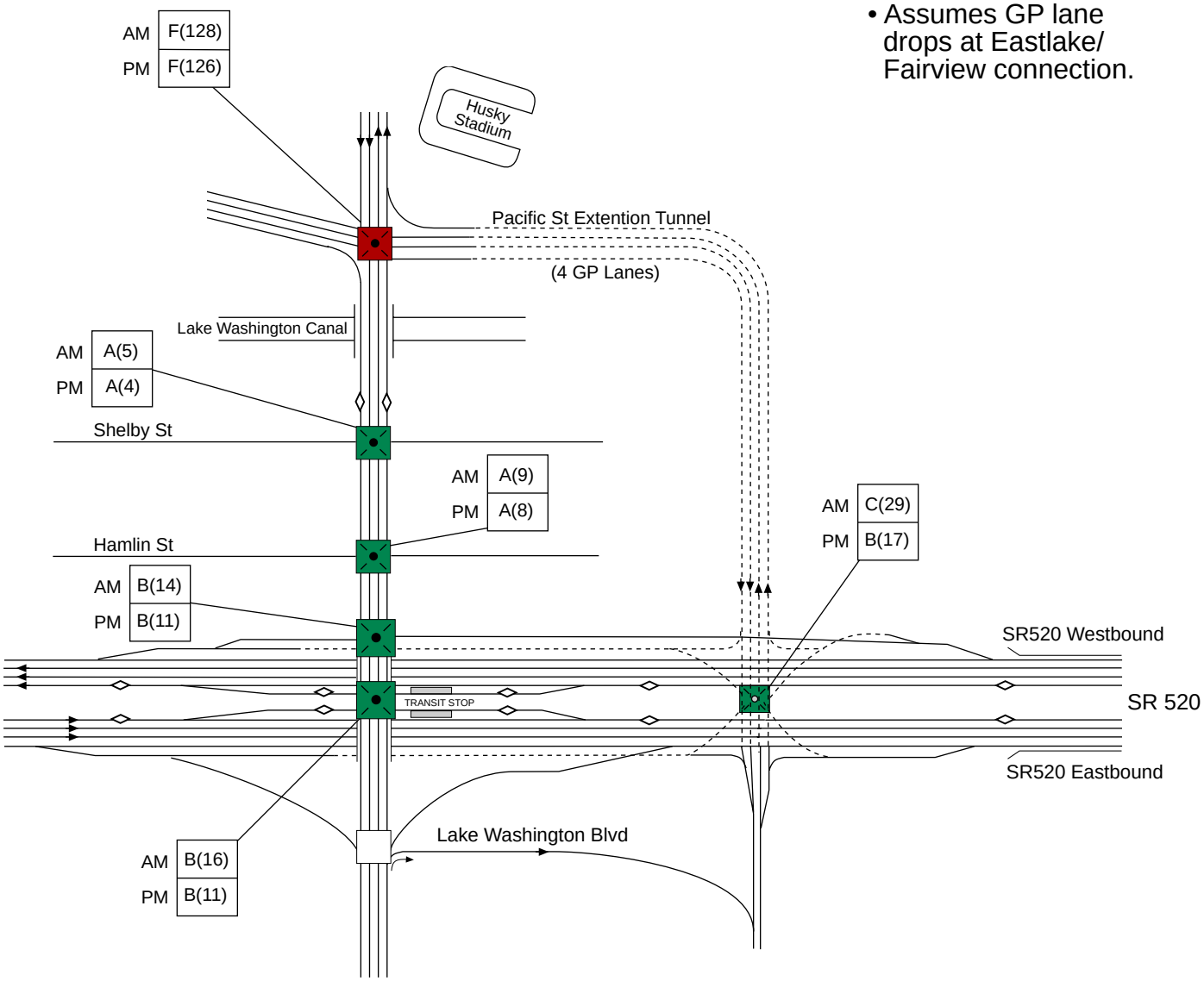
LOS D or Better
LOS E
LOS F

Figure 3d
SR 520/Montlake Blvd./ Lake Washington Blvd. Interchanges

Alternative 6
(3 GP Lanes & 1 HOV)

DRAFT

- Assumes GP lane drops at Eastlake/ Fairview connection.



Mitigation:

- Add two WB through lanes, a 3rd SB left-turn, a 3rd NB through and a 2nd EB through lane to achieve LOS D.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

General Purpose(GP) Lane
Underground GP Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

Non-Signalized Intersection

Signalized Intersection

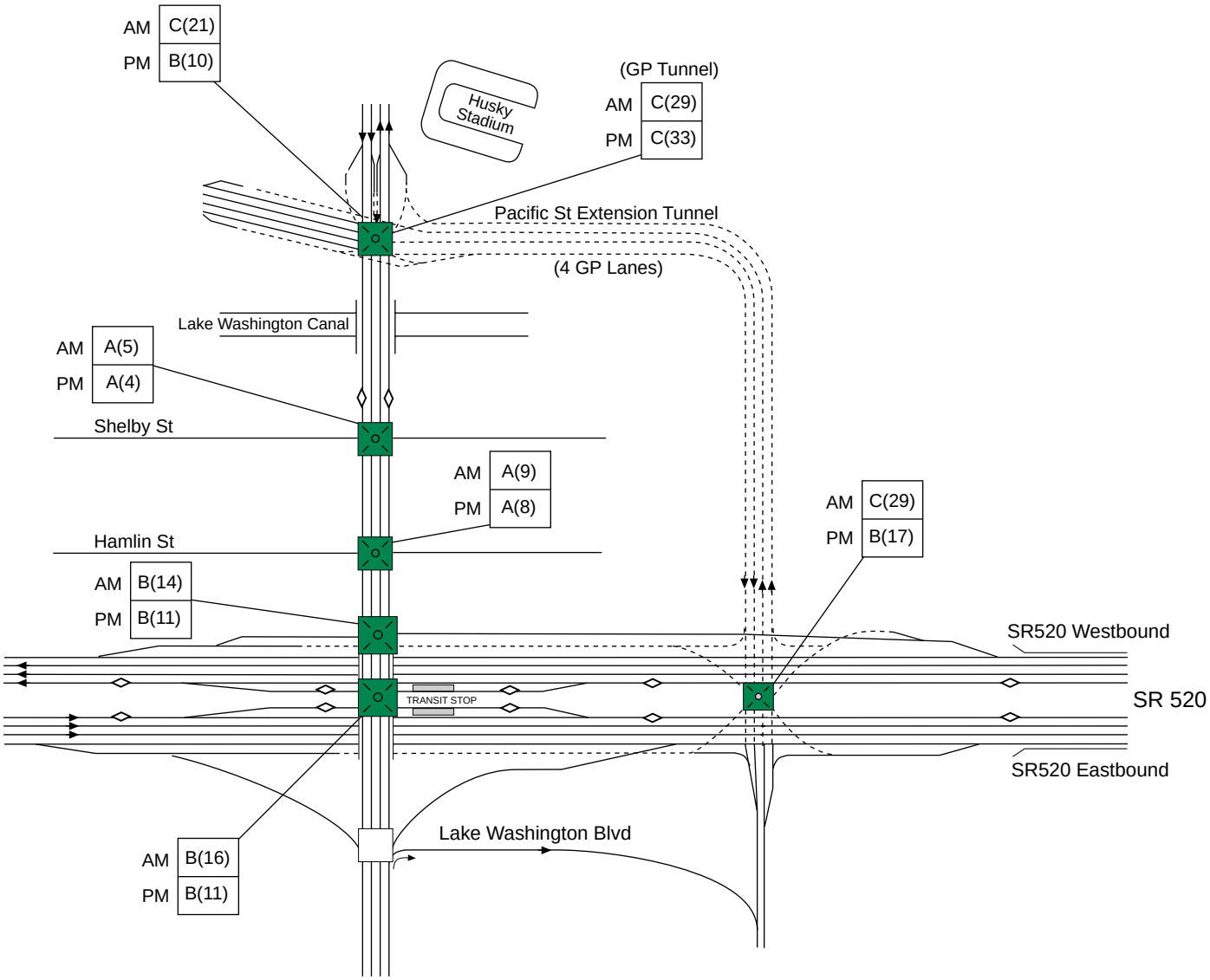
Signalized Intersection in Tunnel

LOS D or Better
LOS E
LOS F

Figure 3e
SR 520/Montlake Blvd./ Lake Washington Blvd. Interchanges

Alternative 8
(3 GP Lanes & 1 HOV)

