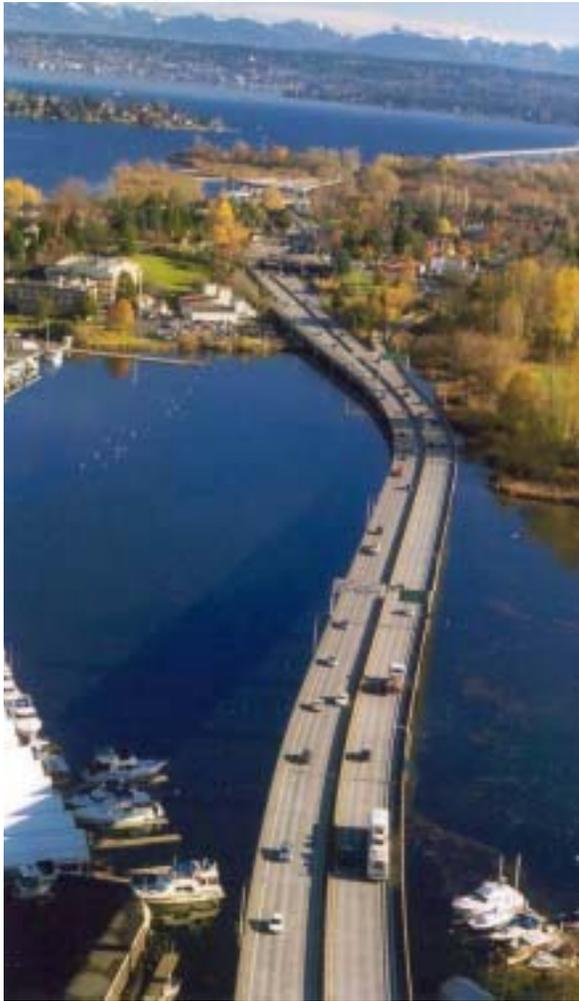


SR 520

Bridge Replacement and HOV Project



Executive Committee

October 7, 2004

1:00 – 4:00 p.m.

Saint Luke's Church

3030 Bellevue Way

Bellevue, WA 98004

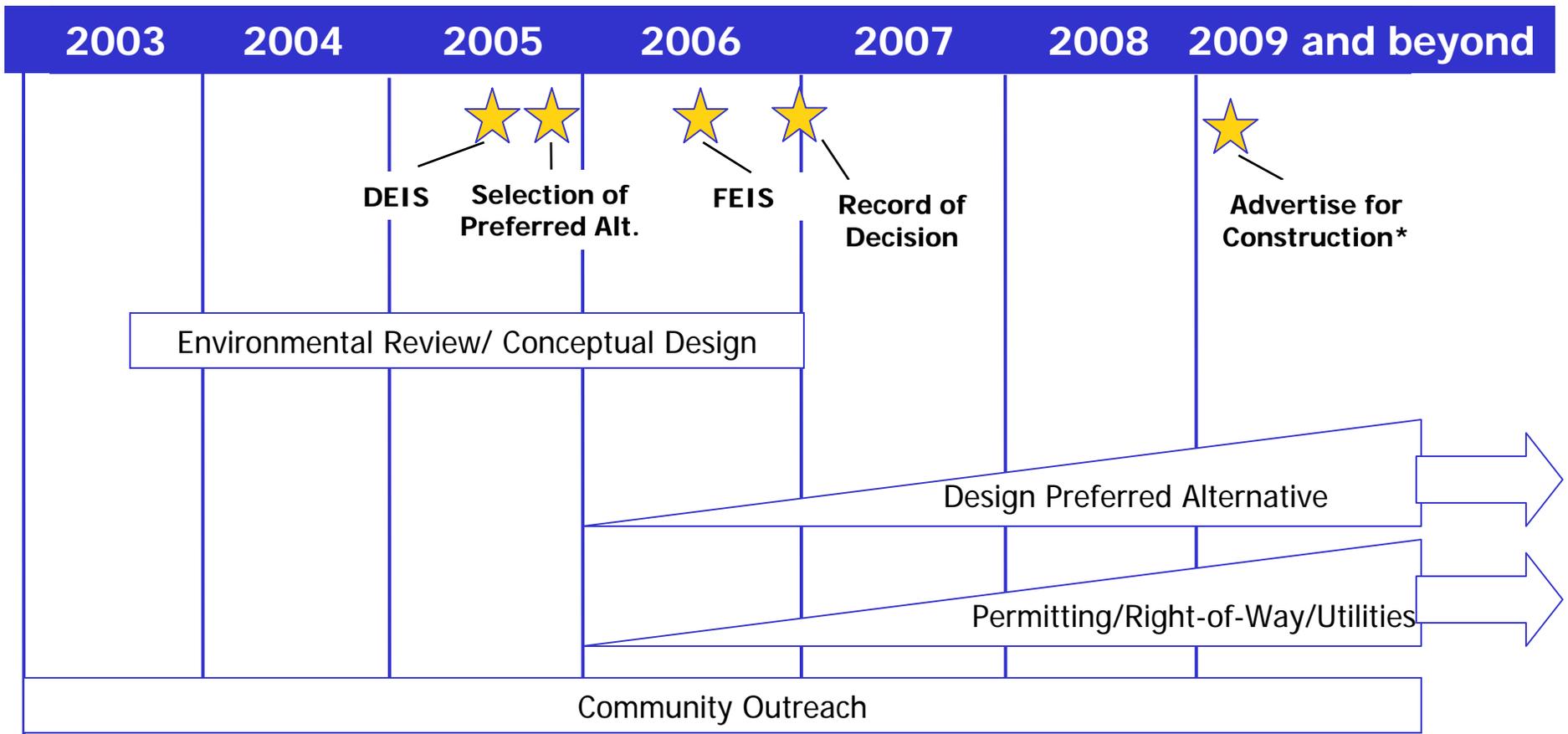
What We Know

- Evergreen Point Bridge must be replaced
 - Vulnerable to earthquakes and storms
 - Reaching the ends of its design life
 - Portage Bay Bridge also vulnerable to earthquakes
- 4 & 6-Lane Alternatives will have full evaluation in the Draft EIS
- Both Alternatives include seismic and roadway design standards, including shoulders and bike/pedestrian crossing
- 4-Lane Alternative draws 7% more person trips in 13% fewer vehicles than No Build Alternative
- 6-Lane Alternative draws 25% more person trips in 3% more vehicles than No Build Alternative

Project Update: What's New?

- CEVP Cost & Schedule updates
- Environmental analysis underway
- Concept and location for the Bridge Operations Facility
- Concept plan for construction of the bridges
- Transit study underway at 108th NE vicinity
- Technical Committee met twice; Advisory Committee met once
- Coordination with Sound Transit and other transit agencies
- Request to study "quiet pavement"
- Public outreach has continued

Schedule



****Subject to funding availability***

CEVP Results: 2003

	<u>Const. Schedule</u>	<u>Cost Estimate</u>
4-Lane	6-8 yrs.	\$1.5 - 1.8B
6-Lane	6-8 yrs.	\$2.1 - 2.5B

- Based on construction start in 2008
- Assumed full funding, such as RTID or other funds
- 6-Lane HOV ended at Montlake

2004 CEVP – What's Changed Since 2003?

Four Lane

Scope: No Change

Schedule/Cost:

- Cash flow constraints slow the project and increase the cost.

Six Lane

Scope:

- HOV lanes extended from Montlake to I-5
- Braided HOV direct access ramps to Montlake
- Eastbound auxiliary lane from I-405 to 124th NE

Schedule/Cost:

- Cash flow constraints slow the project and increase cost.
- Cost increase of approximately \$200 million for extension of HOV lanes & auxiliary lanes.

Finance Update

State – Nickel Package: \$52 Million Total Between 2003 and 2011

- 2003/05: \$17 M
- 2005/07: \$8 M
 - *Opportunity to move \$13 M from 2009/11 biennium into 2005/07 to keep design moving forward **
- 2007/09: \$14 M
- 2009/11: \$13 M (*or move into 05/07?*)

State – Additional:

- \$500 M - \$1 B

Regional:

- \$1 B

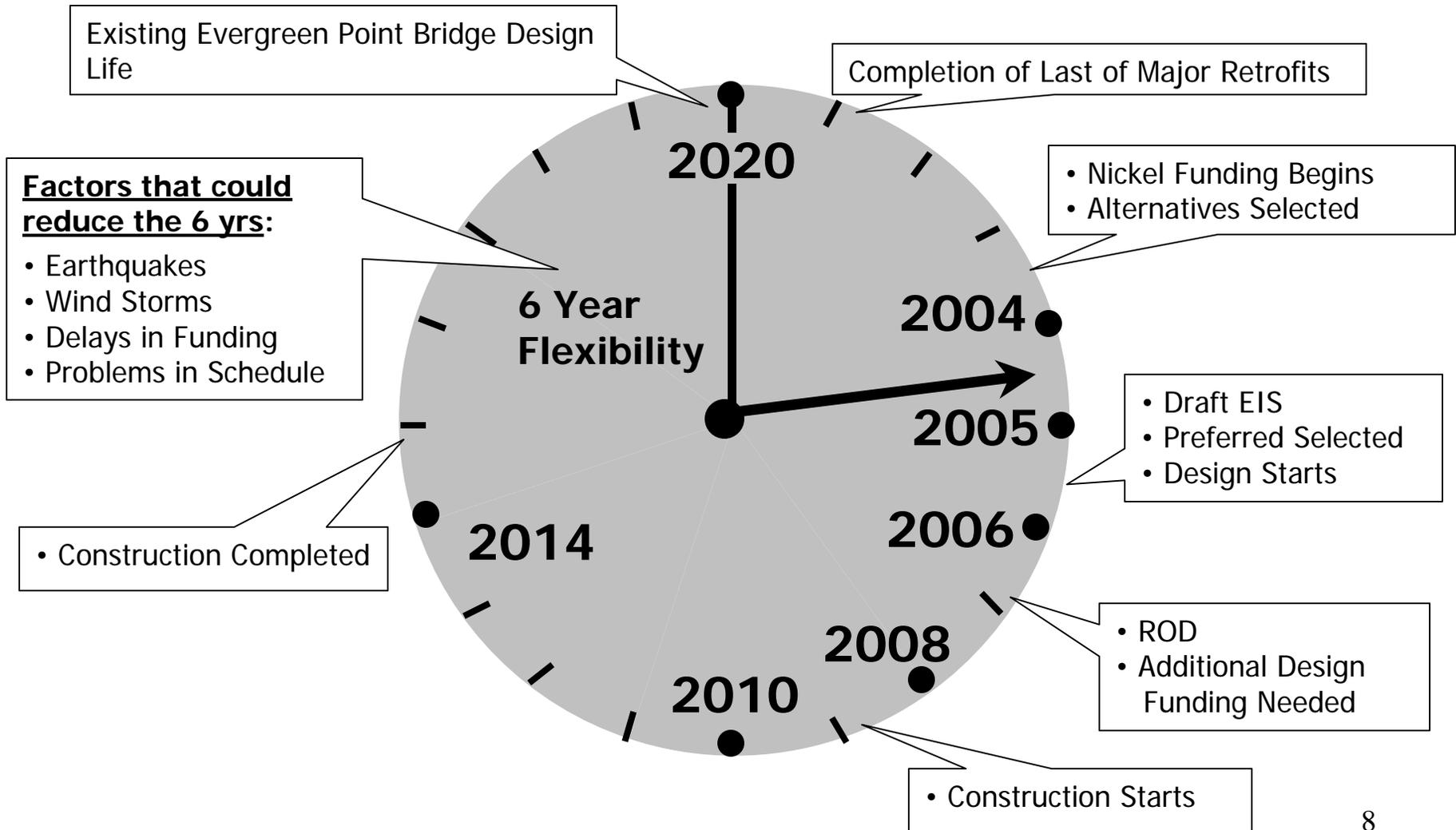
Tolls:

