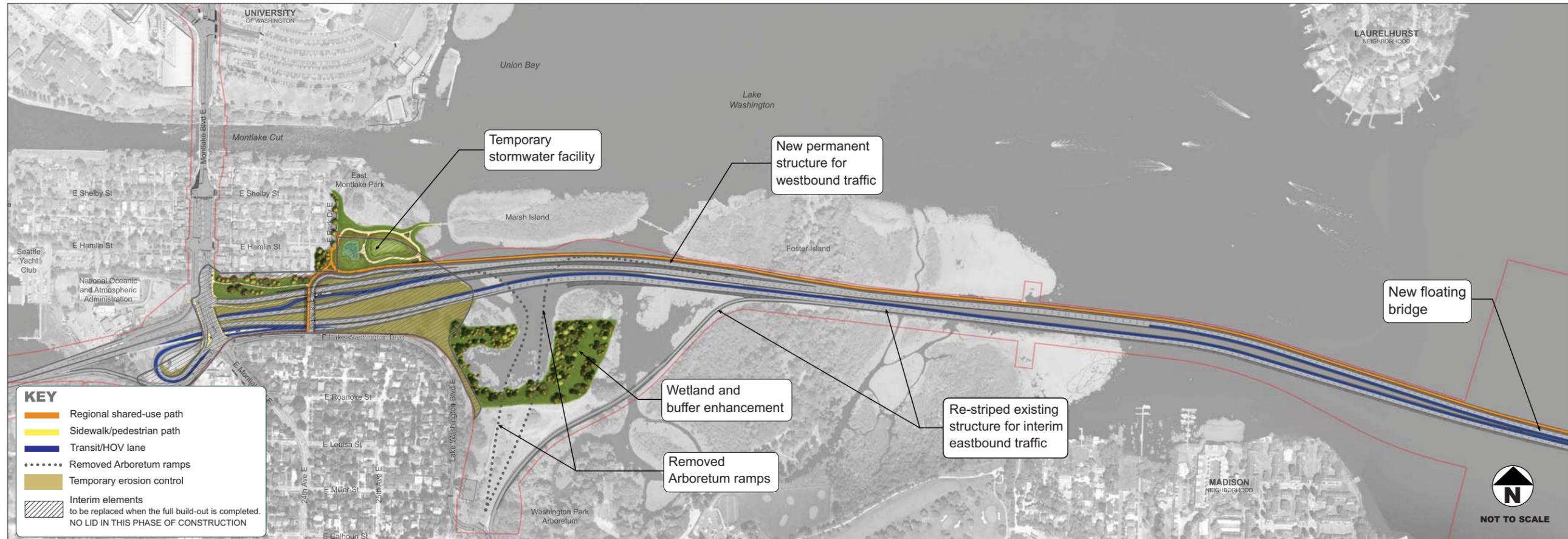


West Approach Bridge North - Overview



The Washington State Department of Transportation (WSDOT) continues to build the SR 520 corridor westward by constructing the West Approach Bridge North (WABN), which replaces one of the most vulnerable corridor elements. WSDOT received a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to fund WABN construction. The new WABN could be completed and ready to connect to the new floating bridge by the end of 2016.

To refine the federally-approved baseline design, WSDOT convened the Seattle Community Design Process to hear from the public, agency partners, and design professionals, including the Seattle Design Commission (SDC). We heard input on the following:

- Parks, green, and community spaces
- Multi-modal connections and traffic flow
- Other environmental considerations such as noise and visual quality

WSDOT also collaborated with the City of Seattle through technical working groups focused on WABN design refinements. Our work resulted in a design that achieves the following:

Future-Compatibility

- Advances the next phase of full corridor build-out
- Accommodates potential future light rail
- Incorporates ongoing community input
- Interim design at Montlake does not preclude future decisions

Bridge and Corridor Safety

- Addresses next major vulnerable structure on the West Side
- Incorporates corridor and local traffic mobility improvements
- Extends a 6-lane corridor from Redmond to Montlake vicinity
- Improves safety for pedestrians and bicyclists by completing the regional shared-use path from Redmond to Seattle

Community and Environmental Benefits

- Advances aquatic, wetland, and parks mitigation
- Constructs the permanent regional shared-use path between Redmond and Seattle
- Improves bicycle and pedestrian connectivity
- Maintains existing bus service and access
- Improves transit connectivity and reliability by extending the HOV/transit lane to Seattle
- Reduces concrete volumes by nearly 50 percent as a result of baseline design refinements

Construction Period

Summer 2014 to Winter 2016