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

Non-Signalized Intersection

Signalized Intersection

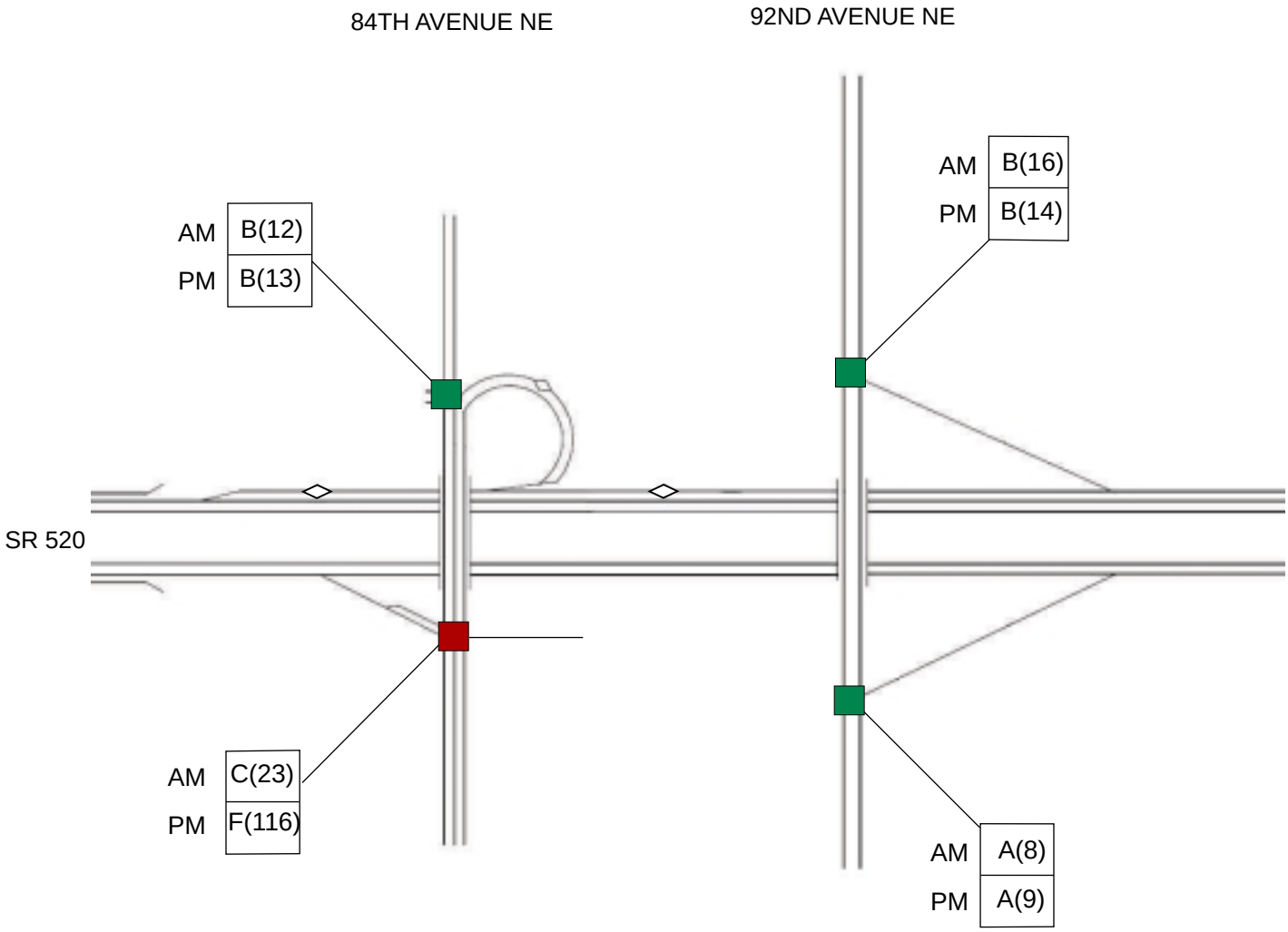
Signalized Intersection in Tunnel

LOS D or Better
LOS E
LOS F

Figure 3f
SR 520/Montlake Blvd./ Lake Washington Blvd. Interchanges

DRAFT

Existing



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection

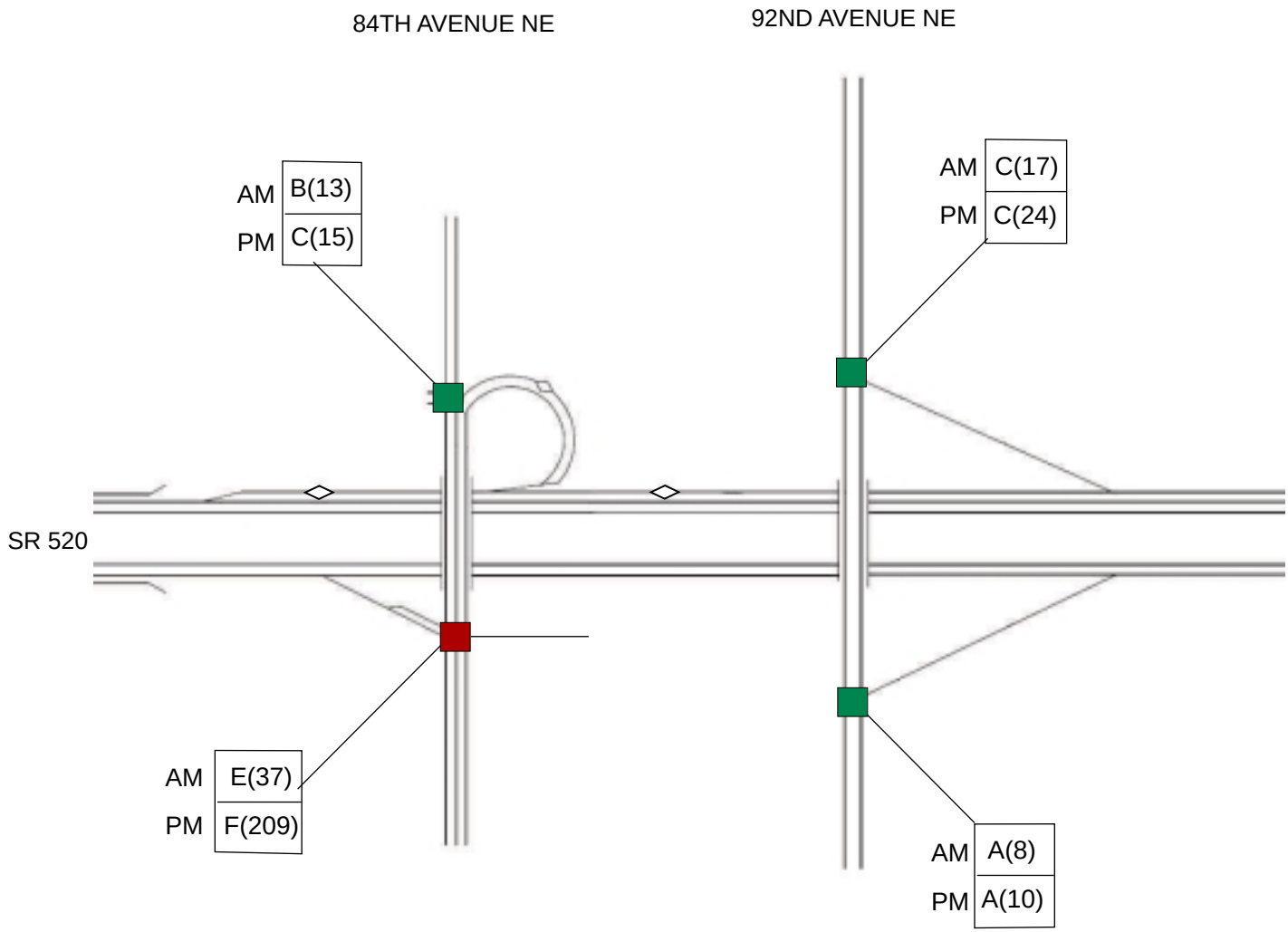
Signalized Intersection

N

Figure 1a
SR 520/84th Ave. NE and SR 520/92nd Ave. NE Interchanges

DRAFT

2020 No-Build



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

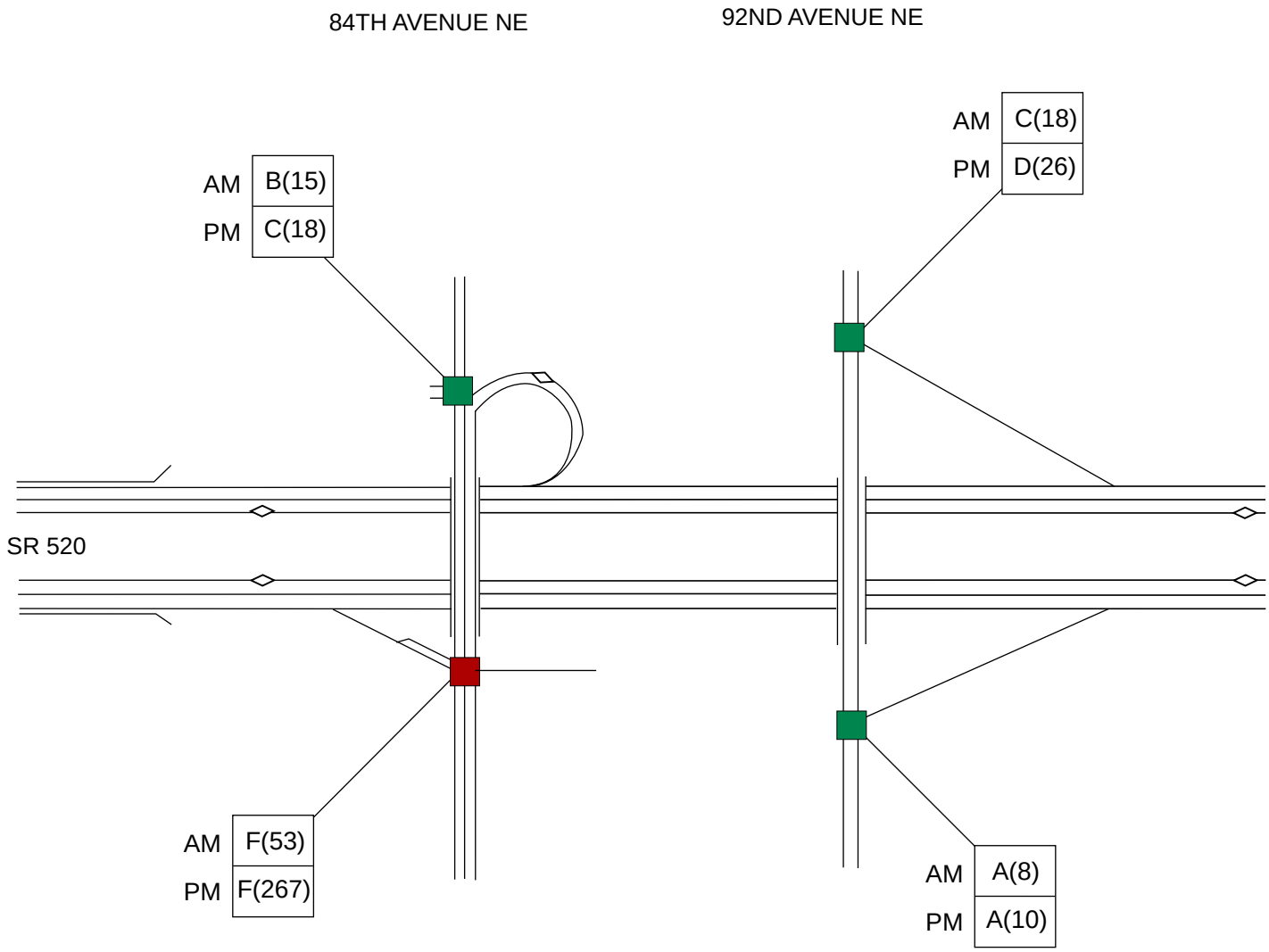
Non-Signalized Intersection

Signalized Intersection

Figure 1b
SR 520/84th Ave. NE and SR 520/92nd Ave. NE Interchanges

DRAFT

Alternative 3
(2 GP Lanes & 1 HOV)



Mitigation:

- 84th EB off-ramp requires signalization to improve the progression at this intersection. Improving the intersection from an F to an A.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

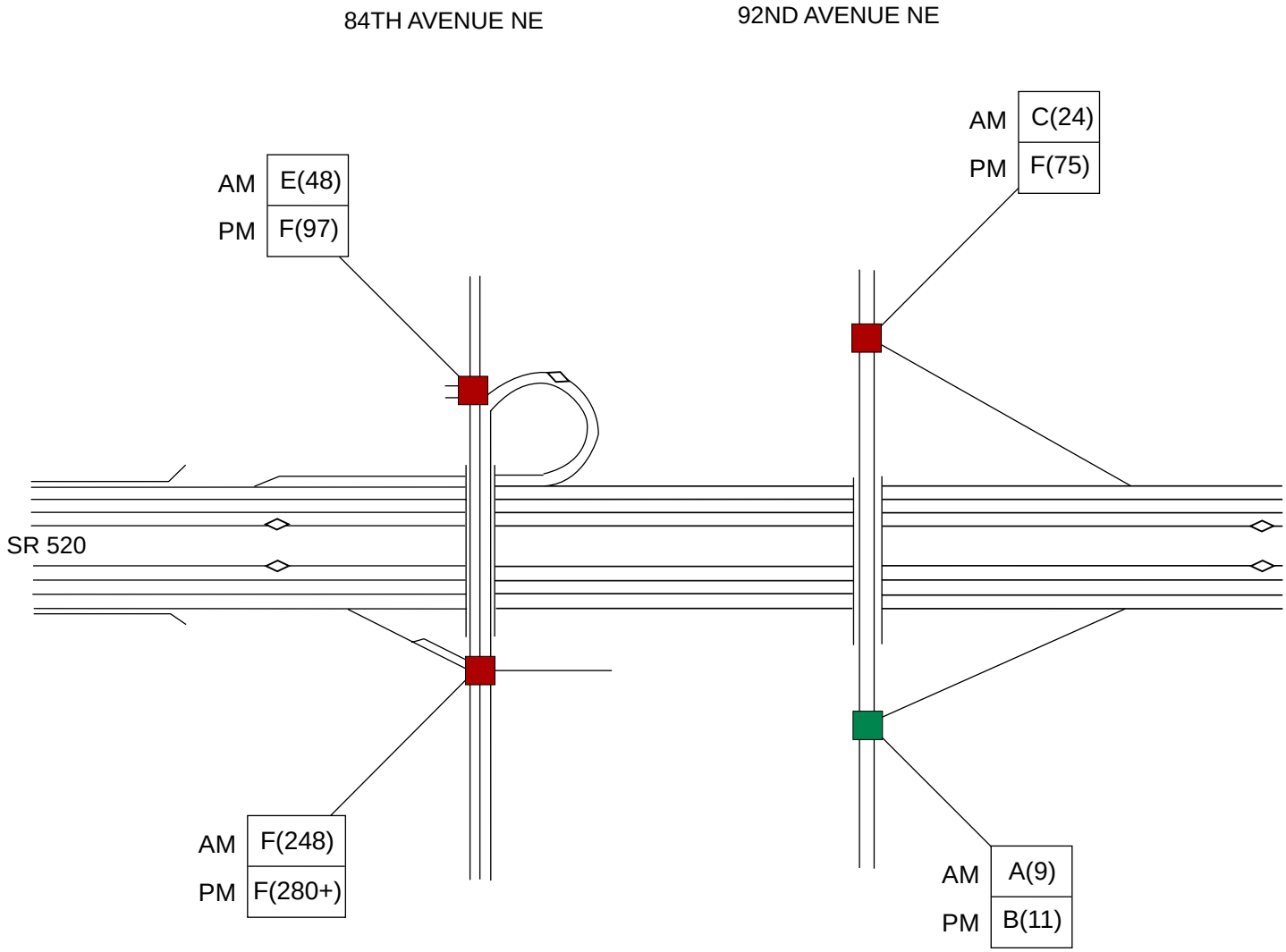
Non-Signalized Intersection
Signalized Intersection

N

Figure 1c
SR 520/84th Ave. NE and SR 520/92nd Ave. NE Interchanges

DRAFT

Alternative 4
(3 GP Lanes & 1 HOV)



Mitigation

- 84th WB on-ramp would require additional storage capacity & relocation of the ramp meter.
- 84th EB off-ramp requires signalization to improve the progression at this intersection. Improving the intersection from an F to an A.
- 92nd WB off-ramp requires adding a right turn lane to improve the LOS from F to D.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