- \$700 M

* Allows design progress, but at reduced level than planned

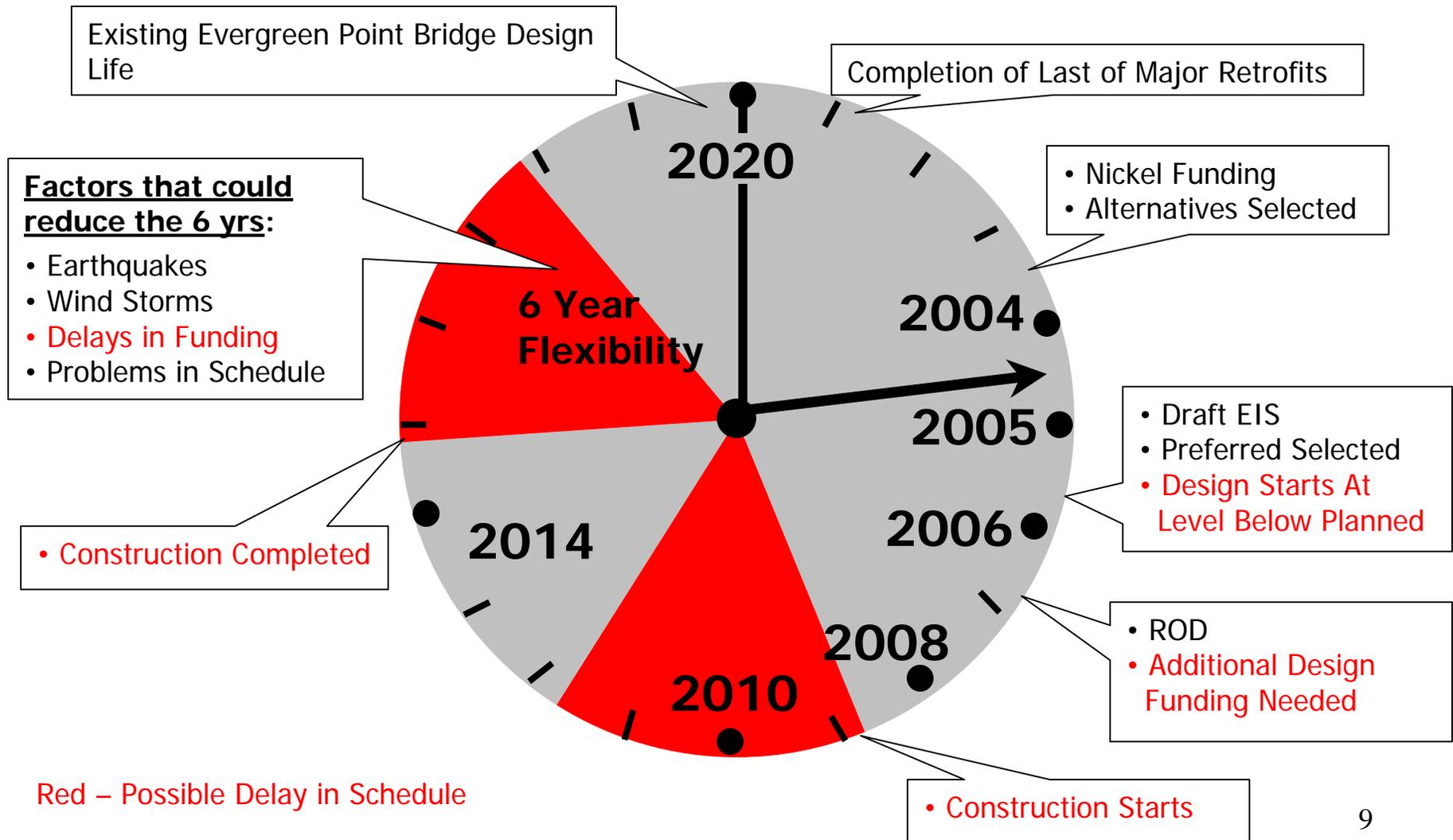
SR 520 Bridge Replacement & HOV Project

Evergreen Point Bridge...The clock is ticking ...



SR 520 Bridge Replacement & HOV Project

Evergreen Point Bridge...The clock is ticking ...



