

Interurban Boulevard | 180th Street SE Alternatives

September 24, 2009 Open House

Currently two branches of Interurban Boulevard intersect the north side of 180th Street SE a short 125 feet from each other. The close proximity of the two roads causes traffic conflicts which this project proposes to address. Snohomish County is considering alternatives to improve traffic conditions and circulation in the area of these intersections. Construction would not occur before 2011. Seven alternatives are shown on this handout.

Alternative 1

No action alternative.

- Pros:
- No cost
 - No impact to neighboring properties
- Cons:
- Does not improve traffic operation or safety

Alternative 2

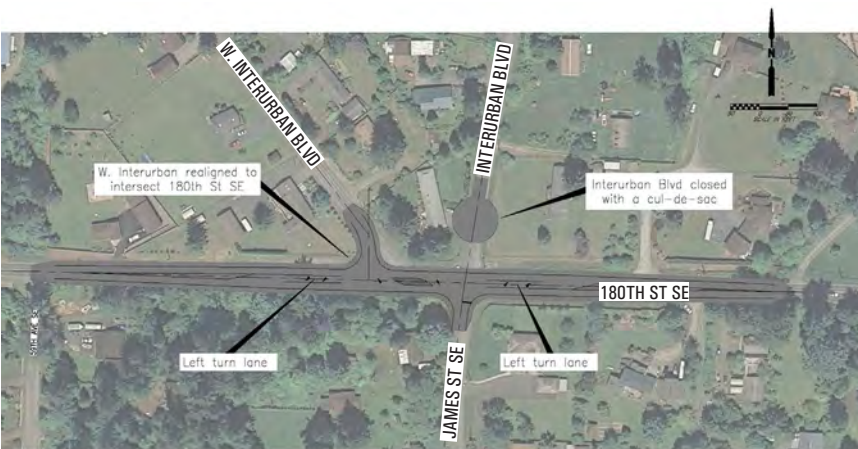
Realign West Interurban to intersect east Interurban Boulevard at a 90 degree angle and add left turn lanes to 180th Street SE.

- Pros:
- Removes conflicting left turn movements
 - Replaces 5-leg skewed intersection with a standard 4-leg intersection
- Cons:
- Intersection spacing is below minimum standard
 - High property cost, total parcel acquisition and relocation of property owner
 - Difficult traffic pattern for driving on West Interurban

Alternative 3

Close Interurban Boulevard and realign West Interurban to intersect 180th Street SE at a 90 degree angle, and add left turn lanes to 180th Street SE.

- Pros:
- Partially removes conflicting turn movements
 - Eliminates 5-leg skewed intersection
- Cons:
- Creates two offset T-intersections (James Street and West Interurban)
 - Intersection spacing is below minimum standard
 - Significant impact to overall traffic pattern at Interurban Boulevard





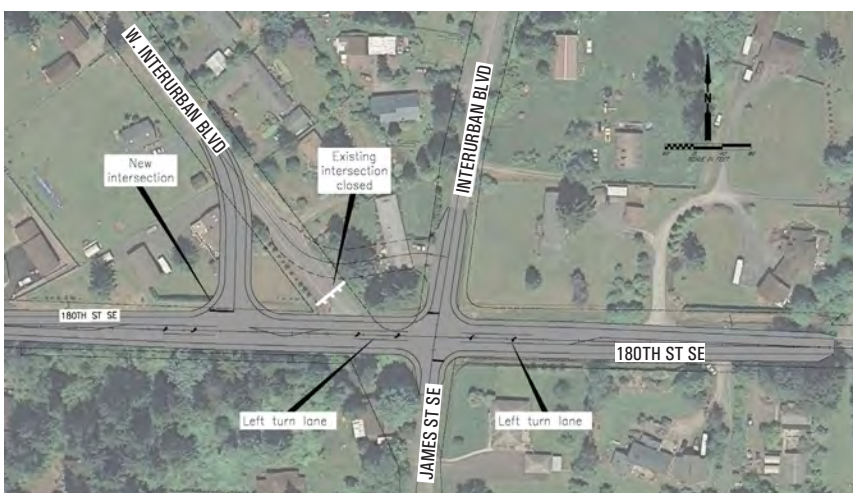
Alternative 4
Construct a roundabout at Interurban Boulevard/180th Street SE.

- Pros:
- Reduces conflicting turn movements
 - Reduces vehicle speed
 - Provides for left turns from 180th Street
 - Maintains overall traffic patterns
- Cons:
- Significant property acquisition
 - Difficult to construct on existing topography
 - Intersection does not meet current requirements for a roundabout



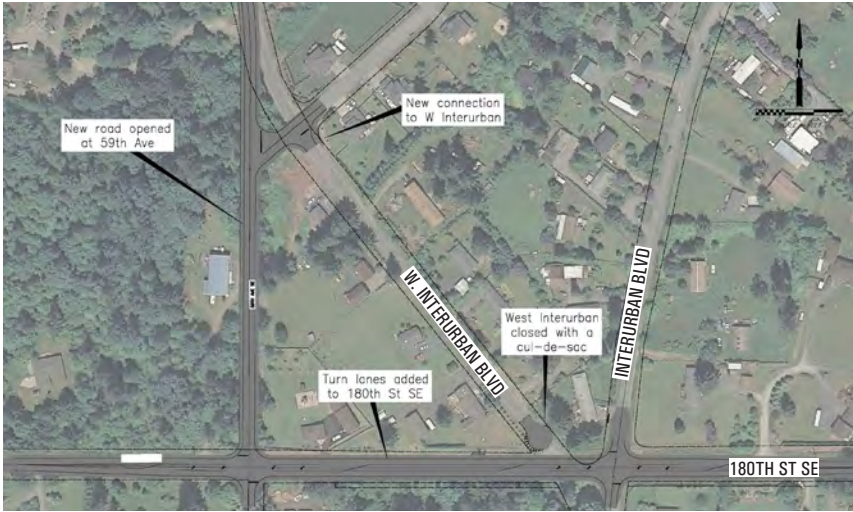
Alternative 5
Only add left turn lanes to 180th Street SE.

- Pros:
- Lowest project cost
 - Limited property and environmental impacts
- Cons:
- Conflicting turn movements remain
 - Intersection spacing is still below the minimum standard
 - Intersection skew is not corrected



Alternative 6
Realign West Interurban to intersect 180th St SE at a point further west to widen the distance between West Interurban Boulevard and Interurban Boulevard.

- Pros:
- Conflicting turn movements are improved
- Cons:
- Full property acquisition and relocation of property owner
 - Intersection spacing is below the minimum standard



For updates on the project visit Snohomish County's web site: www.snoco.org, and type "Interurban Blvd" in the search box. For information about other projects type "Roads" in the search box and follow the link to "Current road and bridge projects". If you have questions you may call 425-388-3959 or e-mail "transportation@snoco.org".

Alternative 7

Close Interurban Boulevard to through traffic, construct a new road at 59th Ave SE that extends north from 180th Street SE to 178th Street SE, add left-turn lanes to 180th Street SE.

- Pros:
- Eliminates conflicting turn movements
 - Replaces 5-leg skewed intersection with two standard 4-leg intersections
 - Unopened county-owned roadway available for portion of new 59th Ave
 - Provides ultimate improvements recommended in the Transportation Needs Report
 - Greatest potential for accident reduction
- Cons:
- Wetland impacts will require mitigation
 - Highest cost alternative
 - Impacts the greatest number of property owners