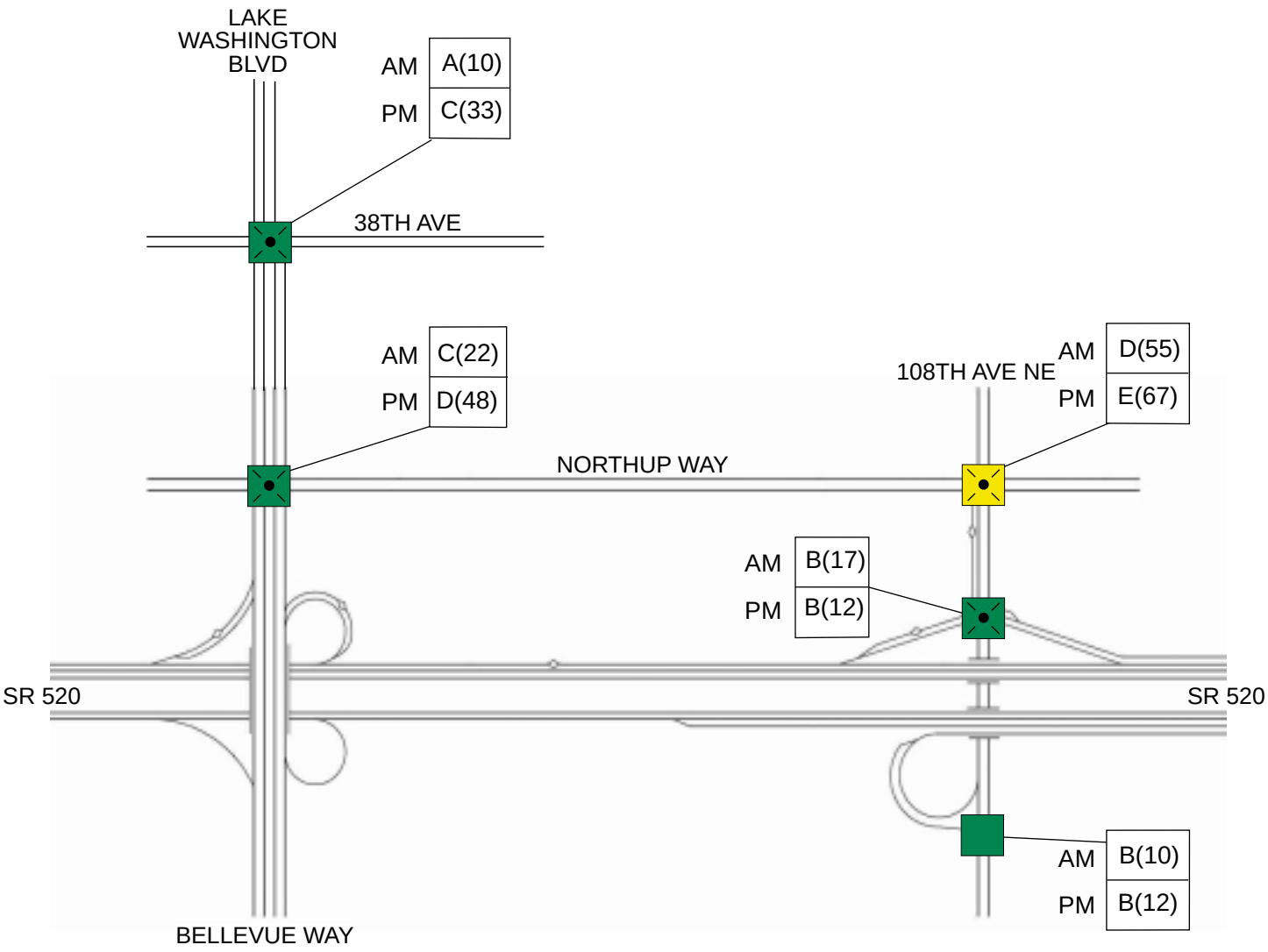
Non-Signalized Intersection

Signalized Intersection

Figure 1d
SR 520/84th Ave. NE and SR 520/92nd Ave. NE Interchanges

DRAFT

Existing



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

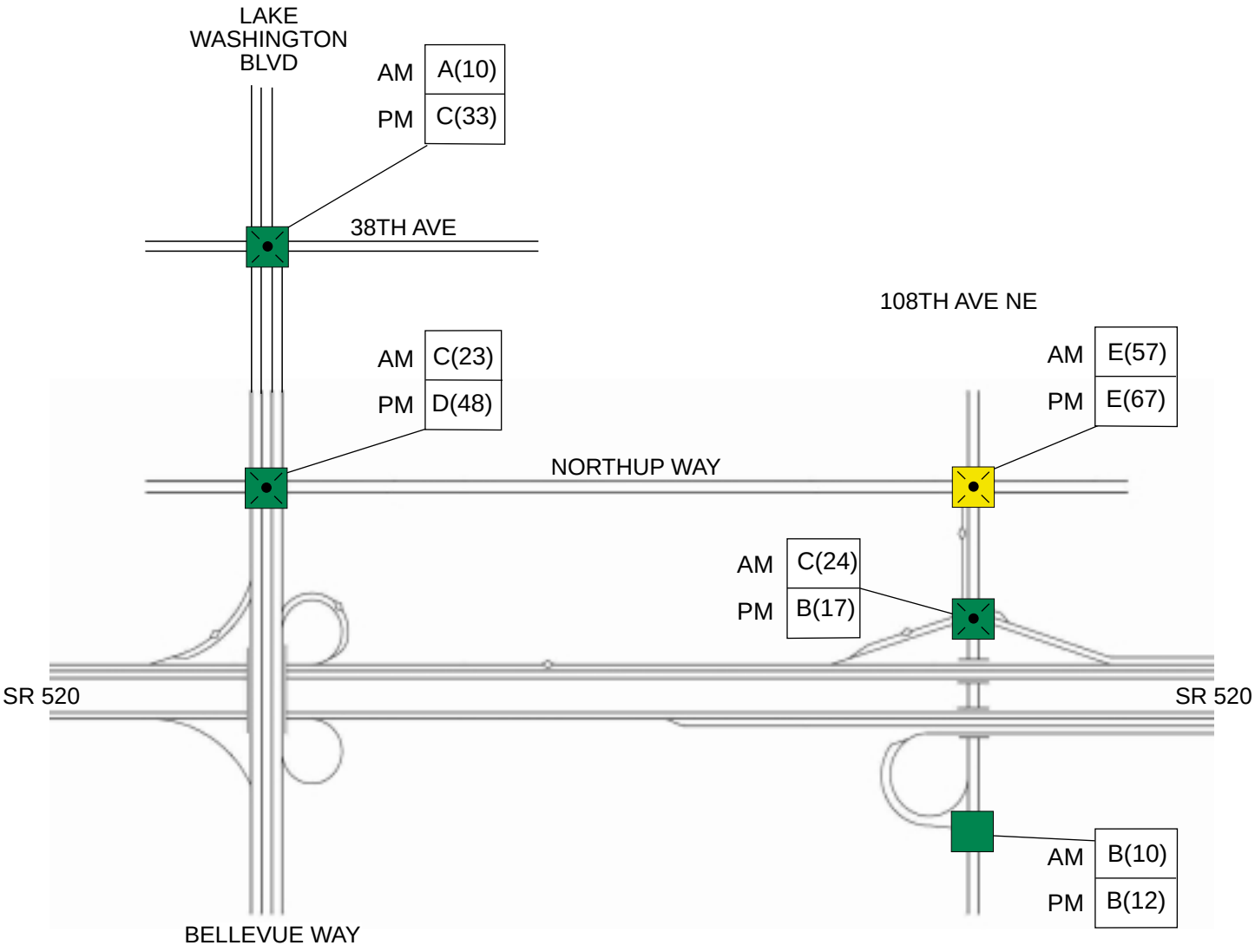
Non-Signalized Intersection

Signalized Intersection

Figure 2a
SR 520/Bellevue and SR 520/108th Ave. NE Interchanges

DRAFT

2020 No-Build



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

Non-Signalized Intersection

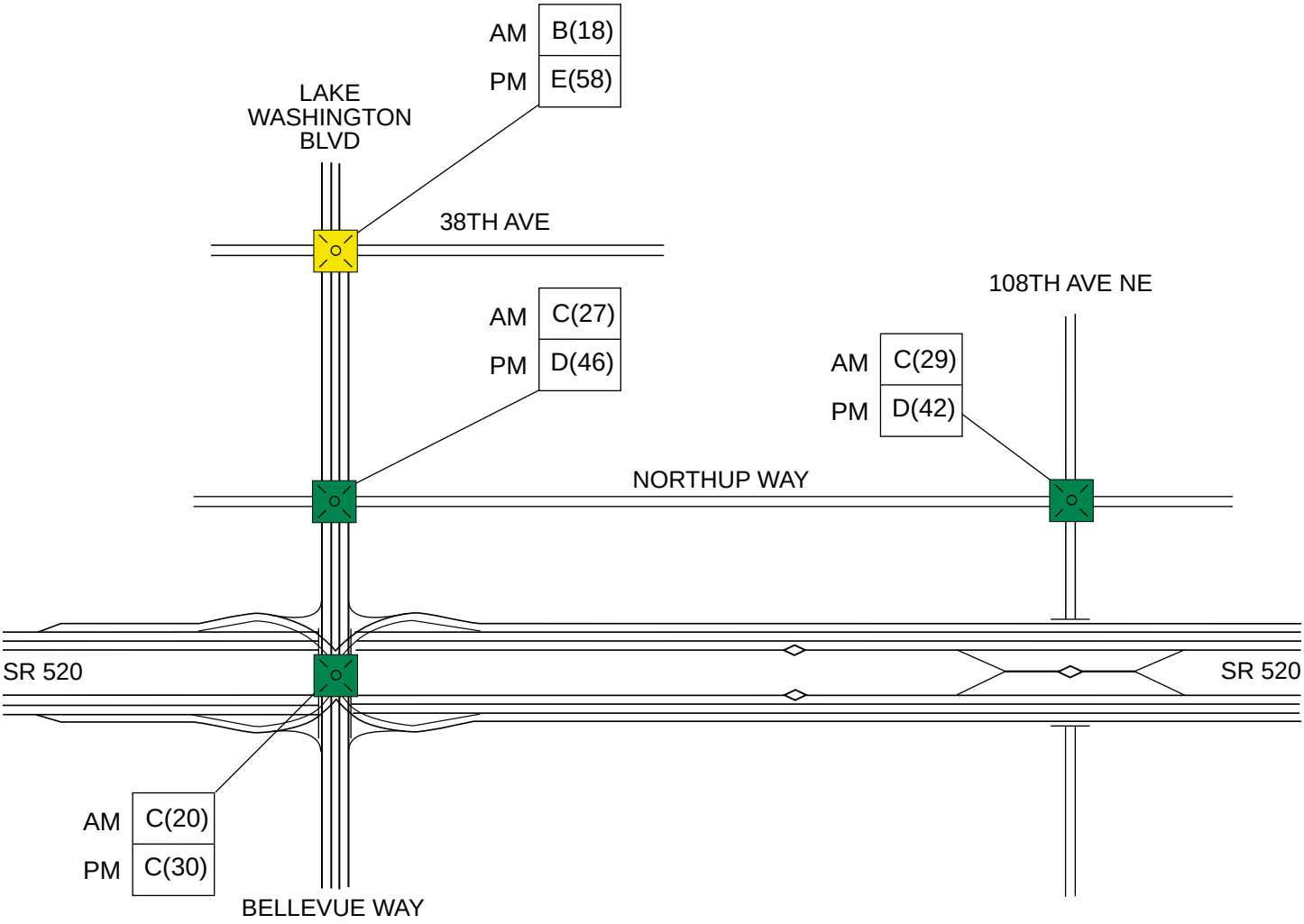
Signalized Intersection

Figure 2b
SR 520/Bellevue and SR 520/108th Ave. NE Interchanges

Alternative 3
(2 GP Lanes & 1 HOV)

DRAFT

Mitigation:
- Results assume Northup Way flow maintained.
- Lake Washington Blvd. NE requires widening approximately 1,000 ft. and some rechannelization.



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

Non-Signalized Intersection

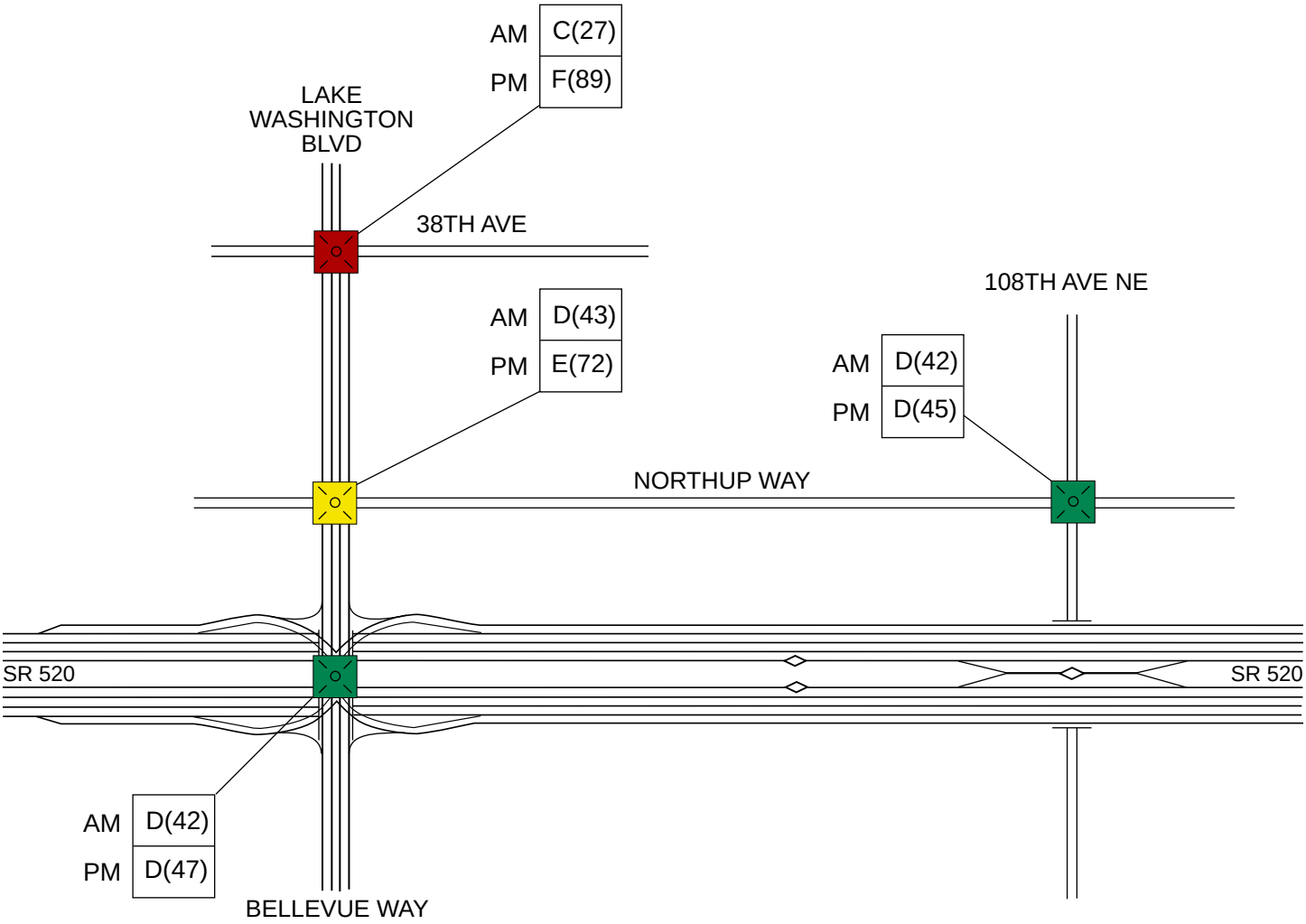
Signalized Intersection

Figure 2c
SR 520/Bellevue and SR 520/108th Ave. NE Interchanges

Alternative 4
(3 GP Lanes & 1 HOV)

DRAFT

Mitigation:
- Results assume Northup Way flow maintained.
- Lake Washington Blvd. NE requires widening approximately 1,000 ft. and some rechannelization.