Temporary Bridges for Construction

Julie Meredith & Lindsay Yamane

CRITERIA TO EVALUATE TEMPORARY BRIDGE OPTIONS

FOOTPRINT

ØWETLAND

ØFISH

ØPARKS

SCHEDULE

ØTRAVELING PUBLIC

ØFISH

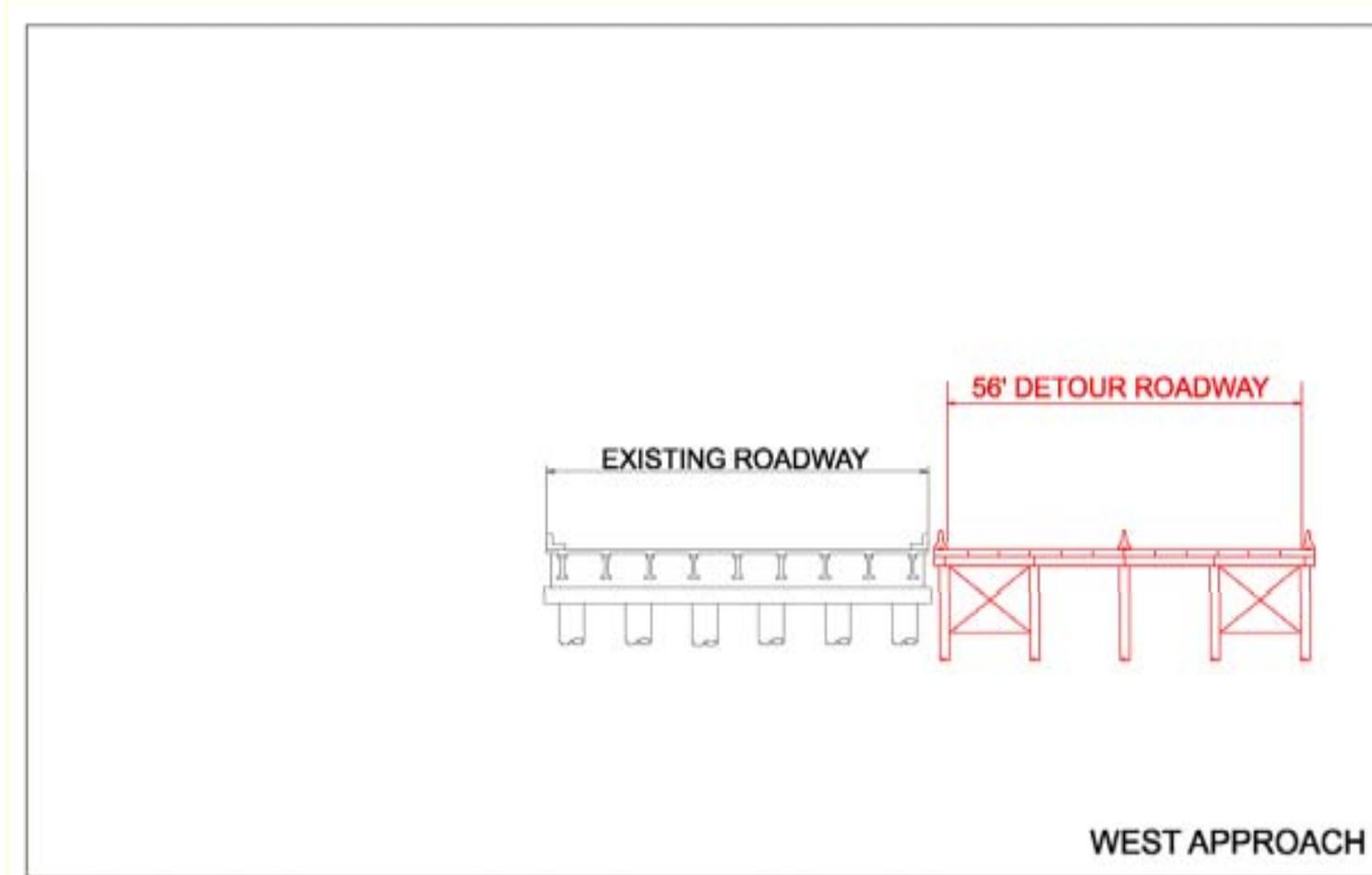
ØPARKS

SAFETY

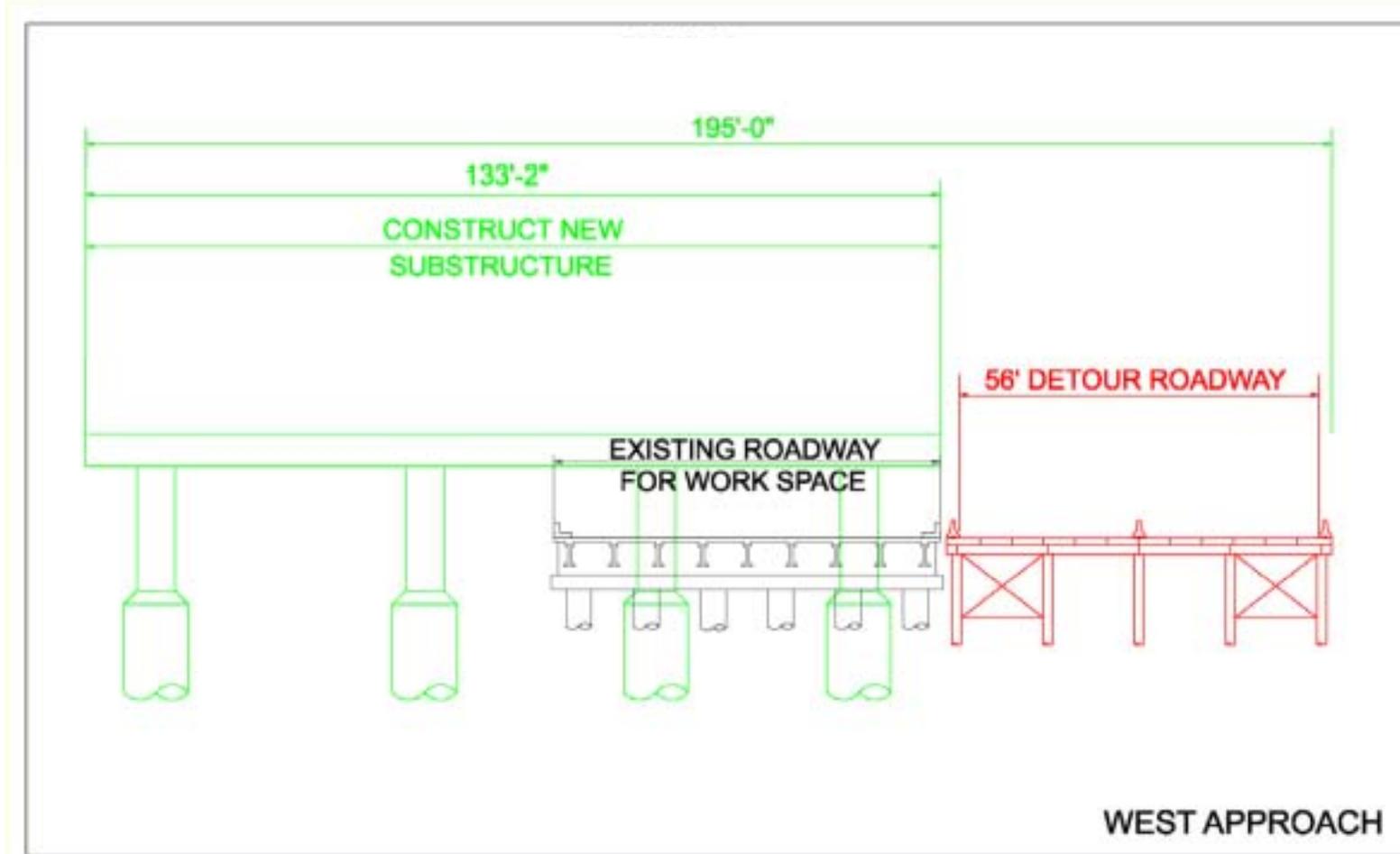
ØTRAVELING PUBLIC

ØCONSTRUCTION STAFF

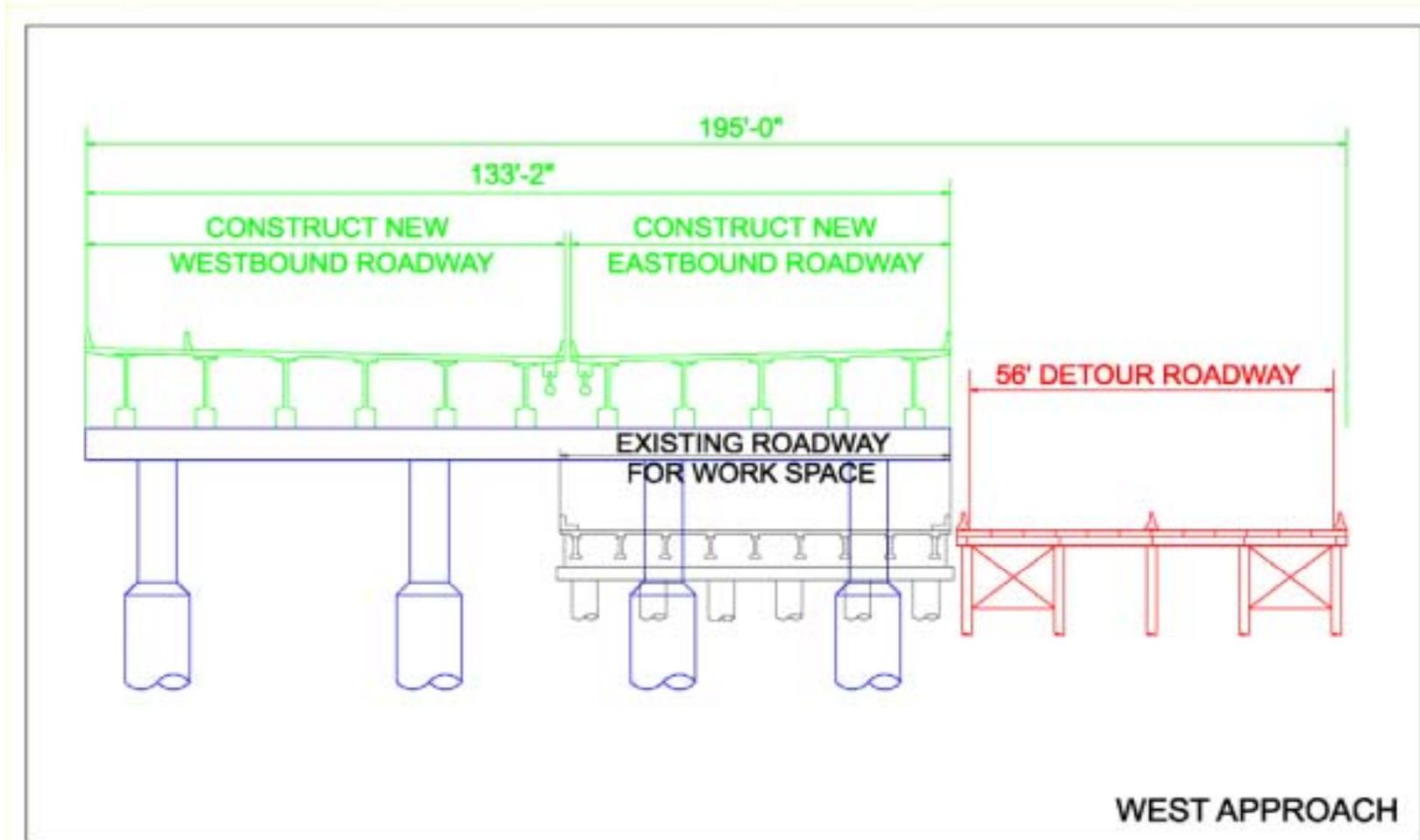
Proposed Option – Step 1



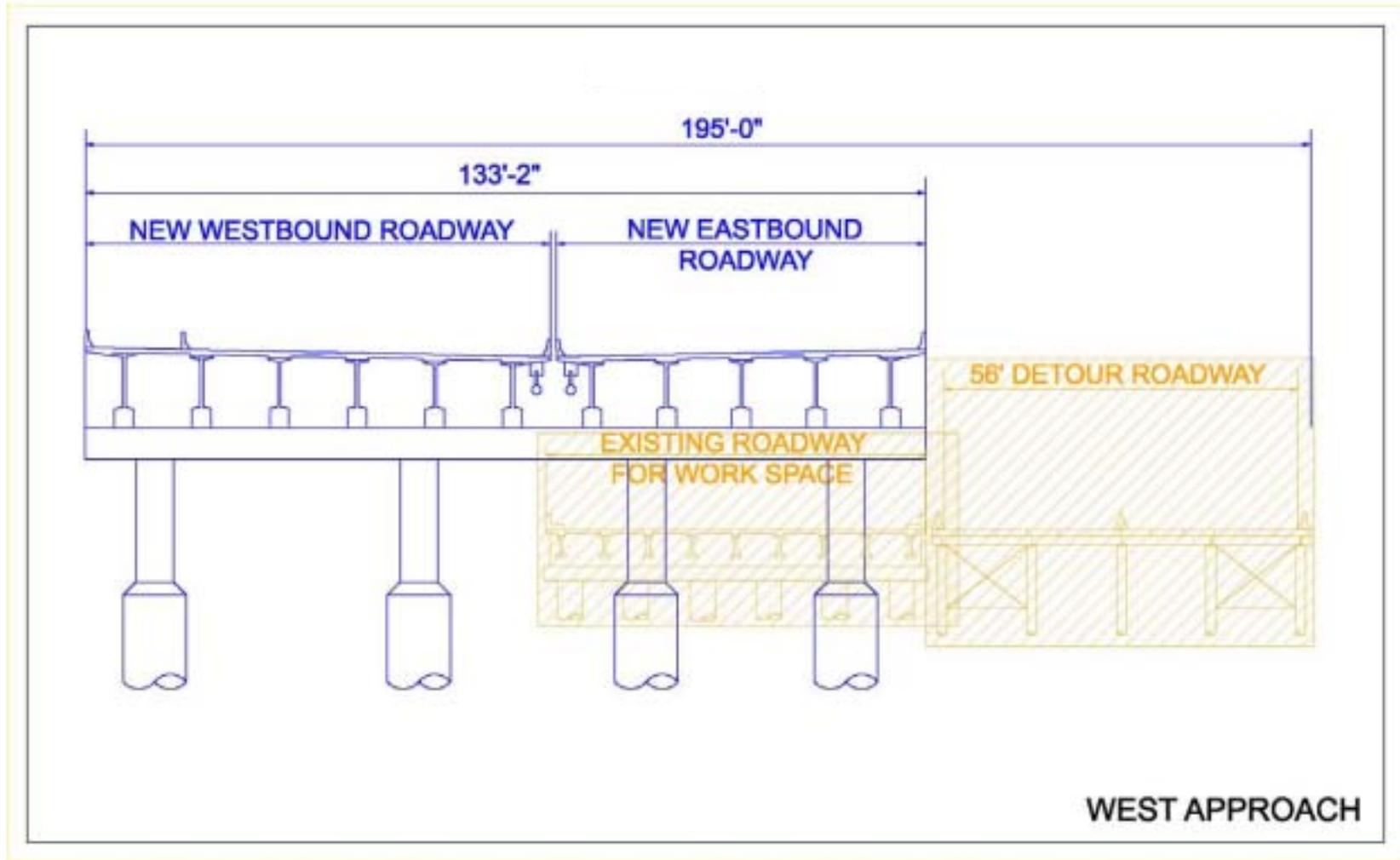
Proposed Option – Step 2



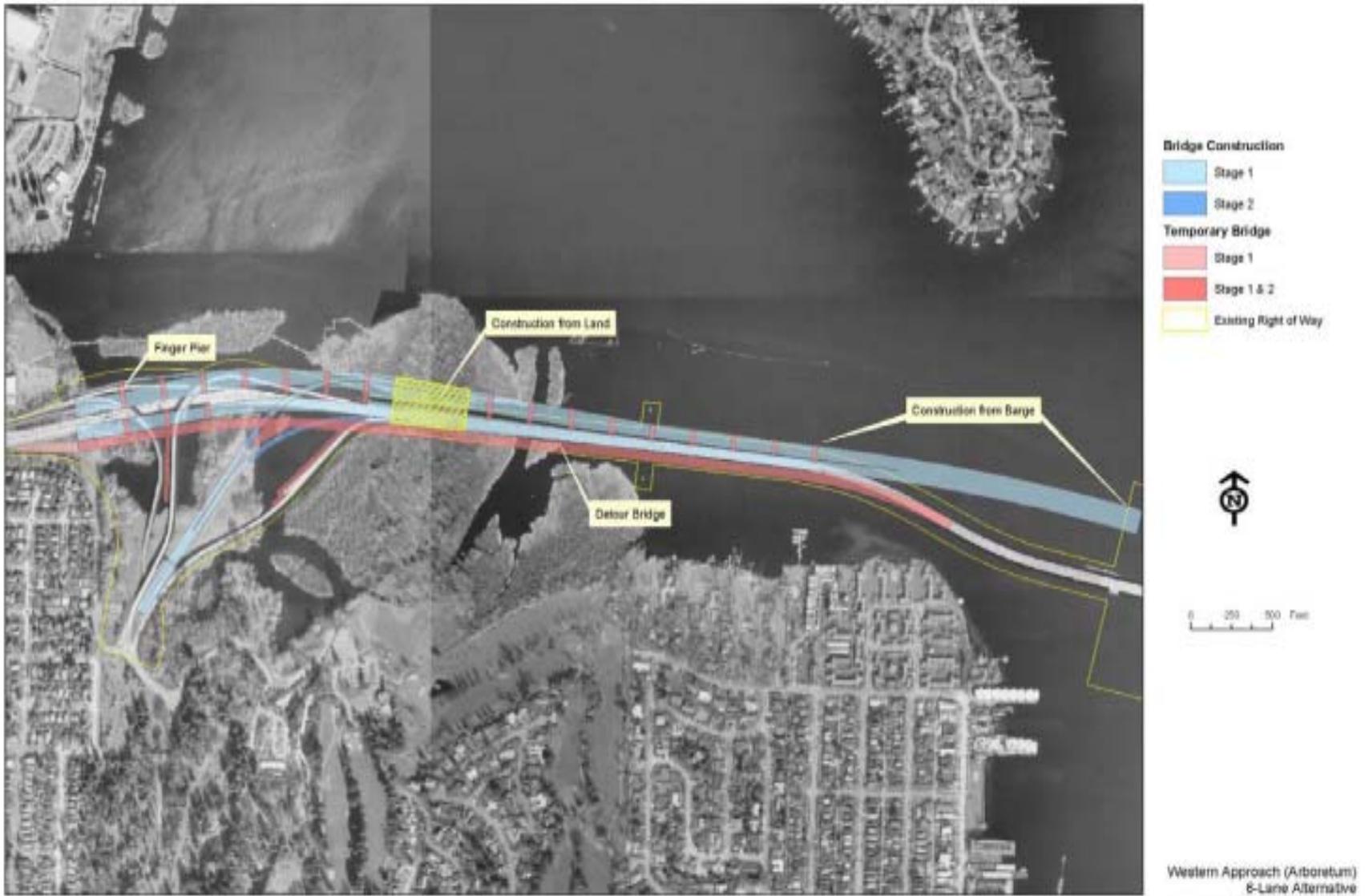
Proposed Option – Step 3



