

Alternative Descriptions - Harmony Road Level 3 Screening Evaluation

Alternative 1. 2030 No-Build

- Assumes all improvement projects identified for the No-Build scenario.
- The No-Build scenario includes a seven lane boulevard cross-section on SE 82nd Avenue from Sunnyside to Sunnybrook Blvd.
- The No-Build scenario includes the Sunrise Corridor from I-205 to SE 122nd Avenue. The Sunrise Corridor project includes the Deer Creek Lane extension as a five lane roadway between Hwy 224 and SE 82nd Avenue and a new traffic signal at the Deer Creek Lane/SE 82nd Avenue intersection.

Alternative 2. 2030 No-Build + SE 82nd Avenue With 7 Lanes

- Assumes all improvement projects identified for the No-Build scenario.
- SE 82nd Avenue would be widened to a seven lane cross-section from Sunnybrook Blvd to the Highway 224 interchange.
- At the Sunnyside Road/SE 82nd Avenue intersection, the second westbound thru lane would convert to a second westbound left turn lane.
- Project is intended to facilitate traffic flow to Hwy 224 and divert traffic from Harmony Road.

Alternative 3. 2030 No-Build + SE 82nd Avenue With 7 Lanes + Removal of the Sunrise Corridor project+ Improved Connections to Hwy 224

- Assumes all improvement projects identified for the No-Build scenario except the Sunrise Corridor project. The Deer Creek Lane extension and the Deer Creek Lane/SE 82nd Avenue traffic signal are not assumed.
- SE 82nd Avenue would be widened to a seven lane cross-section from Sunnybrook Blvd to the southbound off-ramp and northbound on-ramp to Highway 224.
- The improved connections to Hwy 224 would widen the SE 82nd Avenue on-ramp and off-ramp to two lanes. SE 82nd Avenue would transition from seven lanes north of the ramps to five lanes south of the ramps by dropping the outside southbound lane at the off-ramp and adding the outside northbound lane at the on-ramp.
- At the Sunnyside Road/SE 82nd Avenue intersection, the second westbound thru lane would convert to a second westbound left turn lane.
- Hwy 224 would widen to a seven lane cross-section between the SE 82nd Avenue ramps. The cross-section would include:
 - two left turn lanes and two through lanes in the eastbound direction
 - one left turn lane and two through lanes in the westbound direction
 - the left turn lanes would be located side by side and extend the entire length of the overpass between the SE 82nd Avenue ramps.
- No sidewalks would be provided on SE 82nd Avenue south of Sunnybrook Boulevard.

- Project is intended to facilitate traffic flow to Hwy 224 and divert traffic from Harmony Road.

Alternative 4. 2030 No-Build+ SE 82nd Avenue With 7 Lanes + SE 84th Avenue Extension (SE 82nd Ave/84th Ave - recommended by the PAC)

- Assumes all improvement projects identified for the No-Build scenario.
- SE 82nd Avenue would be widened to a seven lane cross-section from Sunnybrook Blvd to the Highway 224 interchange.
- SE 84th Avenue extension would be added. This new roadway would extend from Sunnyside Road to the Deer Creek Lane/SE 82nd Avenue intersection. The SE 84th Avenue extension would be assumed as a three lane collector with a 30 mph speed limit. The alignment of SE 84th Avenue is to be determined.
- Deer Creek Lane would provide a four lane cross-section between SE 82nd Avenue and SE 84th Avenue.
- At the Sunnyside Road/SE 82nd Avenue intersection, the second westbound thru lane would convert to a second westbound left turn lane.
- Project is intended to facilitate traffic flow to Hwy 224 and divert traffic from Harmony Road. It is also designed to enhance north-south travel and connectivity to Hwy 224 with extension of 84th Ave.

Alternative 5. 2030 No-Build + SE 82nd Avenue With 7 Lanes + Harmony Road With 3 Lanes and Grade-Separated Railroad Crossing (SE 82nd Ave 2 - recommended by the design team and PAC)

- Assumes all improvement projects identified for the No-Build scenario.
- SE 82nd Avenue would be widened to a seven lane cross-section from Sunnybrook Blvd to the Highway 224 interchange.
- Harmony Road would be widened to a three lane cross-section from Fuller Road to Lake Road/International Way.
- At the Sunnyside Road/SE 82nd Avenue intersection, the second westbound thru lane would convert to a second westbound left turn lane.
- A grade-separated railroad crossing would be assumed on Harmony Road at the Linwood Avenue/Railroad Road intersection.
- Linwood Avenue would provide a four lane cross-section between Harmony Road and the realigned Railroad Avenue.
- The Lake Road/International Way/Harmony Road intersection would be relocated to the east to improve access spacing on Harmony Road.
- Access to Cedar Crest Drive from Harmony Road would be closed.
- A traffic signal would be provided at the SE 67th Avenue/Harmony Road intersection.
- Improvements to Harmony Road are intended to accommodate east-west travel in addition to 82nd Ave. expansion facilitating travel to Highway 224.

Alternative 6. 2030 No-Build + Harmony Road With 3 Lanes and Grade-Separated Railroad Crossing

- Assumes all improvement projects identified for the No-Build scenario.
- Harmony Road would be widened to a three lane cross-section from Fuller Road to Lake Road/International Way.
- A grade-separated railroad crossing would be assumed on Harmony Road at the Linwood Avenue/Railroad Road intersection.
- Linwood Avenue would provide a four lane cross-section between Harmony Road and the realigned Railroad Avenue.
- The Lake Road/International Way/Harmony Road intersection would be relocated to the east to improve access spacing on Harmony Road.
- Access to Cedar Crest Drive from Harmony Road would be closed.
- A traffic signal would be provided at the SE 67th Avenue/Harmony Road intersection.
- This alternative is intended to improve east-west travel assuming a lesser road expansion footprint.