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

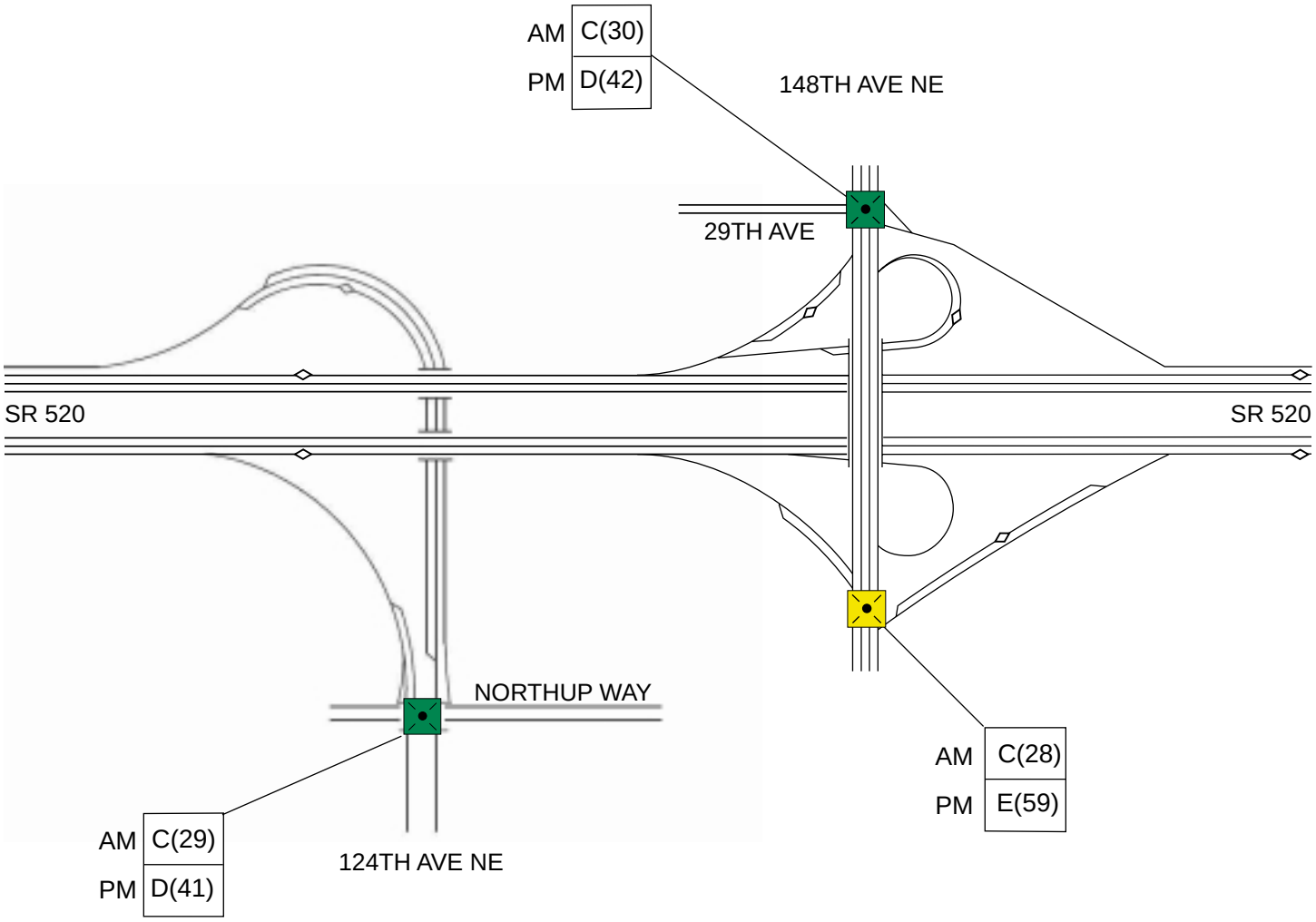
Non-Signalized Intersection

Signalized Intersection

Figure 2d
SR 520/Bellevue and SR 520/108th Ave. NE Interchanges

DRAFT

Existing



• 148th north-south corridor study currently under consideration by City of Bellevue

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01
NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

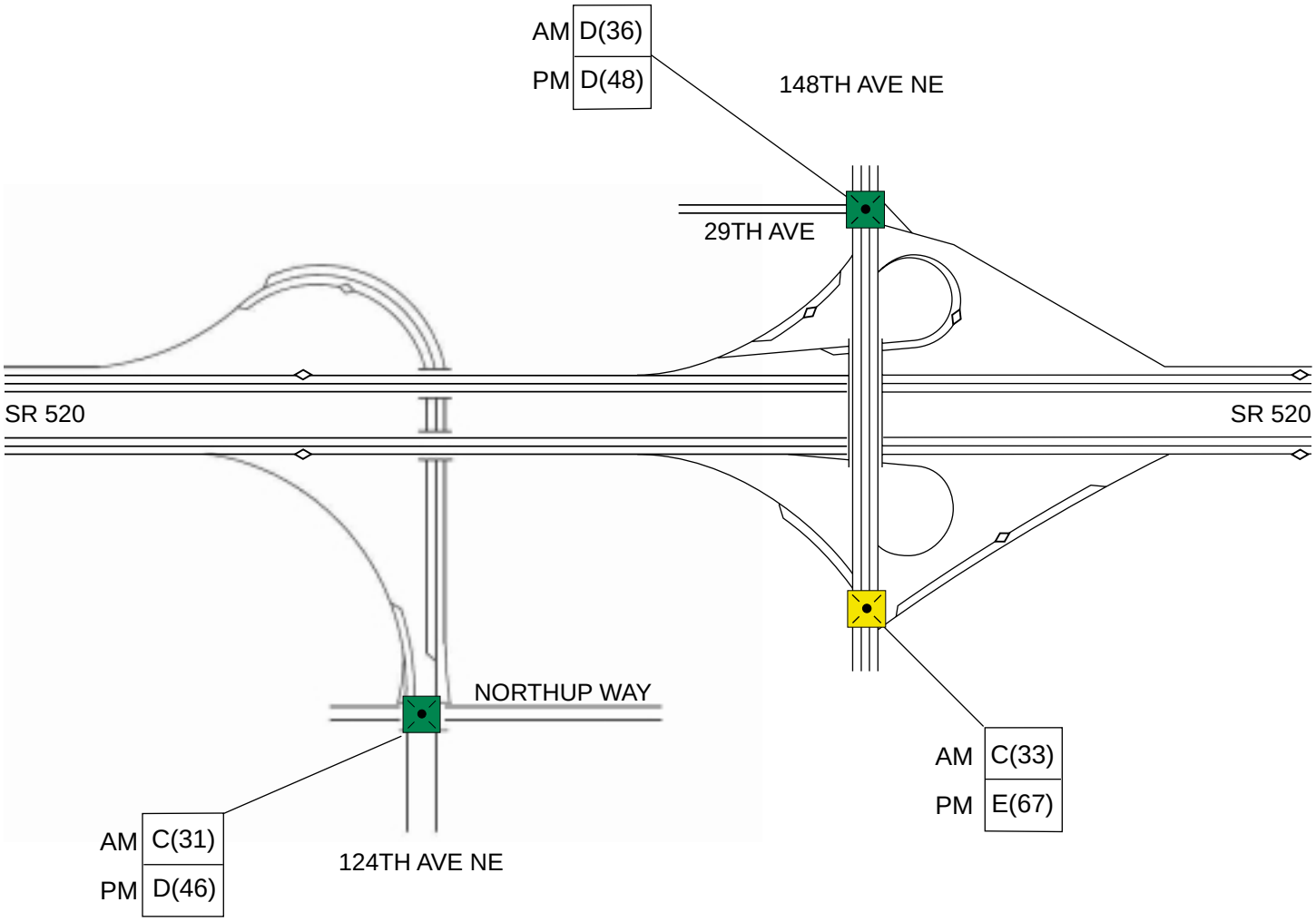
Non-Signalized Intersection

Signalized Intersection

Figure 3a
SR 520/Northup Way and SR 520/148th Ave. NE Interchanges

DRAFT

2020 No-Build



- 148th north-south corridor study currently under consideration by City of Bellevue

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01
NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

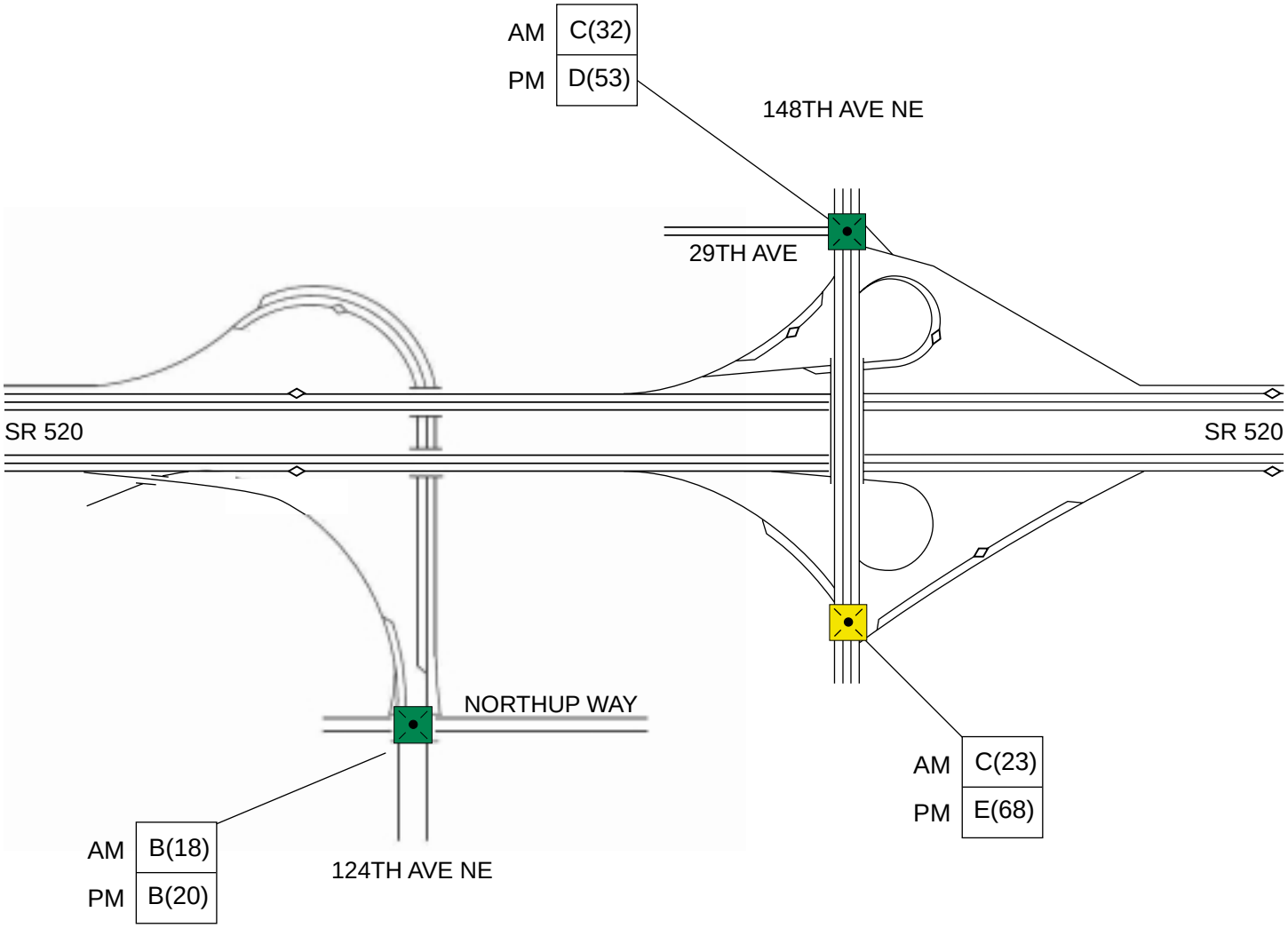
Non-Signalized Intersection

Signalized Intersection

Figure 3b
SR 520/Northup Way and SR 520/148th Ave. NE Interchanges

Alternative 3
(2 GP lanes & 1 HOV)