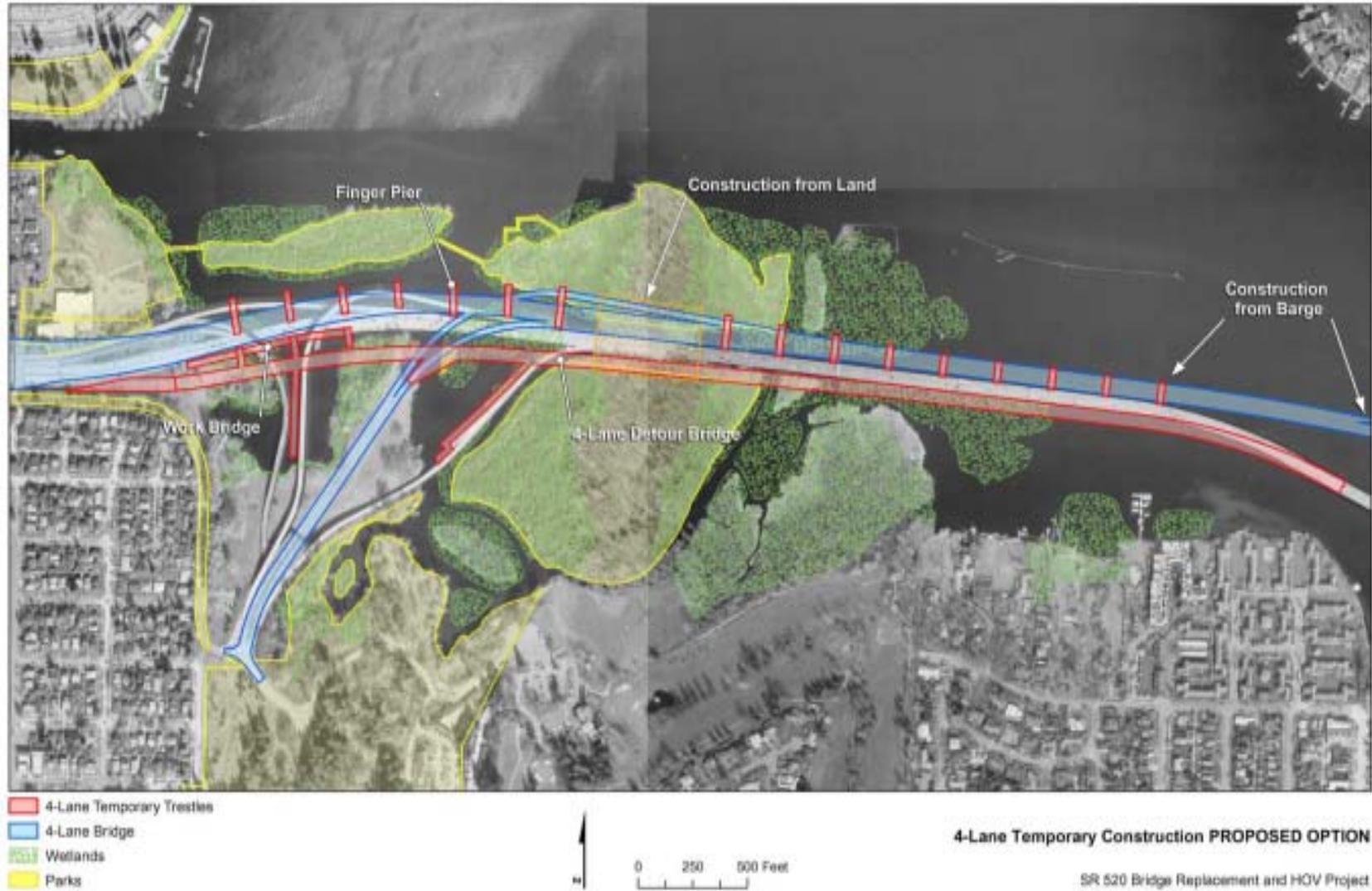
Proposed Option – Step 4



Proposed 6-Lane: West Approach



Proposed 4-Lane: West Approach



Why did we choose the detour bridge?

Safety – separates traffic from construction

- Protects the traveling public
- Protects construction workers
- Keeps traffic flowing

Schedule – shortest construction schedule

- Fewest in-water work windows = less risk to schedule

Environmental Effects

- Fewer years of effects on trail use in Arboretum (Foster Island)
- Fewer effects to fish because less time in water