Alternative 7. 2030 No-Build + Harmony Road With 5 Lanes and Grade-Separated Railroad Crossing

- Assumes all improvement projects identified for the No-Build scenario.
- Harmony Road would be widened to a five lane cross-section from SE 82nd Avenue to Lake Road/International Way.
- A grade-separated railroad crossing would be assumed on Harmony Road at the Linwood Avenue/Railroad Road intersection.
- Linwood Avenue would provide a four lane cross-section between Harmony Road and the realigned Railroad Avenue.
- The Lake Road/International Way/Harmony Road intersection would be relocated to the east to improve access spacing on Harmony Road.
- Access to Cedar Crest Drive from Harmony Road would be closed.
- At the Sunnyside Road/SE 82nd Avenue intersection, all approaches would have double left turn lanes.
- A traffic signal would be provided at the SE 67th Avenue/Harmony Road intersection.
- This alternative is intended to improve east-west travel assuming 5 lanes on Harmony.

Alternative 8. 2030 No-Build + Harmony Road With 5 Lanes + Sunnybrook Boulevard Extension With 3 Lanes and Grade-Separated Railroad Crossing (Harmony 1 and Harmony 10 Modified – recommended by the design team)

- Assumes all improvement projects identified for the No-Build scenario.
- Harmony Road would be widened to a five lane cross-section from SE 82nd Avenue to Fuller Road.
- Harmony Road would be widened to a five lane cross-section from Fuller Road to Lake Road/International Way.

- A grade-separated railroad crossing would be assumed on Harmony Road at the Linwood Avenue/Railroad Road intersection.
- Linwood Avenue would provide a four lane cross-section between Harmony Road and the realigned Railroad Avenue.
- The Sunnybrook Blvd extension would be added from Fuller Road/Harmony Road to Sunnybrook Blvd/SE 82nd Avenue. The Sunnybrook Blvd extension would be assumed as a three lane collector with a 35 mph speed limit.
- The Sunnybrook Boulevard/Fuller Road/Harmony Road intersection would be controlled by a roundabout.
- The Lake Road/International Way/Harmony Road intersection would be relocated to the east to improve access spacing on Harmony Road.
- Access to Cedar Crest Drive from Harmony Road would be closed.
- At the Sunnyside Road/SE 82nd Avenue intersection, all approaches would have double left turn lanes.
- A traffic signal would be provided at the SE 67th Avenue/Harmony Road intersection.
- Project is intended to improve east-west travel by providing lane expansion on Harmony and extension of Sunnybrook Blvd.

Alternative 9. 2030 No-Build + Harmony Road With 3/5 Lanes + Sunnybrook Boulevard Extension With 3 Lanes and Grade-Separated Railroad Crossing
(Harmony 1 and Harmony 10 Modified – recommended by the design team)

- Assumes all improvement projects identified for the No-Build scenario.
- Harmony Road would be widened to a three lane cross-section from SE 82nd Avenue to Fuller Road.
- Harmony Road would be widened to a five lane cross-section from Fuller Road to Lake Road/International Way.
- A grade-separated railroad crossing would be assumed on Harmony Road at the Linwood Avenue/Railroad Road intersection.
- Linwood Avenue would provide a four lane cross-section between Harmony Road and the realigned Railroad Avenue.
- The Sunnybrook Blvd extension would be added from Fuller Road/Harmony Road to Sunnybrook Blvd/SE 82nd Avenue. The Sunnybrook Blvd extension would be assumed as a three lane collector with a 35 mph speed limit.
- The Sunnybrook Boulevard/Fuller Road/Harmony Road intersection would be controlled by a roundabout.
- The Lake Road/International Way/Harmony Road intersection would be relocated to the east to improve access spacing on Harmony Road.
- Access to Cedar Crest Drive from Harmony Road would be closed.
- At the Sunnyside Road/SE 82nd Avenue intersection, all approaches would have double left turn lanes.
- A traffic signal would be provided at the SE 67th Avenue/Harmony Road intersection.
- Project is intended to improve east-west travel by providing lane expansion on Harmony and extension of Sunnybrook Blvd.

Alternative 10. 2030 No-Build + Harmony Road With 3 Lanes + Sunnybrook Boulevard Extension With 3 Lanes and Grade-Separated Railroad Crossing

- Assumes all improvement projects identified for the No-Build scenario.
- Harmony Road would be widened to a three lane cross-section from SE 82nd Avenue to Fuller Road.
- Harmony Road would be widened to a three lane cross-section from Fuller Road to Lake Road/International Way.
- A grade-separated railroad crossing would be assumed on Harmony Road at the Linwood Avenue/Railroad Road intersection.
- Linwood Avenue would provide a four lane cross-section between Harmony Road and the realigned Railroad Avenue.
- The Sunnybrook Blvd extension would be added from Fuller Road/Harmony Road to Sunnybrook Blvd/SE 82nd Avenue. The Sunnybrook Blvd extension would be assumed as a three lane collector with a 35 mph speed limit.
- The Sunnybrook Boulevard/Fuller Road/Harmony Road intersection would be controlled by a roundabout.
- The Lake Road/International Way/Harmony Road intersection would be relocated to the east to improve access spacing on Harmony Road.
- Access to Cedar Crest Drive from Harmony Road would be closed.
- At the Sunnyside Road/SE 82nd Avenue intersection, all approaches would have double left turn lanes.
- A traffic signal would be provided at the SE 67th Avenue/Harmony Road intersection.
- Project is intended to improve east-west travel by providing continuous three lane improvements on Harmony and extension of Sunnybrook Blvd.