DRAFT



- 148th north-south corridor study currently under consideration by City of Bellevue.
- The changes from existing design to a braided ramp @ 124th reduces volumes at this ramp in future alternatives.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01
NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

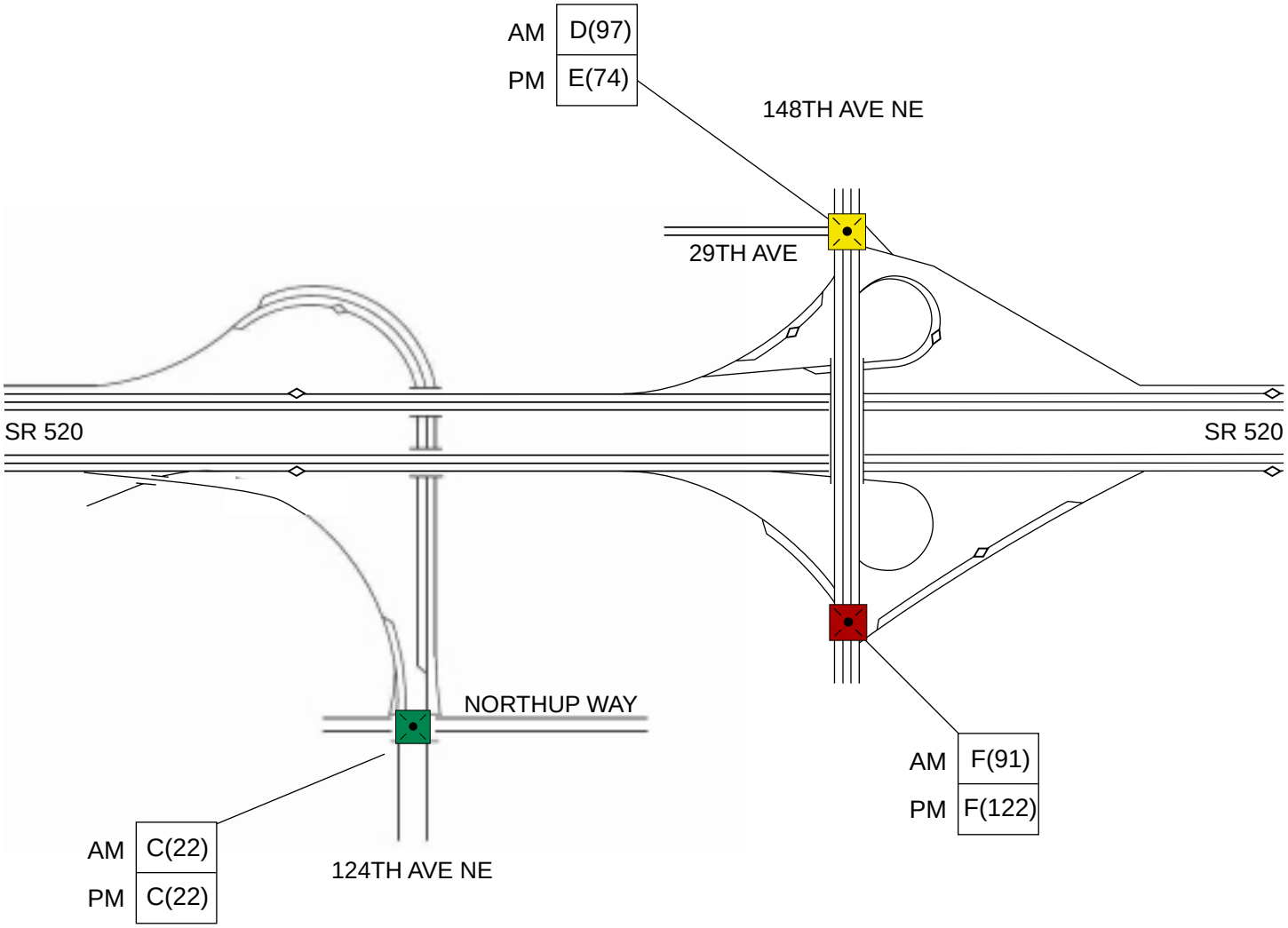
Non-Signalized Intersection

Signalized Intersection

Figure 3c
SR 520/Northup Way and SR 520/148th Ave. NE Interchanges

DRAFT

Alternative 4
(3 GP Lanes & 1 HOV)



- 148th north-south corridor study currently under consideration by City of Bellevue.

Mitigation:

- Requires a system evaluation of widening 148th to increase capacity in the north and southbound direction.
- If the EB loop off-ramp can be widened to accommodate an additional lane this would improve the PM LOS from an F to an E.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/31/01
NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