Proposed 6-Lane: Portage Bay



Proposed 4-Lane: Portage Bay

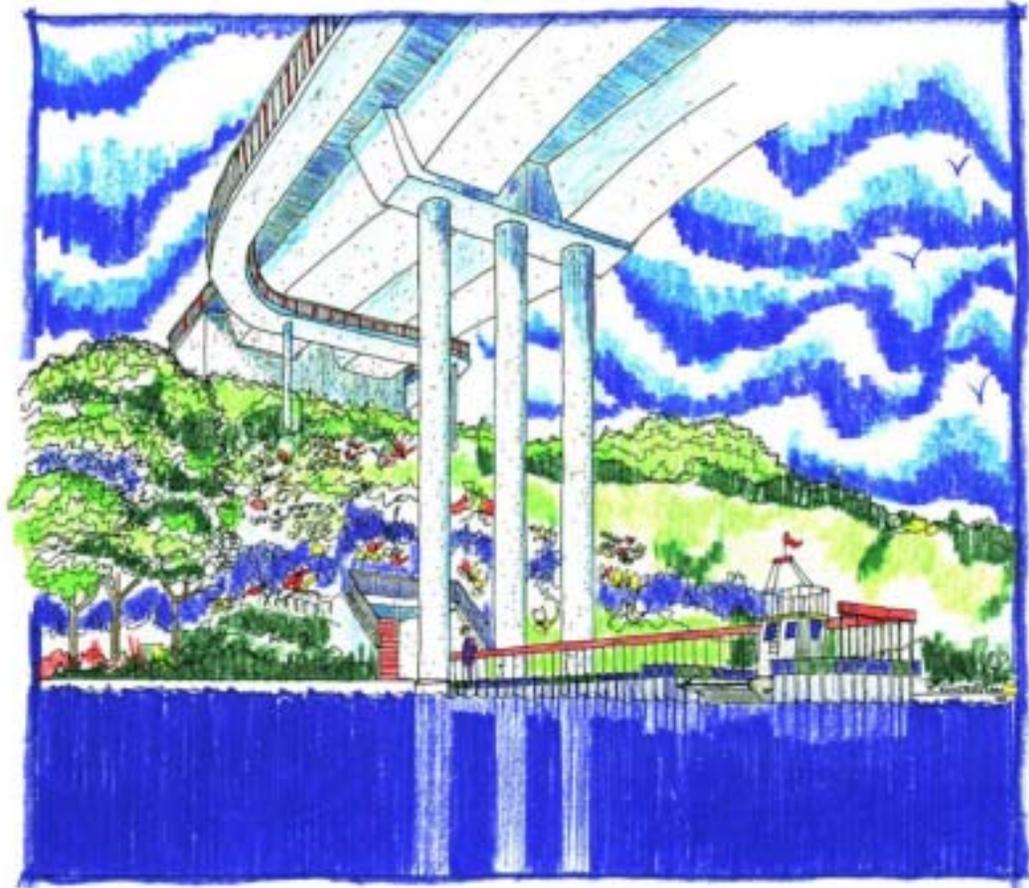


Bridge Operations Facility

Julie Meredith

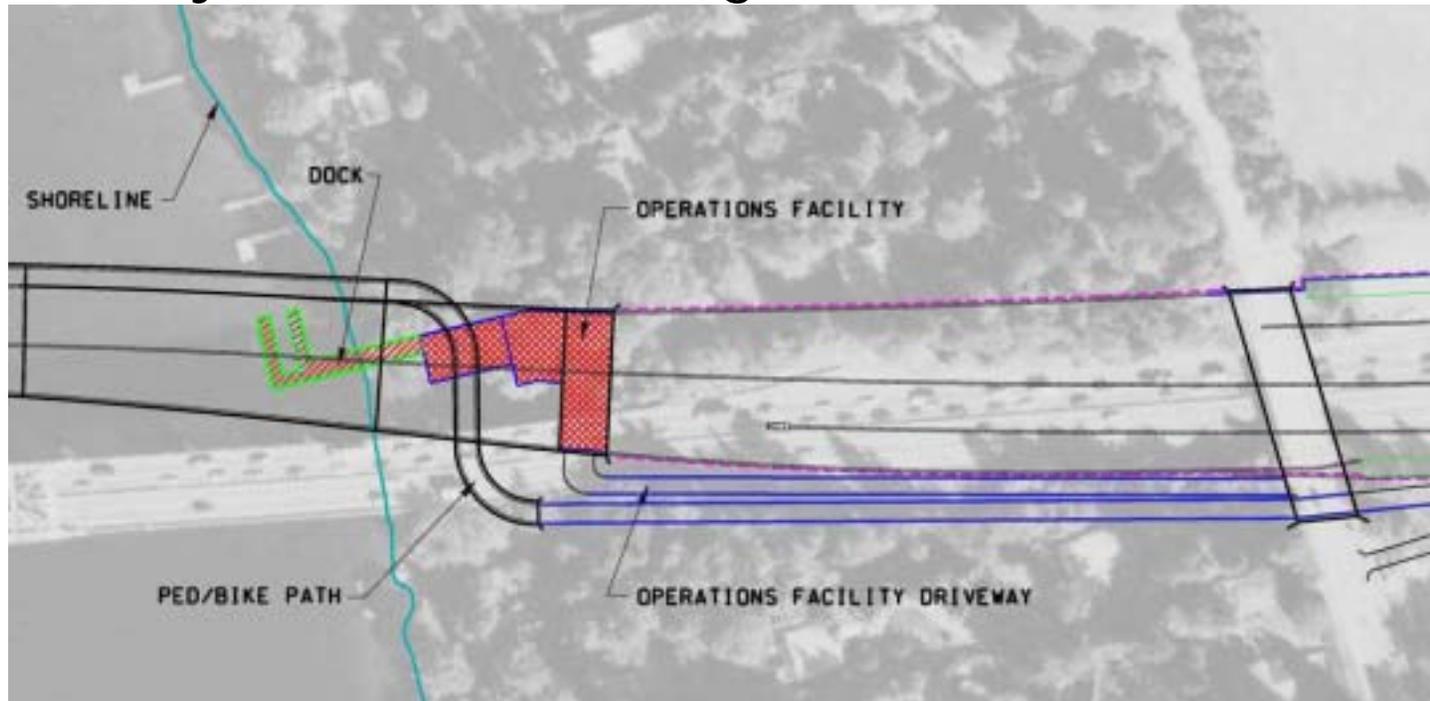
Why do we need a Bridge Operations Facility?

- Unique marine maintenance needs
- Daily monitoring and routine maintenance
- Quick and timely response times
- Operations facility on current bridge will be removed



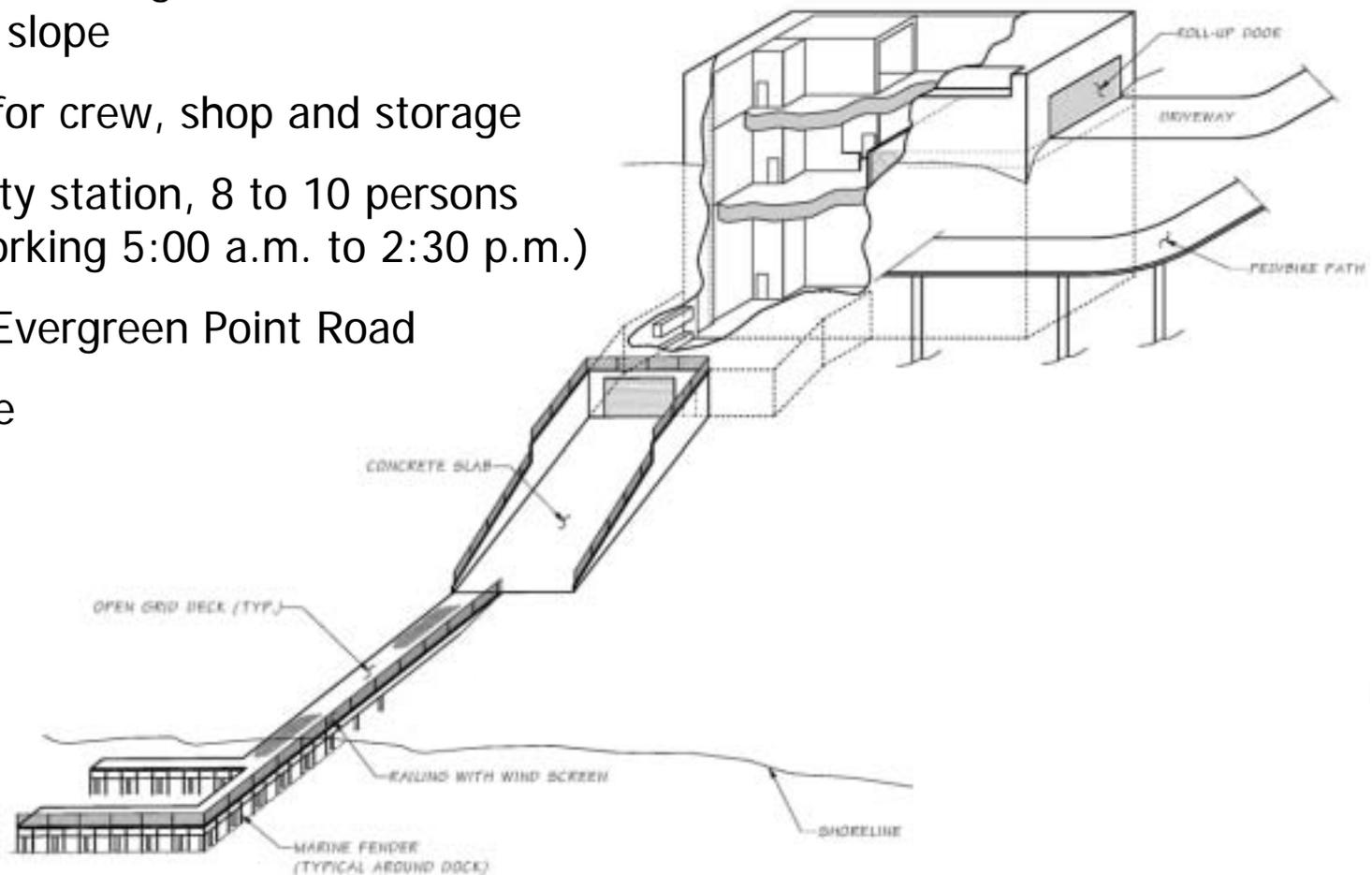
Proposed Bridge Operations Facility Location

- Located under the Evergreen Point Bridge East Approach
- Built into the bridge abutment
- Driveway access from Evergreen Point Road



Operations Facility for the New Bridge

- Facility built into bridge abutment and buried in slope
- Three levels for crew, shop and storage
- Dedicated duty station, 8 to 10 persons (currently working 5:00 a.m. to 2:30 p.m.)
- Access from Evergreen Point Road
- Boat moorage



Maintenance Equipment

Fueling Truck
(250 gallon fuel tank in truck bed)



Trailer mounted water pump

Other equipment:

- Generators, Welders, Air Compressors

Work Boats

50' Work Boat and 16' Run-About



EIS Analysis Update

Julie Meredith & Lorie Parker

Westside Viewpoint Locations



Draft: Report in Progress

Executive Committee: 10/07/04

Existing View

- Pier spacing 100 feet on center



4-Lane Alternative

- Pier spacing 250 feet on center
- 10-foot-high sound walls with opening on north side
- Roadway about 60 feet wider and further north
- Southernmost dock at Queen City Yacht Club removed for construction of new bridge



6-Lane Alternative

- Roadway about 20 feet wider and to the north compared to 4-Lane Alternative
- Pier spacing, sound walls, and removal of dock same as 4-Lane Alternative



Looking east-southeast toward moorage at the Queen City Yacht Club, Portage Bay Bridge, and Montlake from Boyer Avenue



Exhibit B. View of Portage Bay—Viewpoint 1
SR 520 Bridge Replacement and HOV Project

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Existing View

- City of Seattle
Scenic Route



4-Lane Alternative

- 10-foot-high sound walls except on north side of bridge
- Roadway about 60 feet wider and to the north
- Monotube style signage
- Roadway lighting not shown



6-Lane Alternative

- Roadway wider than 4-Lane Alternative by about 20 feet to north and 10 feet on south
- Sound walls, signs and lights same as 4-Lane Alternative
- Roadway lighting not shown



Looking east along Portage Bay Bridge toward Montlake from under Delmar Drive bridge over SR 520



Exhibit 9. View of Portage Bay Bridge—Viewpoint 2
SR 520 Bridge Replacement and HOV Project

SR 520 Bridge Replacement and HOV Project

Existing View

- Pier spacing 100 feet on center
- Main roadway about 15 feet above water
- Arboretum off-ramp visible center left, Montlake Boulevard off-ramp closest to viewpoint, main roadway visible in background



4-Lane Alternative

- Main roadway is long structure in middle of image; 45 to 55 feet above water at distant ramp
- Arboretum flyover off-ramp is partially visible in distance; about 70 feet above water
- Pier spacing 250 feet on center
- Unused ramps removed
- Main roadway has 8-foot-high sound walls



6-Lane Alternative

- Bicycle/pedestrian ramp visible in center of image; 30 to 40 feet above water
- HOV flyover off-ramp visible at top of image; about 60 feet above water
- Main roadway not visible
- Pier spacing, removal of unused ramps, and 8-foot-high sound walls on main roadway same as 4-Lane Alternative



Looking east across Union Bay toward west approach and ramps and Marsh Island from just south of pedestrian bridge in East Montlake Park



Exhibit 10. View of Arboretum Wetlands—Viewpoint 4
SR 520 Bridge Replacement and HOV Project

Existing View

- Main roadway 15 to 20 feet above ground level
- Pier spacing 100 feet on center
- Existing trail 10 feet wide



4-Lane Alternative

- Roadway shifted about 80 feet to north
- Main roadway 50 to 55 feet above ground level
- Pier spacing 250 feet on center
- Off-ramp not visible behind main roadway



6-Lane Alternative

- South edge of roadway about 15 feet closer to viewpoint
- Roadway and pier spacing same as 4-Lane Alternative
- Main roadway about 50 feet above ground
- Arboretum off-ramp about 45 feet above ground
- Bicycle/pedestrian ramp about 30 feet above ground



Looking northwest along pedestrian path toward tunnel under SR 520 that connects to Foster Island trail



Exhibit 12. View of Arboretum Trail—Viewpoint 5

SR 520 Bridge Replacement and HOV Project

SR 520 Bridge Replacement and HOV Project

<p>Existing View</p> <ul style="list-style-type: none"> ■ Main roadway about 10 feet above water ■ S-curve at west approach ■ Floating bridge deck rests directly on pontoons 	
<p>4-Lane Alternative</p> <ul style="list-style-type: none"> ■ Main roadway about 25 feet above water ■ S-curve removed and alignment straightened ■ Floating bridge alignment shifted to north ■ Floating bridge deck rests on pier-pontoon combination 	
<p>6-Lane Alternative</p> <ul style="list-style-type: none"> ■ Same as 4-Lane Alternative, but wider 	
<p>Looking northeast across Lake Washington toward Evergreen Point Bridge and Kirkland from Lynn Street Park in Madison Park.</p>  <p>Exhibit 13. View from Madison Park—Viewpoint 6 SR 520 Bridge Replacement and HOV Project</p>	

Eastside Viewpoint Locations



Existing View

- Transit stop and Points Loop Trail
- Existing asphalt path - 4 1/2-foot wide



4-Lane Alternative

- Footprint slightly wider than existing
- 20-foot decreasing to 14-foot-high sound walls on north side (foreground)
- 18-foot-high sound walls on south side (background)
- New pedestrian bridge



6-Lane Alternative

- Lid with earthen berm and landscaping on north side
- New pedestrian bridge
- New 8-foot trail



Looking east along SR 520 from Points Loop Trail just east of Evergreen Point Road



Exhibit 14. View of Medina and Clyde Hill—Viewpoint 7
SR 520 Bridge Replacement and HOV Project

Existing View

- Points Loop Trail separated from west-bound lanes by landscaped open space
- Existing trail 9-foot wide



4-Lane Alternative

- Trail shifted about 2-feet north
- 12-foot-high sound wall



6-Lane Alternative

- Edge of new roadway about 5 feet from trail edge
- 12-foot-high sound wall



Looking east along Points Loop Trail toward SR 520 where trail descends from Hunts Point City Hall and curves east along SR 520



Exhibit 15. View Toward SR 520 from Points Loop Trail—Viewpoint B
SR 520 Bridge Replacement and HOV Project

Existing View

- Slightly recessed roadway with tree screen



4-Lane Alternative

- 10-foot-high sound walls on north side (right side of image)
- 18-foot-high sound walls on south side (left side of image)
- 92nd Avenue Northeast bridge over SR 520



6-Lane Alternative

- East edge of landscaped lid about 200 feet closer to viewpoint than 92nd Avenue bridge in 4-Lane
- 18-foot-high sound walls on both sides



Looking west along SR 520 toward 92nd Avenue Northeast bridge over SR 520



Exhibit 16. View of 92nd Avenue Northeast Bridge Over SR 520—Viewpoint 9
SR 520 Bridge Replacement and HOV Project

Navigation



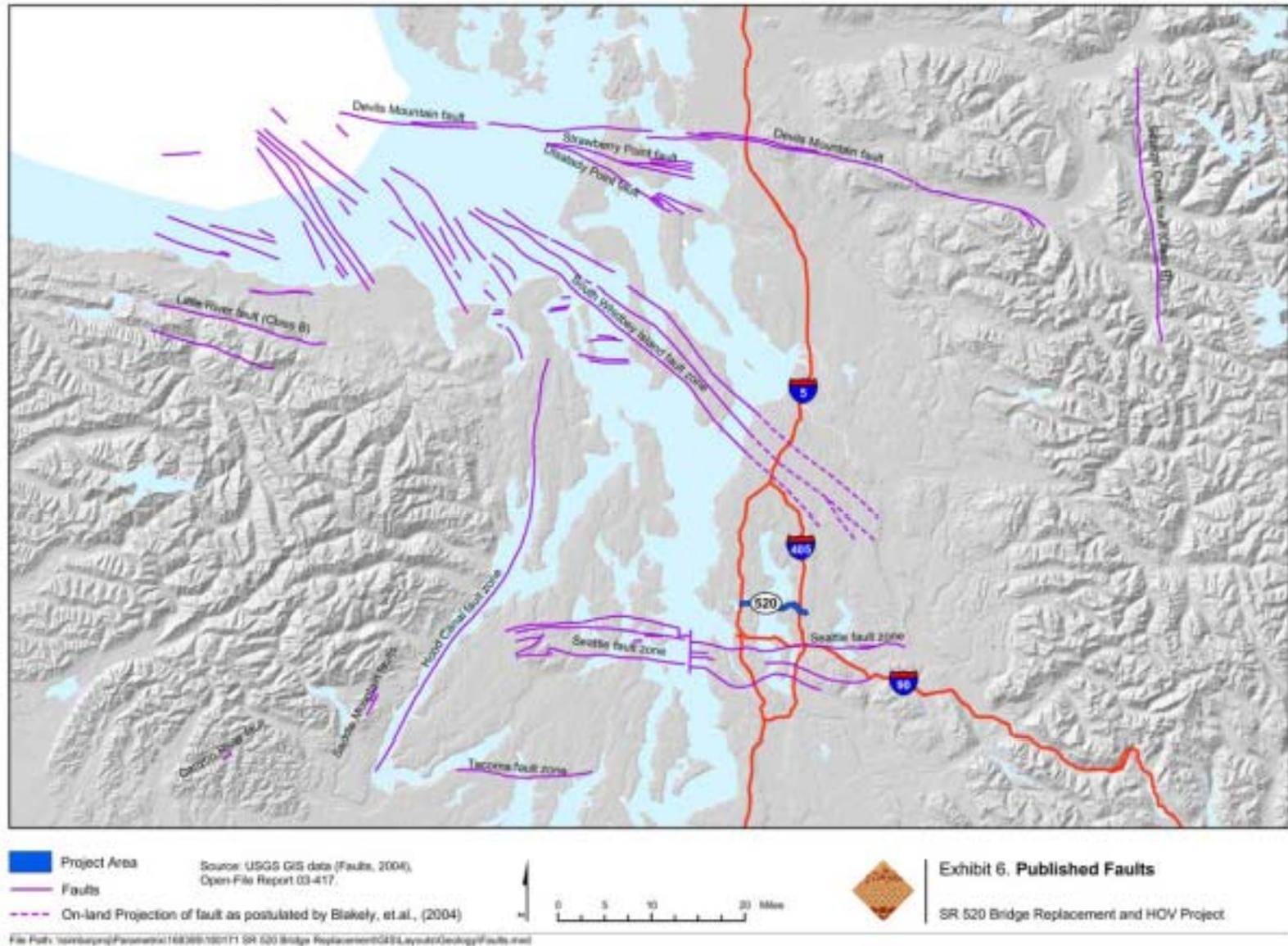
Note: The dimensions shown here represent a 45-foot sailboat with a 60-foot mast height and a 7-foot draft. Depth and width not to scale.



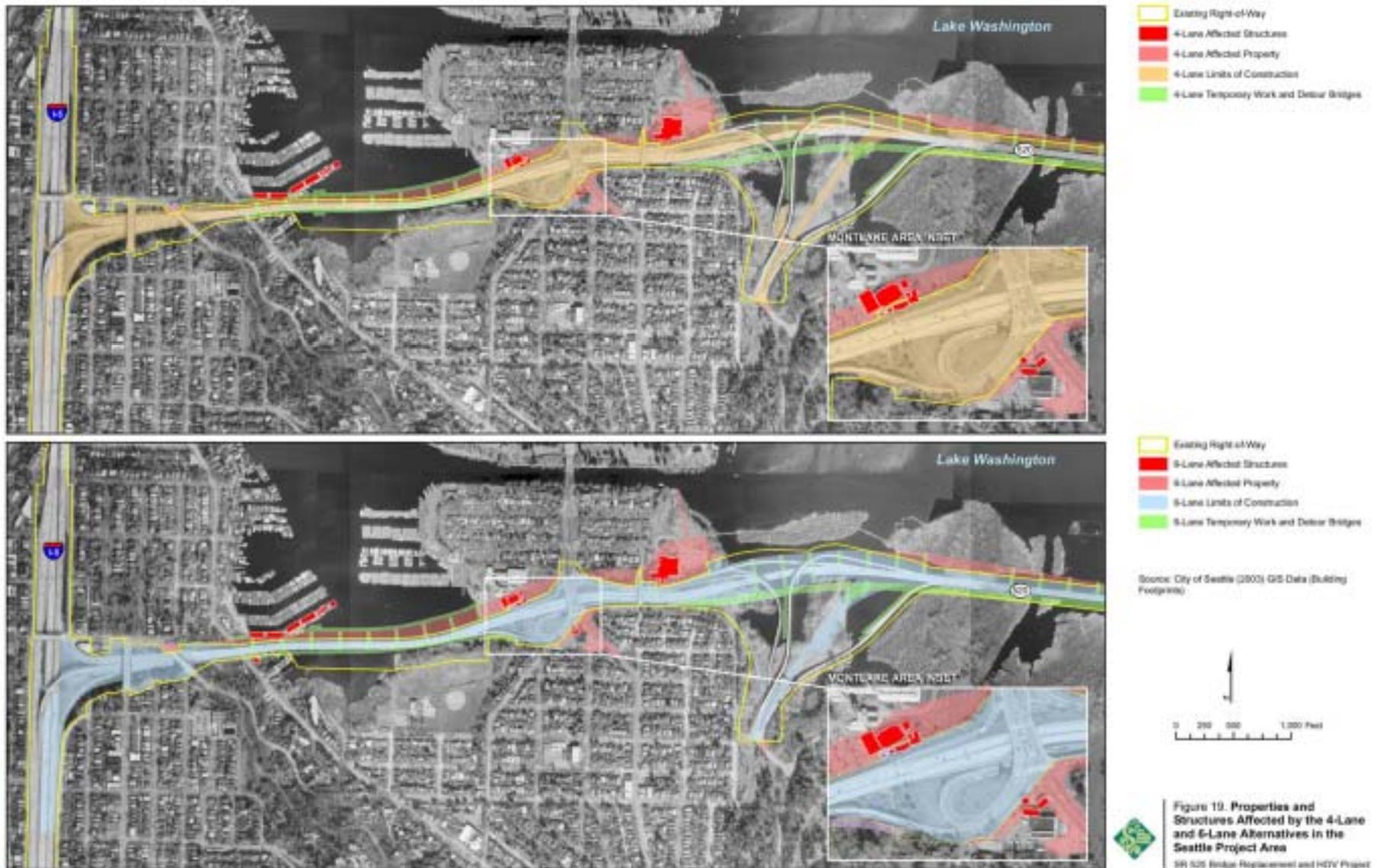
Exhibit 16. Existing, 4-Lane, and 6-Lane Alternative Navigation Restrictions for the Evergreen Point Bridge
SR 520 Bridge Replacement and HOV Project