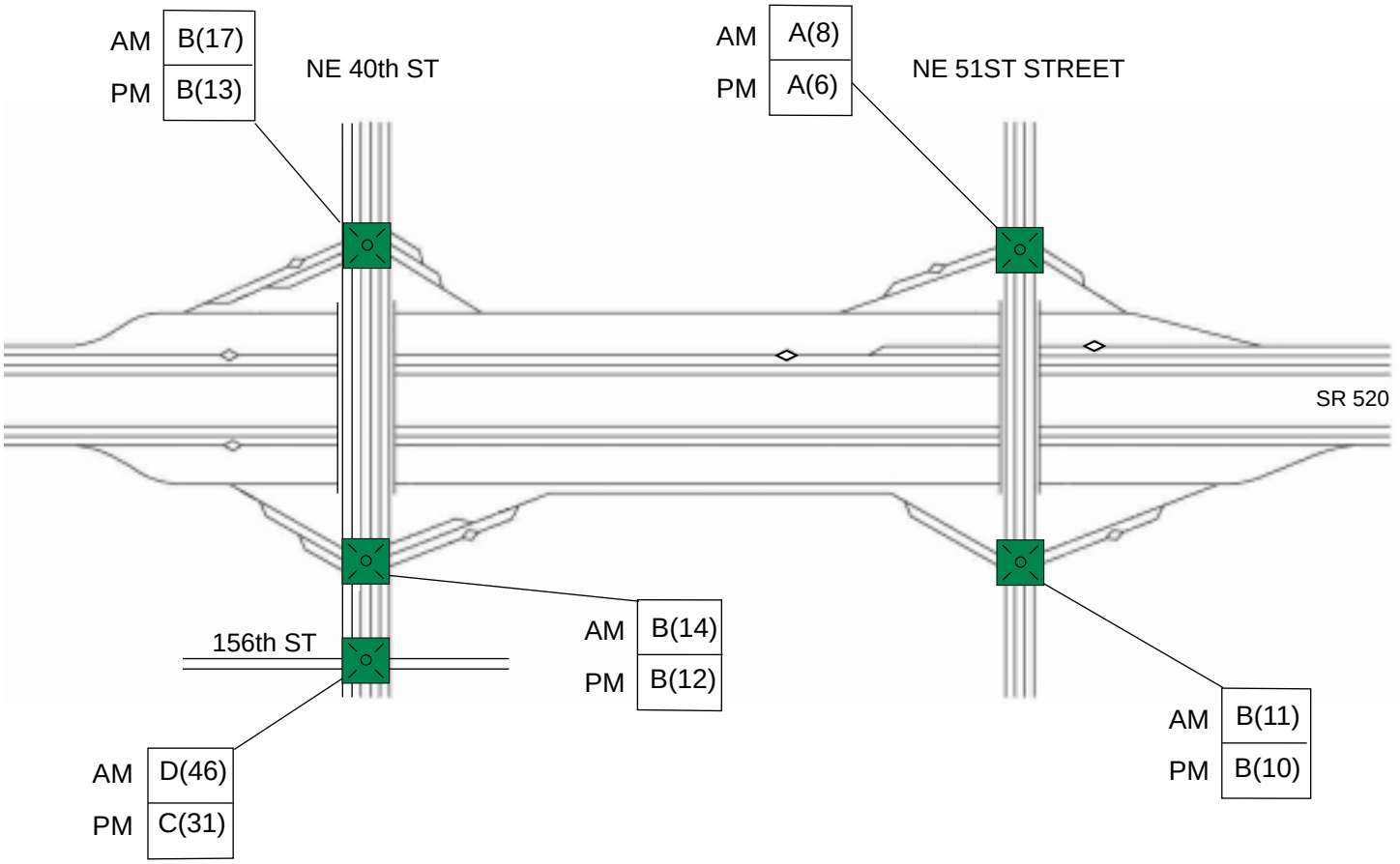
Non-Signalized Intersection

Signalized Intersection

Figure 3d
SR 520/Northup Way and SR 520/148th Ave. NE Interchanges

DRAFT

Existing



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

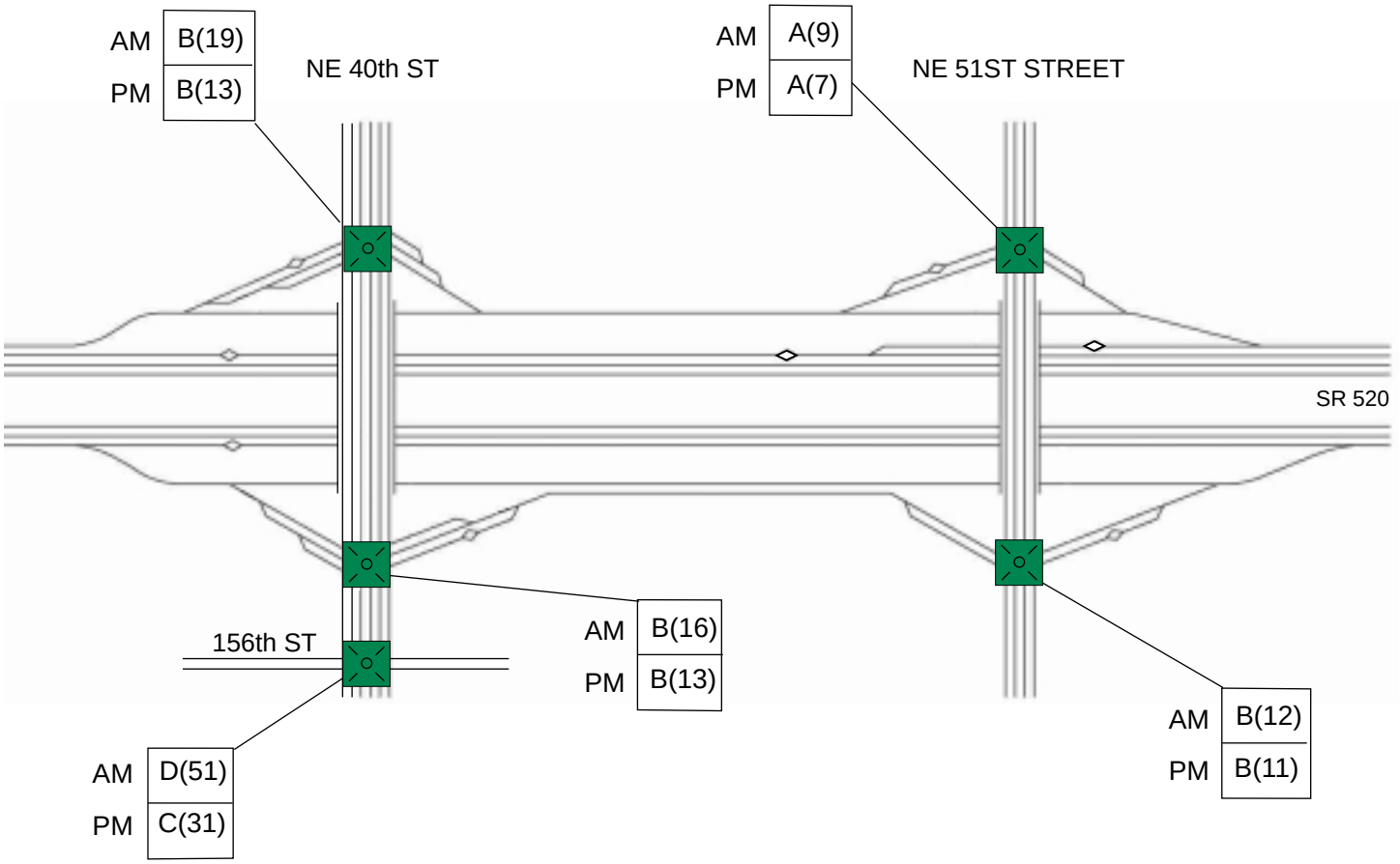
Non-Signalized Intersection

Signalized Intersection

Figure 4a
SR 520/NE 40th St. and SR 520/NE 51st St. Interchanges

DRAFT

2020 No-Build



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

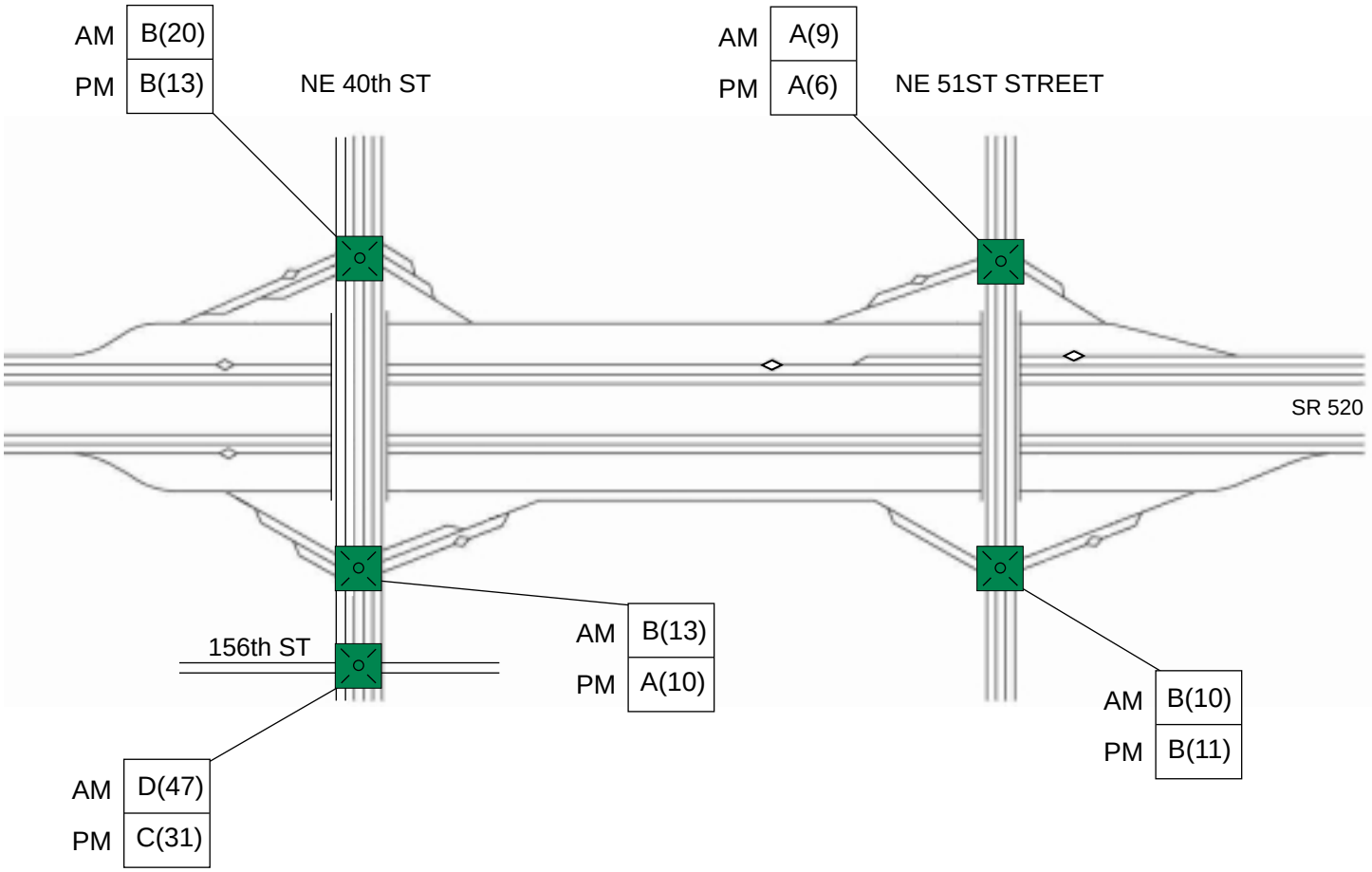
Non-Signalized Intersection

Signalized Intersection

Figure 4b
SR 520/NE 40th St. and SR 520/NE 51st St. Interchanges

Alternative 3
(2 GP Lanes & 1 HOV)

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

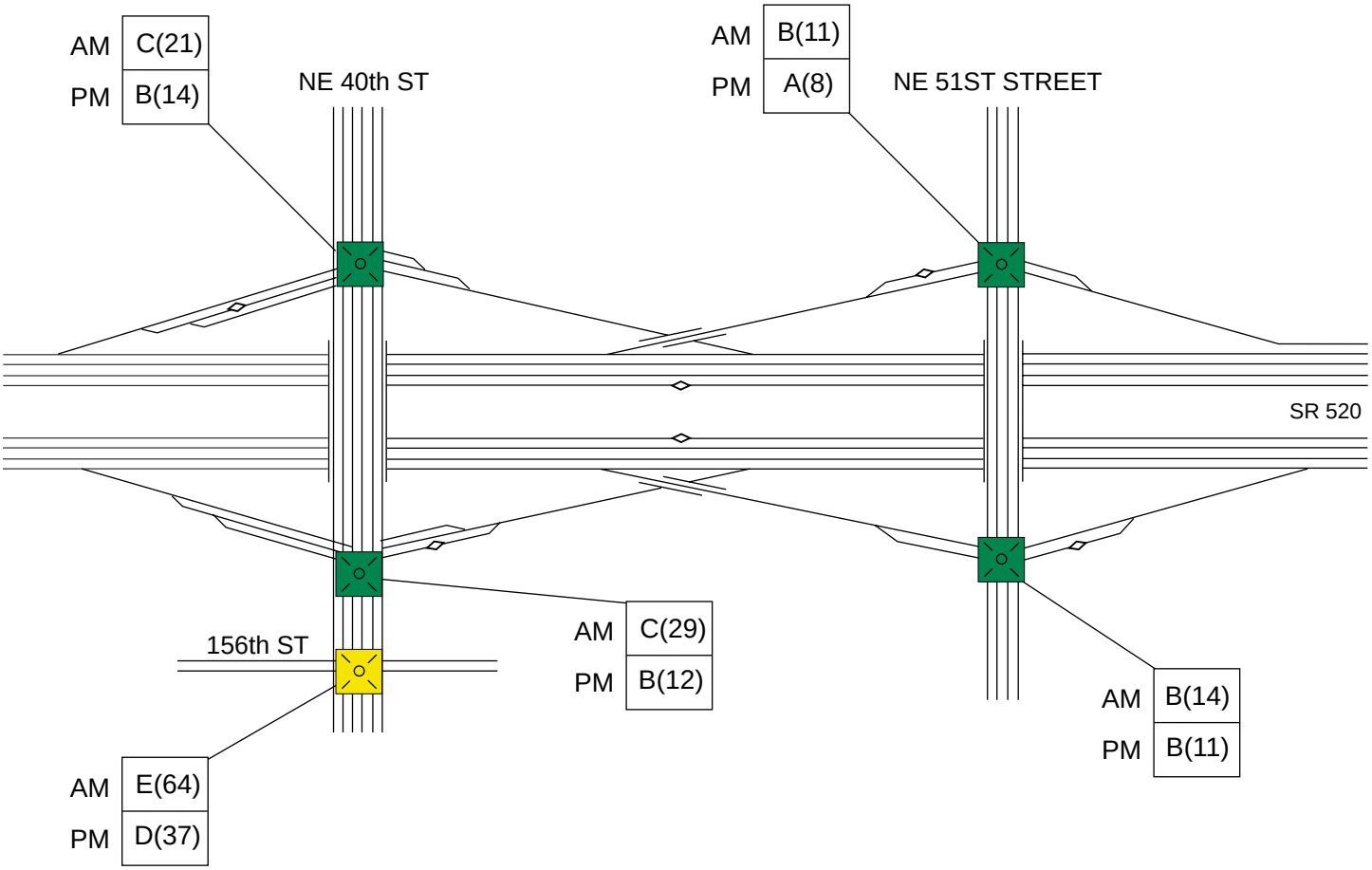
Non-Signalized Intersection

Signalized Intersection

Figure 4c
SR 520/NE 40th St. and SR 520/NE 51st St. Interchanges

Alternative 4
(3 GP Lanes & 1 HOV)

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

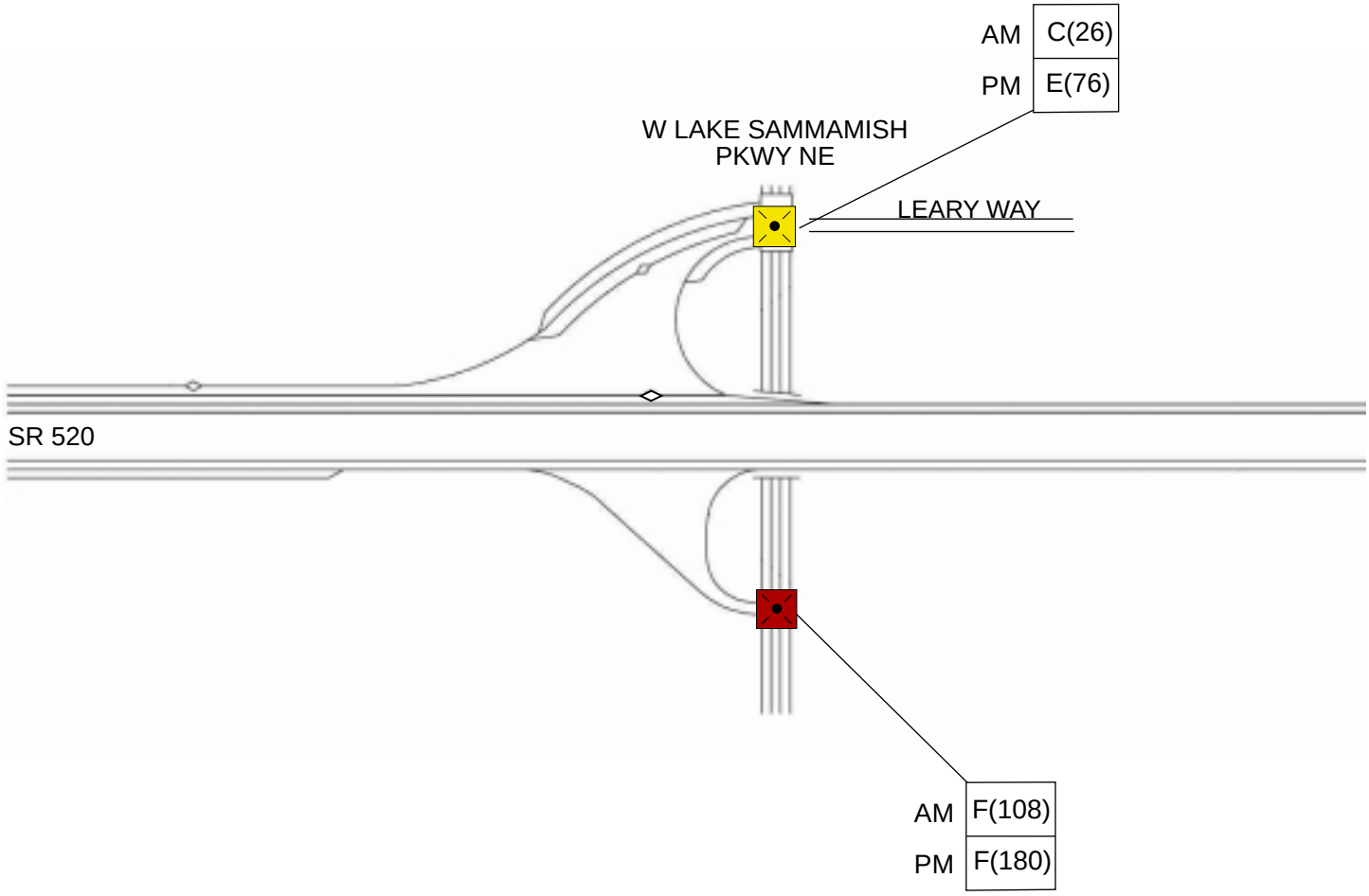
Non-Signalized Intersection

Signalized Intersection

Figure 4d
SR 520/NE 40th St. and SR 520/NE 51st St. Interchanges

Existing

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 06/11/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