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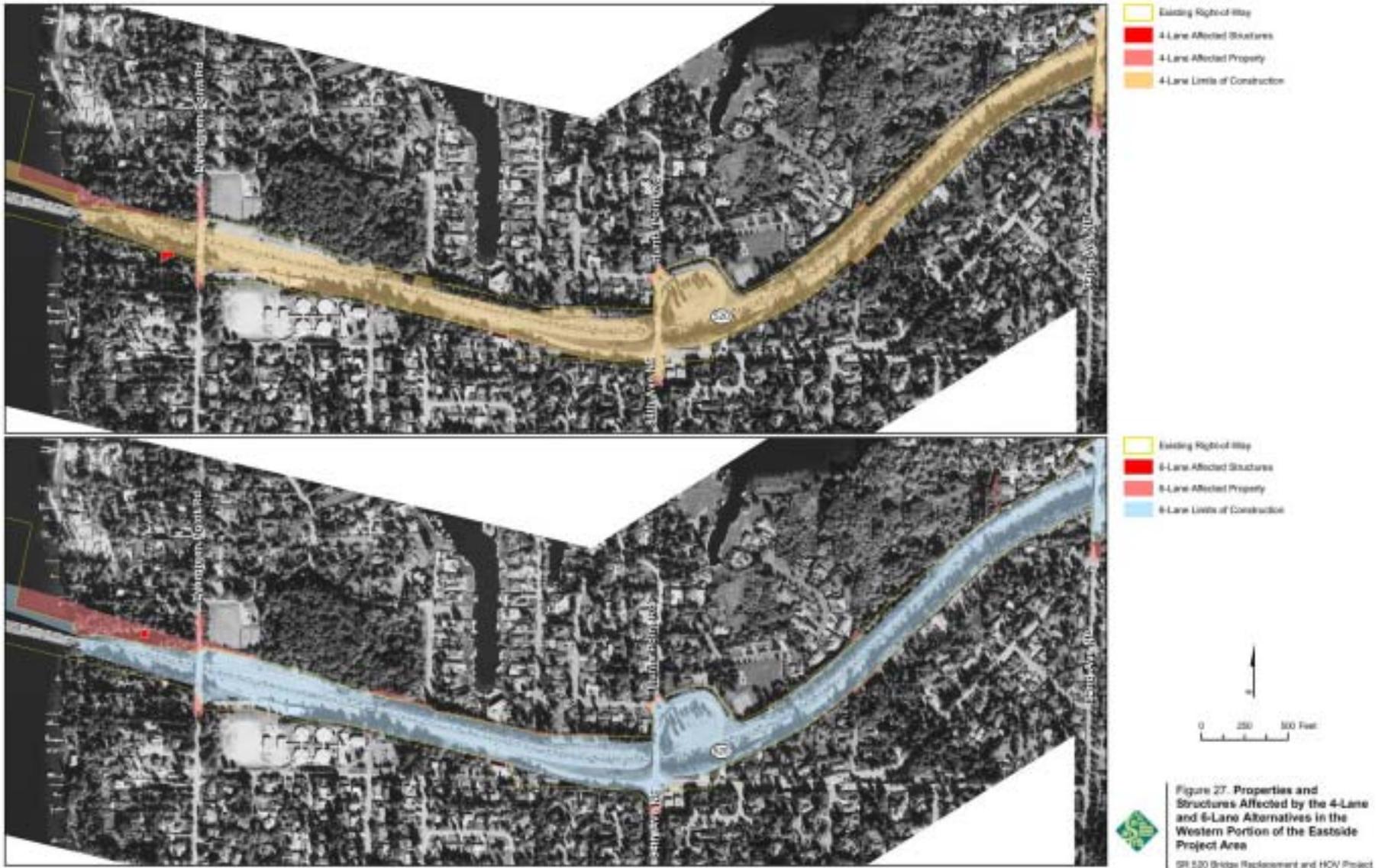
Geology and Soils



Affected Seattle Structures



Affected Eastside Structures



Affected Eastside Structures

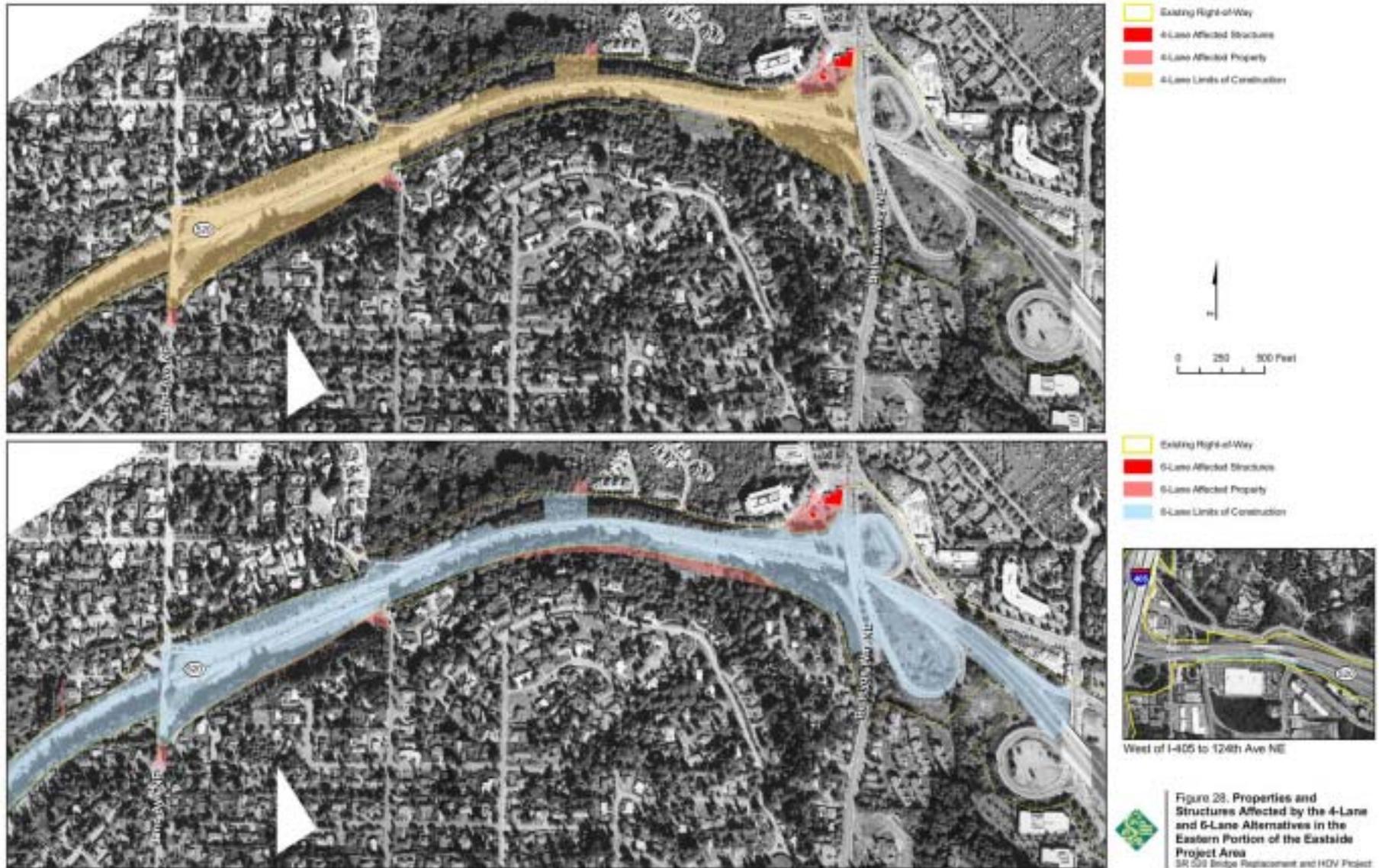


Figure 28. Properties and Structures Affected by the 4-Lane and 6-Lane Alternatives in the Eastern Portion of the Eastside Project Area
SR 520 Bridge Replacement and HOV Project