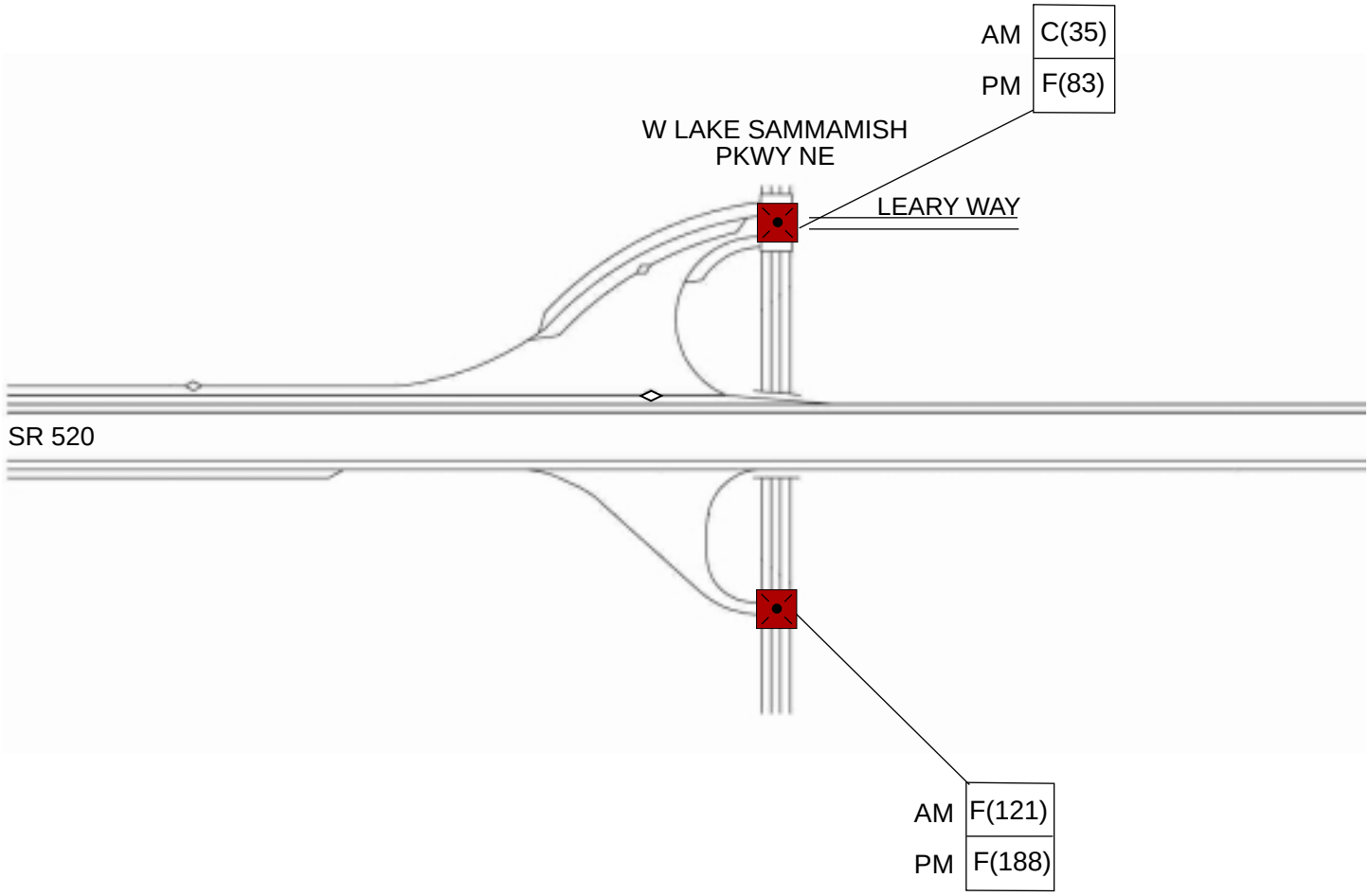
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 5a
SR 520/W. Lake Sammamish Parkway NE Interchange

2020 No-Build

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01
NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

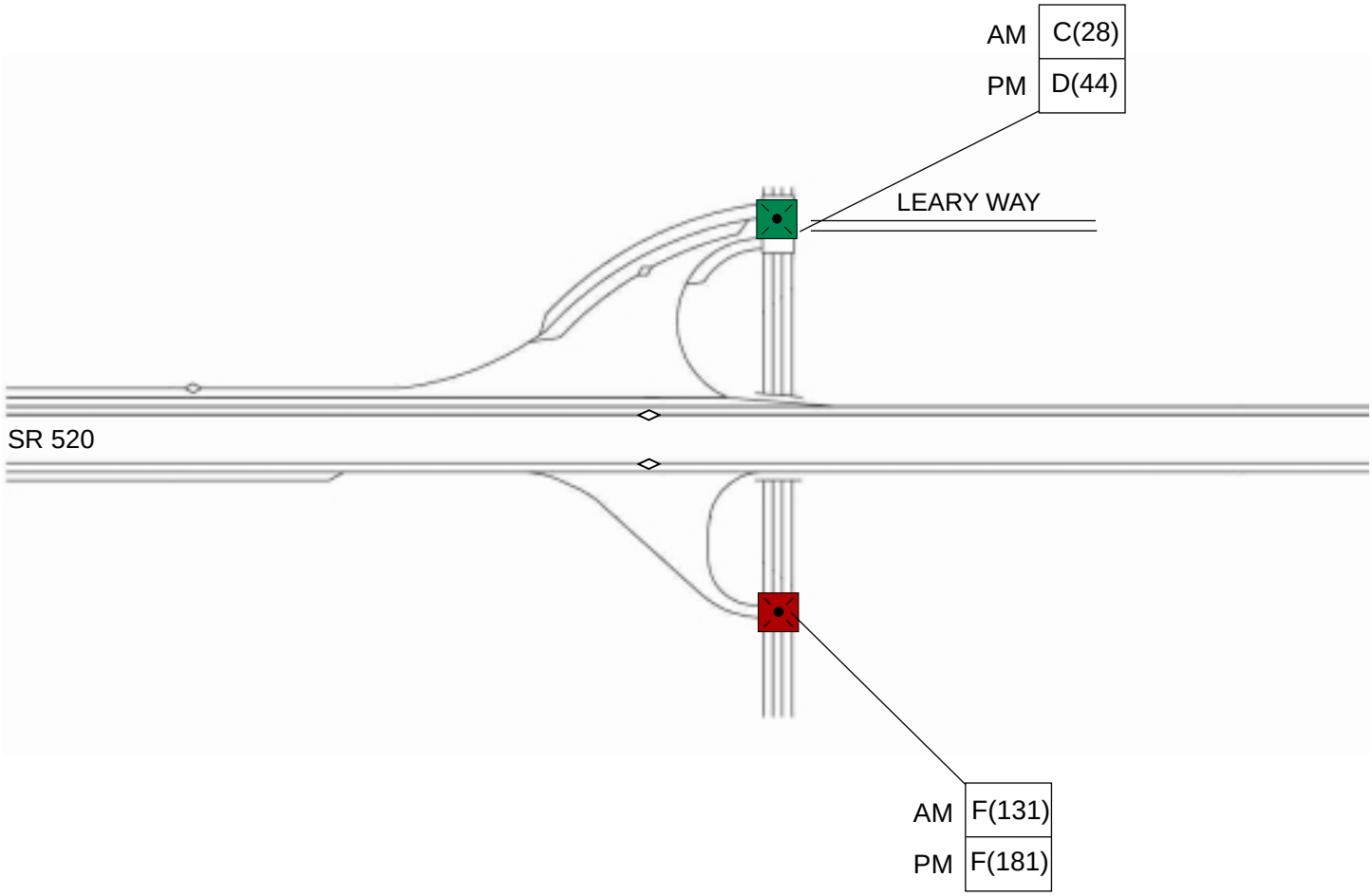
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 5b
SR 520/W. Lake Sammamish Parkway NE Interchange

Alternative 3
(2 GP Lanes & 1 HOV)

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01
NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

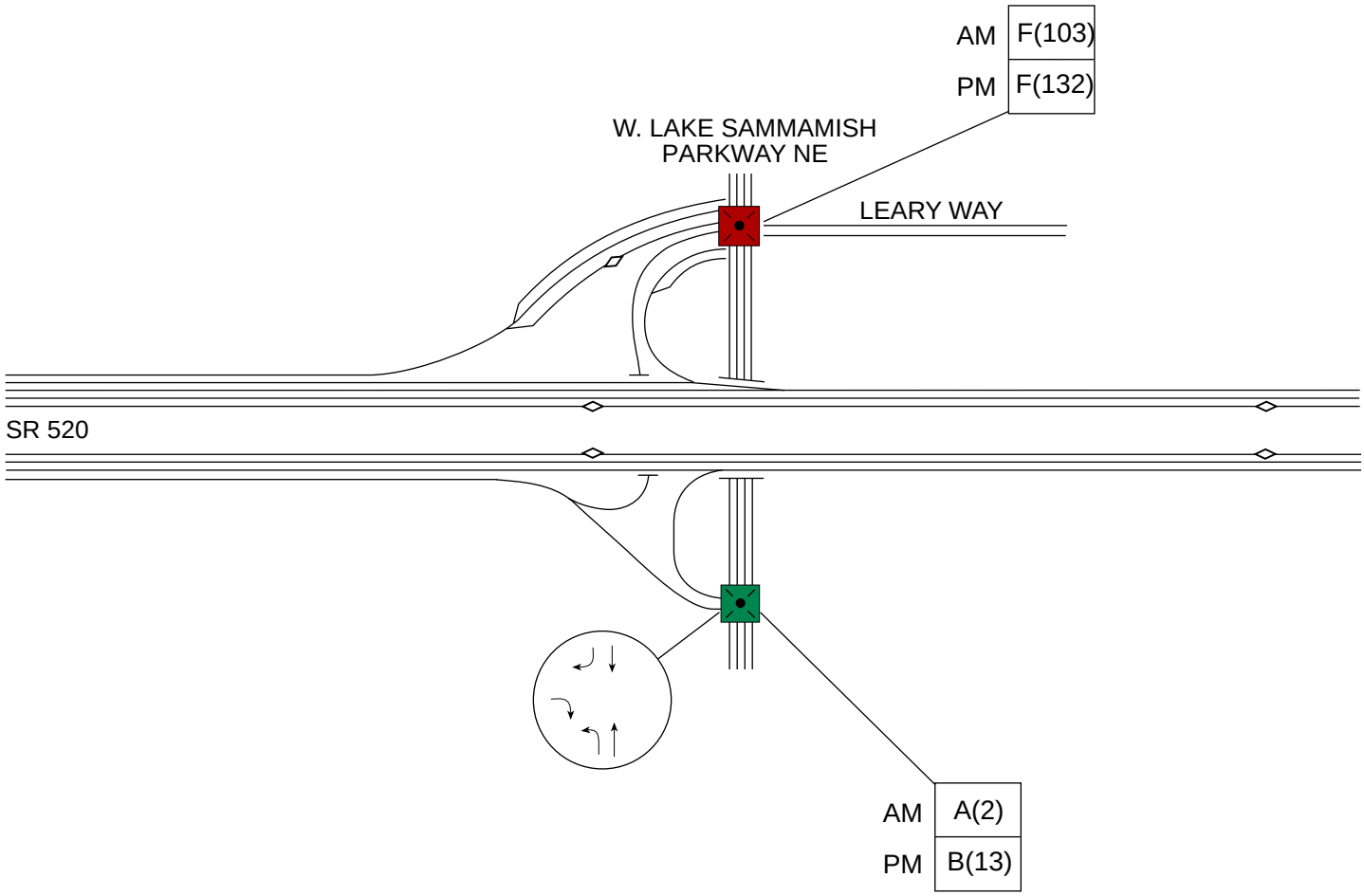
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 5c
SR 520/W. Lake Sammamish Parkway NE Interchange

Alternative 4
(3 GP Lanes & 1 HOV)

DRAFT



Mitigation

- To accommodate the merging volumes from EB and WB off ramps at Leary Way, extensive widening of the intersection is required to improve the PM LOS from F to D.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better
LOS E
LOS F

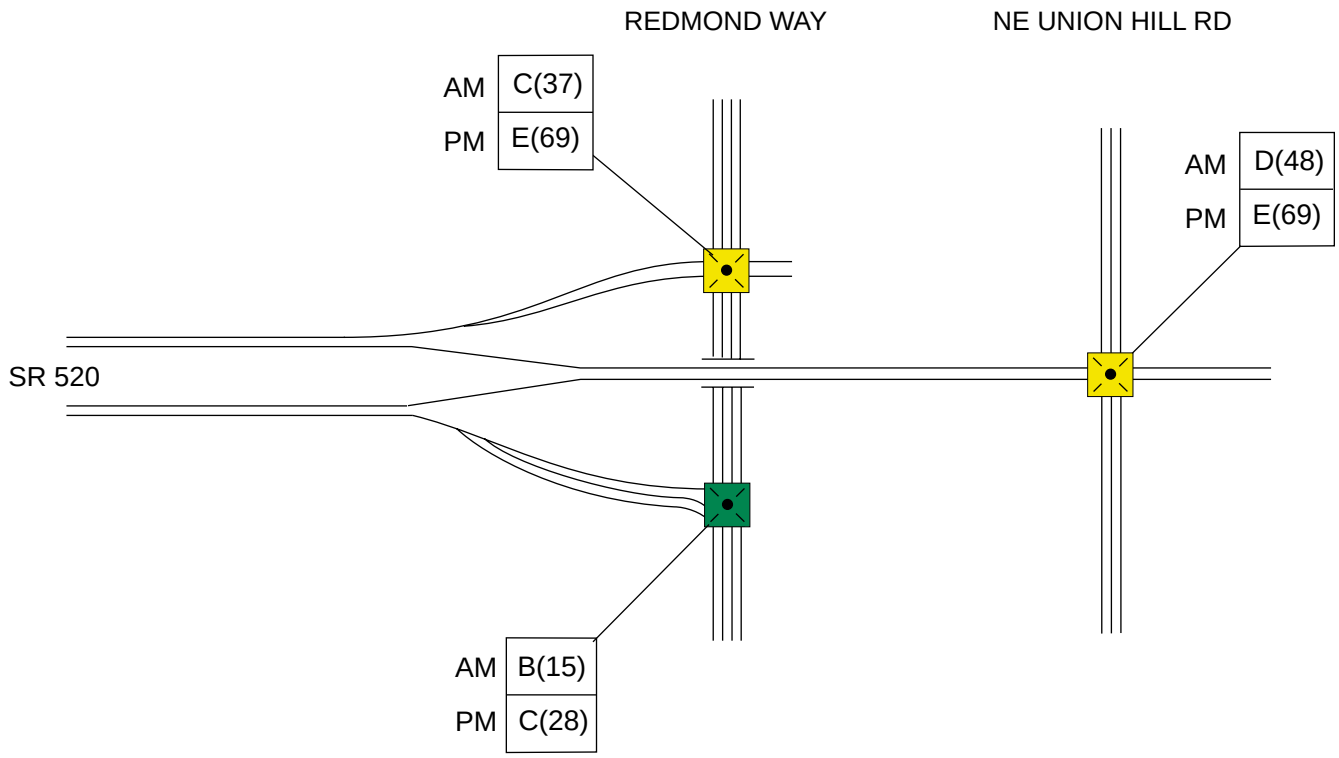
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 5d
SR 520/W. Lake Sammamish Parkway NE Interchange

Existing

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01
NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/ Vehicle)

N

LOS D or Better
LOS E
LOS F

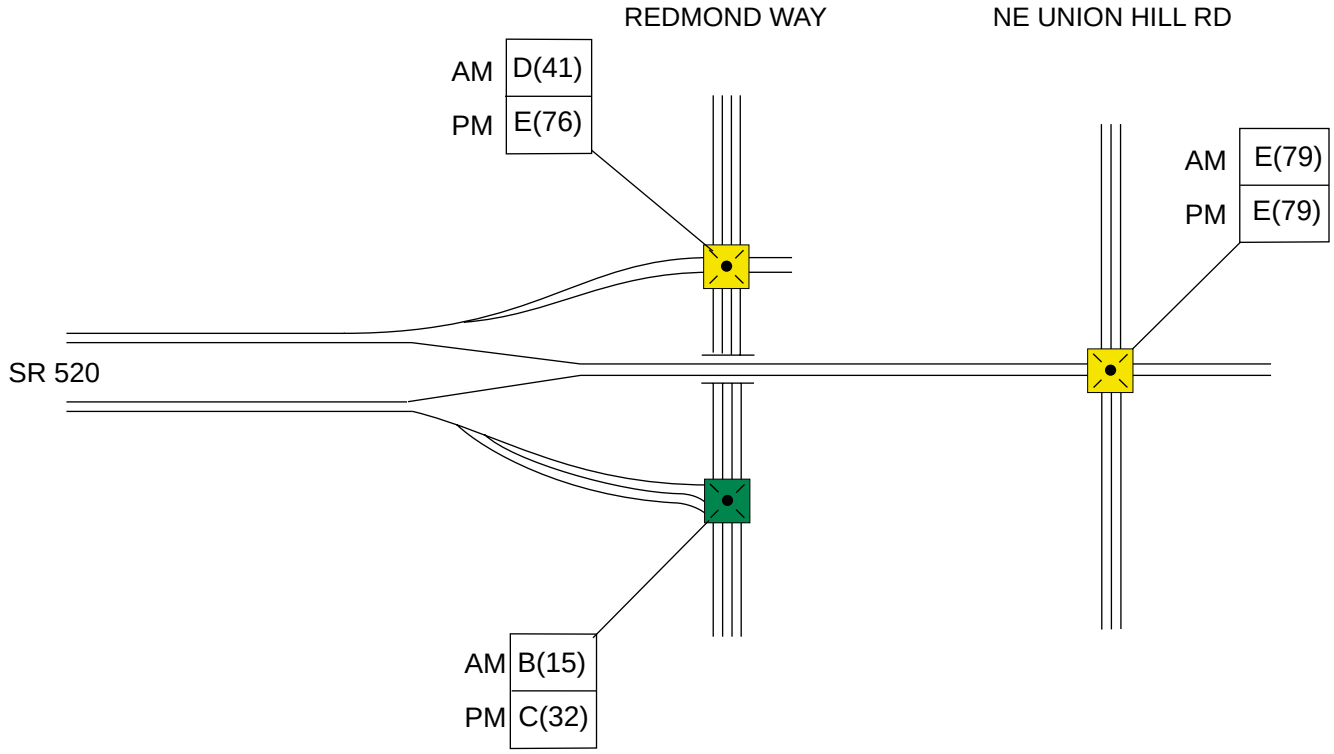
General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 6a
SR 520/Redmond Way and SR 520/NE Union Hill Road Interchanges

2020 No-Build

DRAFT



Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01
NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

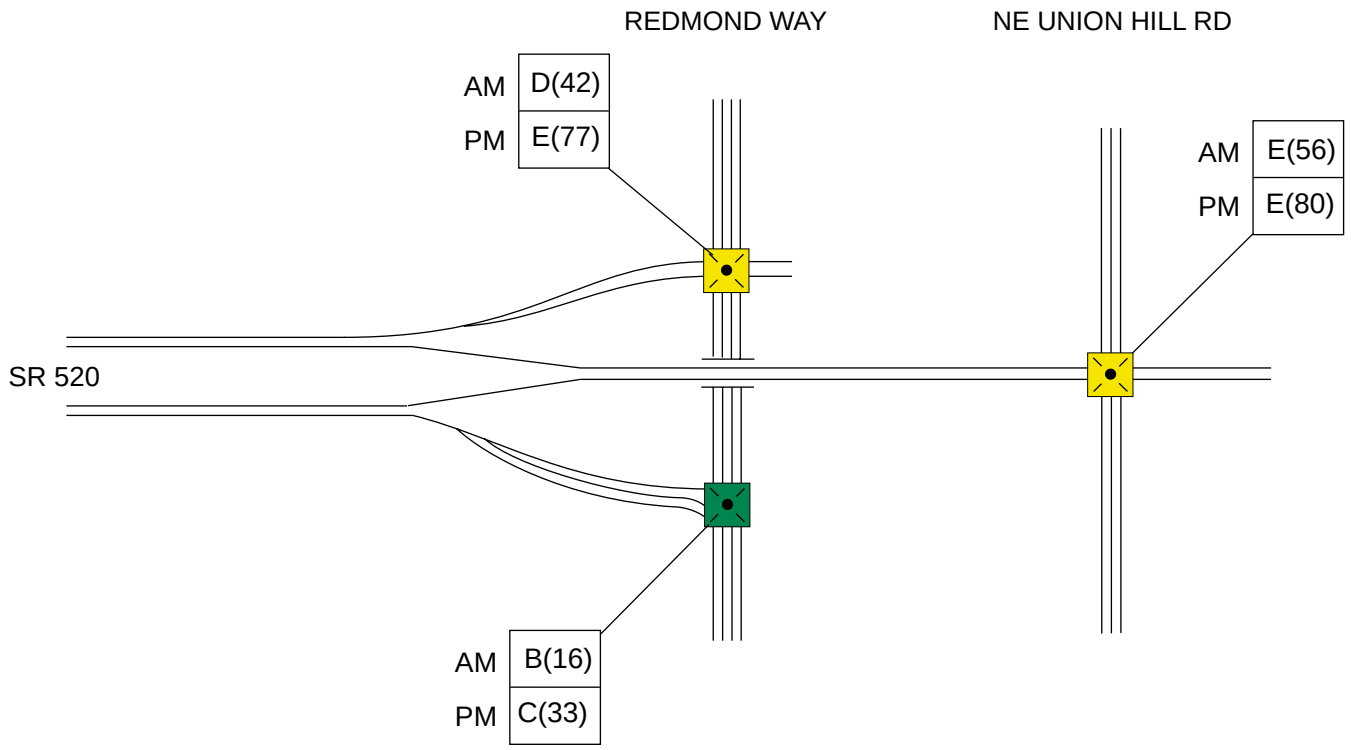
Non-Signalized Intersection

Signalized Intersection

Figure 6b
SR 520/Redmond Way and SR 520/NE Union Hill Road Interchanges

DRAFT

Alternative 3



Mitigation

- A 200' right turn pocket was added to the EB off-ramp of SR 520 at Union Hill to improve the AM LOS from F to E.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

X(XX) LOS(Avg. Delay : Sec/Vehicle)

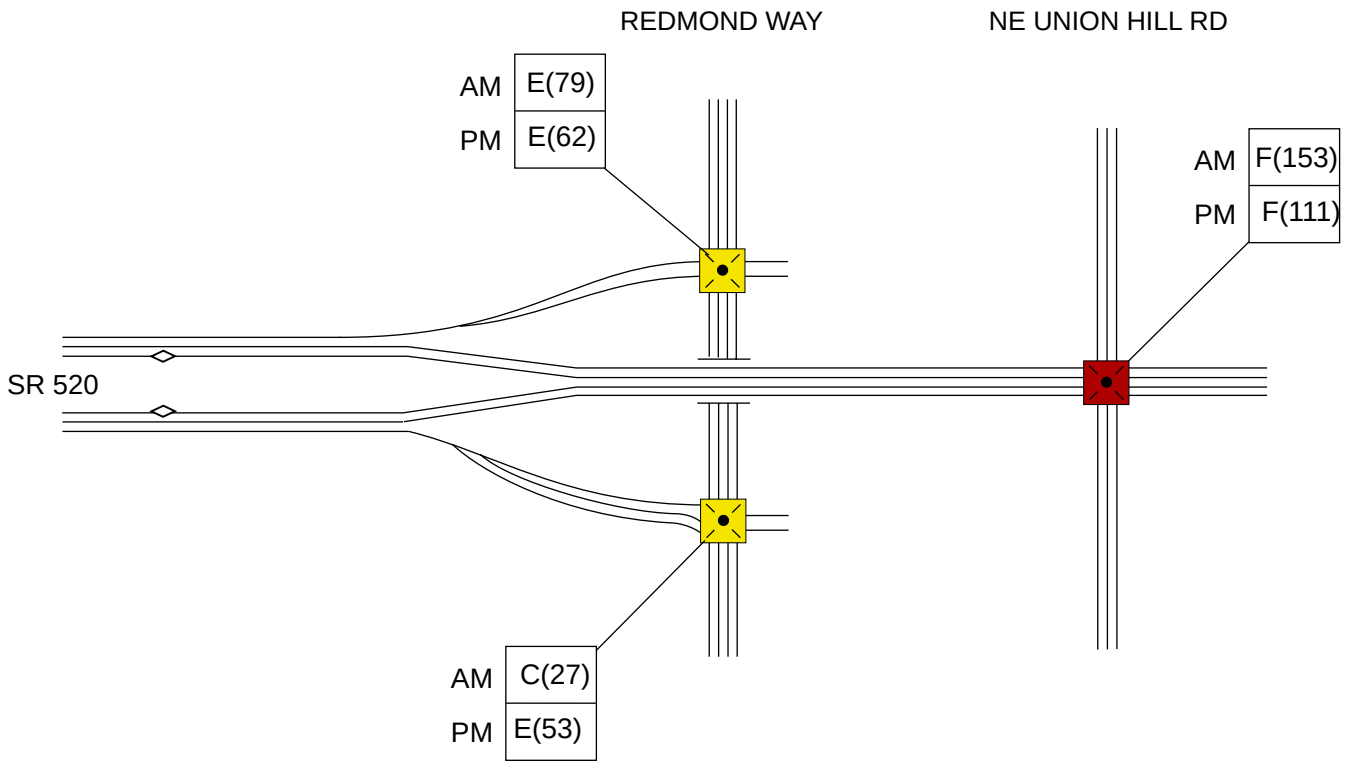
Non-Signalized Intersection

Signalized Intersection

Figure 6c
SR 520/Redmond Way and SR 520/NE Union Hill Road Interchanges

Alternative 4

DRAFT



Mitigation

- Add a 150' right turn pocket to WB Leary Way at Redmond Way/ WB ramp intersection.
- A 200' right turn pocket was added to the EB off-ramp and a WB through lane was added through the intersection of SR 520 at Union Hill to improve the AM LOS from F to E.

Trans-Lake Washington Project

PMX 234-1631-025/09(090303) (K), F1, 05/24/01

NOT TO SCALE

X(XX) LOS(Avg. Delay : Sec/Vehicle)

N

LOS D or Better
LOS E
LOS F

General Purpose(GP) Lane
Underground HOV Lane
HOV Lane

Non-Signalized Intersection
Signalized Intersection

Figure 6d
SR 520/Redmond Way and SR 520/NE Union Hill Road Interchanges