Recreation: Westside



Exhibit 6. Parks, Recreation Areas, and Open Spaces in the Seattle Project Area

SR 520 Bridge Replacement and HOV Project

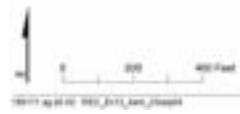
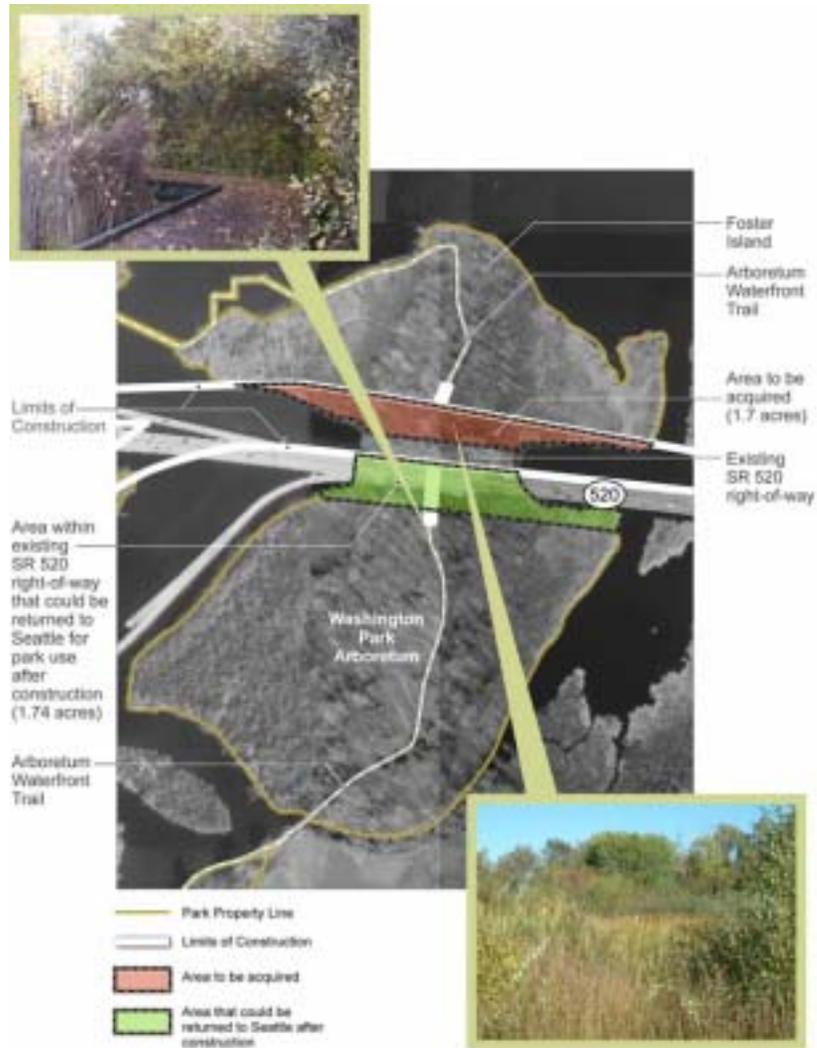
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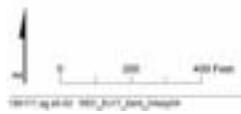
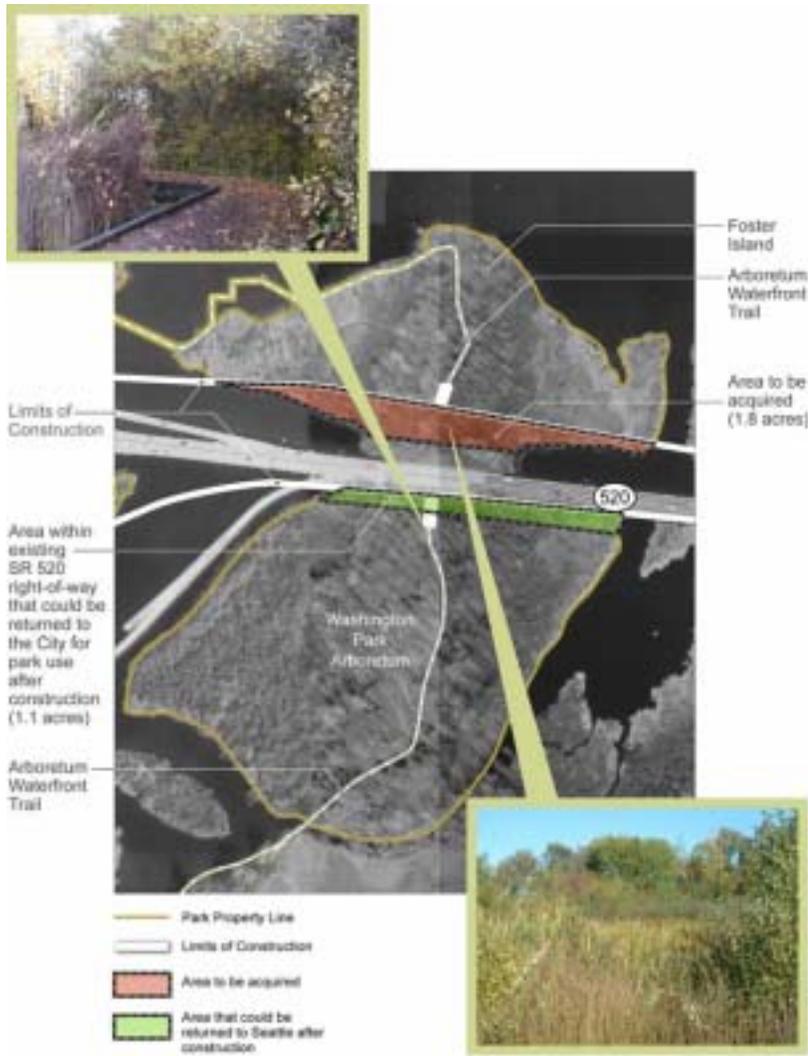








 **Exhibit 12. 4-Lane Alternative, Washington Park Arboretum**
SR 520 Bridge Replacement and HOV Project



 **Exhibit 17. 6-Lane Alternative, Washington Park Arboretum**
SR 520 Bridge Replacement and HOV Project

Recreation: Eastside

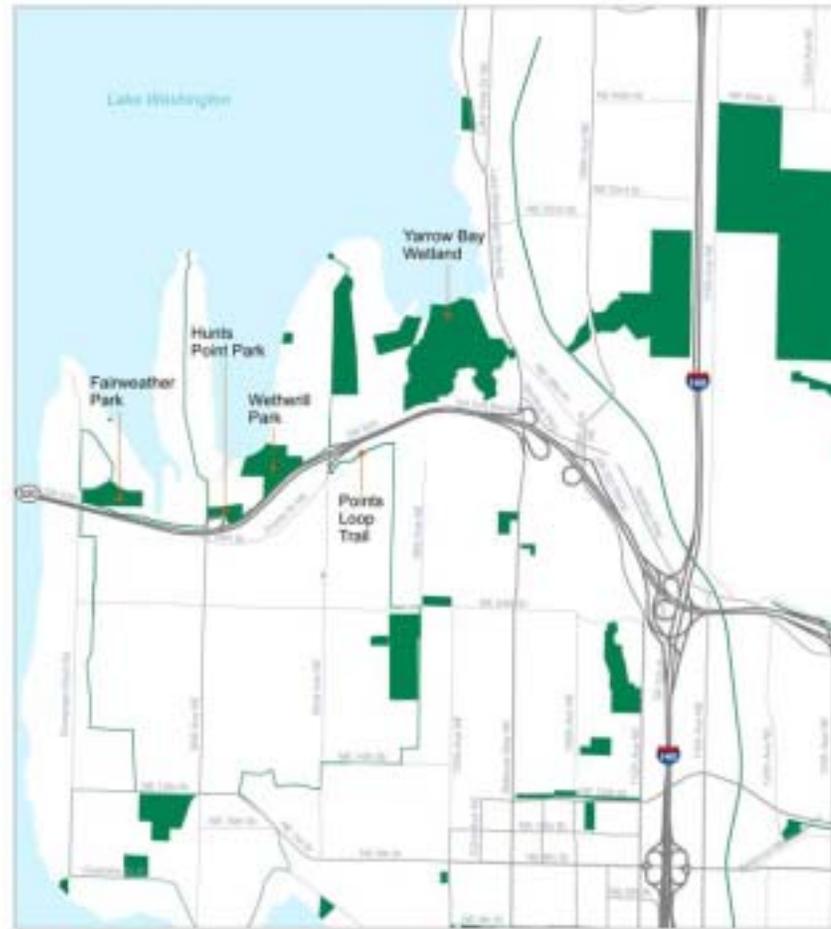


Exhibit 7. Parks, Recreation Areas,
and Open Spaces in the Eastside
Project Area
SR 520 Bridge Replacement and MDV Project

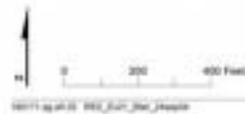
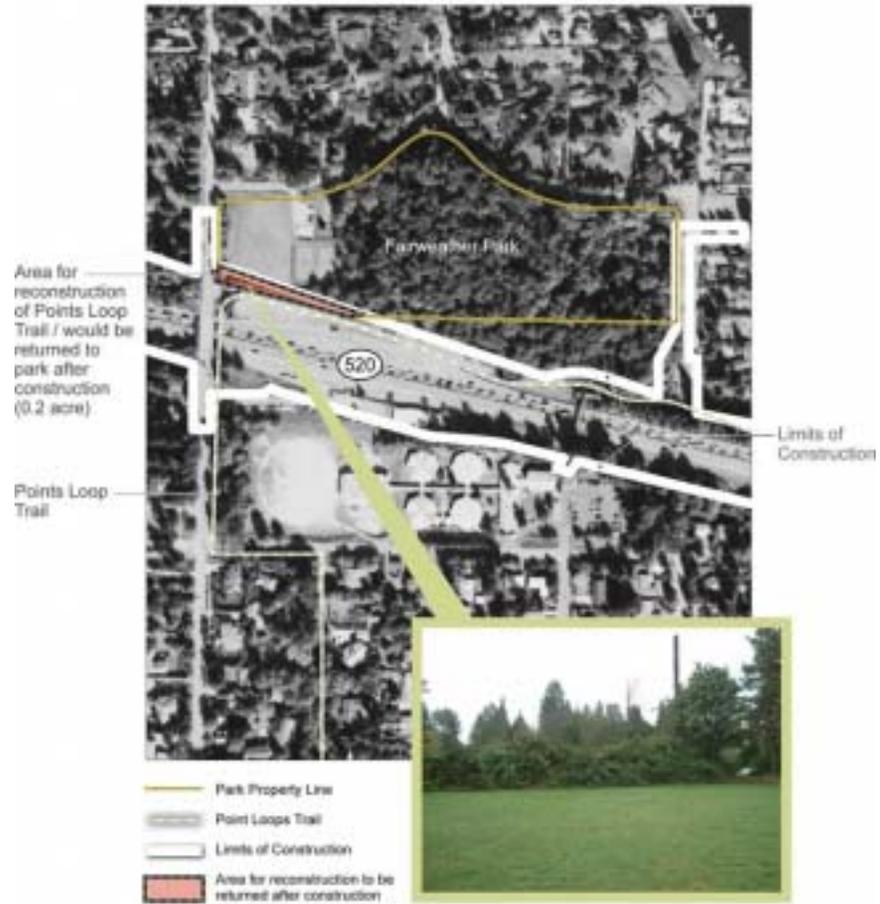


Exhibit 21, 6-Lane Alternative,
 Fairweather Park
 SR 520 Bridge Replacement and HOV Project

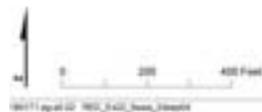


Exhibit 22. 6-Lane Alternative, Wetherill Park
 SR 520 Bridge Replacement and HOV Project

Exhibit 21. Differences in Effects Between the 4-Lane and 6-Lane Alternatives

Resource	4-Lane Alternative (in acres)			6-Lane Alternative (in acres)		
	Acquired	Returned to Parkland	Net Gain or Loss	Acquired	Returned to Parkland	Net Gain or Loss
Seattle						
Bagley Viewpoint	0.06	—	-0.06	0.09	—	-0.09
Bill Dawson Trail (Montlake Bike Path)	Section of trail under SR 520 would be lengthened by 55 feet			Section of trail under SR 520 would be lengthened by 85 feet		
McCurdy Park	1.5	0.62	-0.88	1.5	—	-1.5
East Montlake Park	3.25	2.19	-1.06	3.25	1.87	-1.38
Washington Park Arboretum	1.7	1.74	+0.04	1.8	1.1	-0.7
Total	6.51	4.55	-1.96	6.64	2.97	-3.67
Eastside						
Fairweather Park	No effect			0.20	0.20	—
				(construction easements)		
Points Loop Trail	Existing trail would be relocated and reconstructed in places			Existing trail would be relocated and reconstructed in places and rerouted along the eastern edge of Wetherill Park		
Wetherill Park	No effect			0.11	0.11	—
				(construction easements)		
Total	—			0.31	0.31	—

Public Comment

Next Steps

- Executive Committee Meetings
- Advisory Committee/Roundtable Meeting
- February Open Houses
- Draft EIS in June 2005

Thank you for coming!