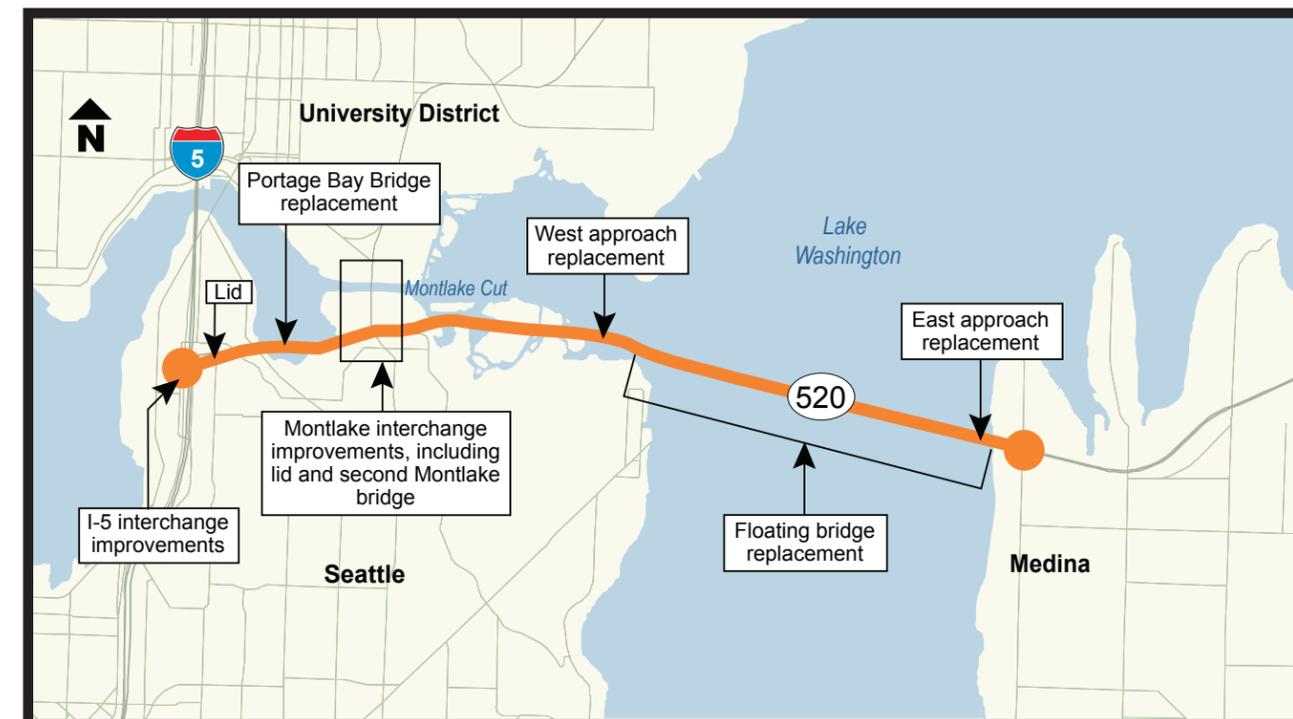


I-5 to Medina: Bridge Replacement and HOV Project

We will build a safer, more reliable SR 520 corridor from I-5 to Medina with the following features:

- New bridge structures over Portage Bay and Lake Washington that can withstand earthquakes and windstorms.
- A six-lane corridor with two general-purpose lanes and one transit/HOV lane in each direction.
- Community-connecting lids at 10th Avenue East and Delmar Drive East, and at Montlake Boulevard.
- Improved transit operations throughout SR 520 and on Montlake Boulevard.
- A 14-foot-wide bicycle/pedestrian path on the new floating bridge that connects to local and regional trails in Seattle.



Project schedule:

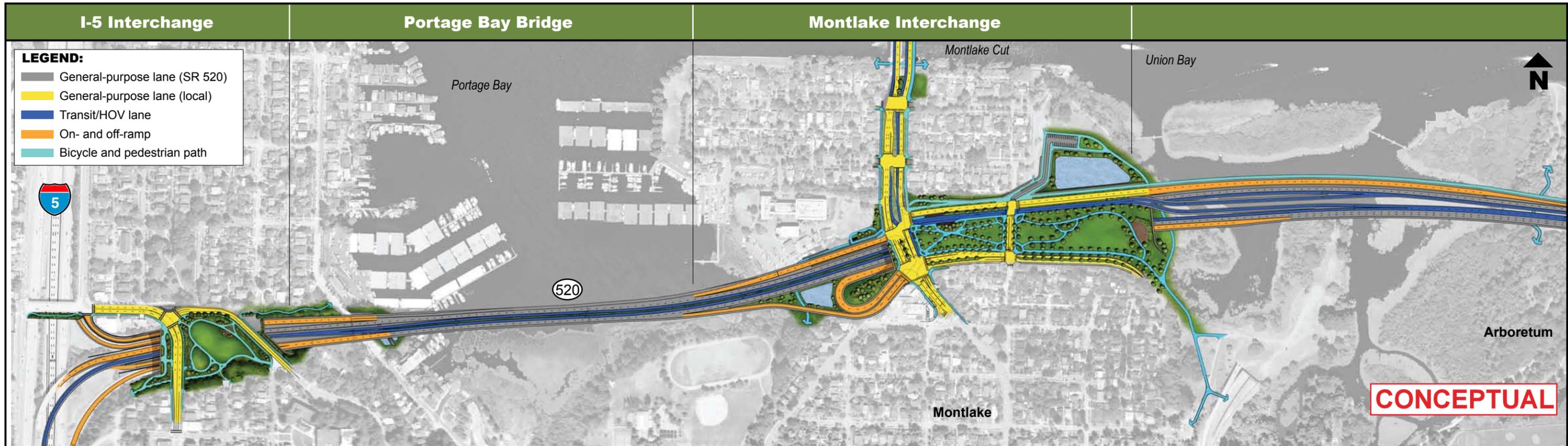
Floating bridge construction

- Construction start: 2012 on Lake Washington
- Open to traffic: As soon as late 2014

I-5 to floating bridge

- Unfunded for construction

I-5 to Medina Project - Preferred alternative



Key Features

Lowers floating bridge and maintains navigation access

- Lowers floating bridge to approximately 20 feet above water in the middle of the lake, compared to previously evaluated options.
- Provides 44-foot clearance at west high rise and 70-foot clearance at east high rise to maintain navigational clearance.

Ready for light rail when the region chooses to fund it in the future

- Provides a space between west approach bridges for future light rail connection to the University Link station.
- Designs transit/HOV direct-access ramps at Montlake Boulevard that can accommodate future light rail.
- Floating bridge allows for conversion of transit/HOV lane to light rail.
- Supplemental pontoons can be added to accommodate additional weight of light rail in the future.

Restores park area and connections next to the Washington Park Arboretum

- Removes existing ramps in the Arboretum.
- Minimizes effects on Foster Island by having fewer columns compared to previously evaluated options.
- Raises profile of SR 520 over Foster Island compared to existing condition to improve pedestrian connection.
- Maintains recreational access to Union Bay.
- Replaces parkland converted to highway use.

Creates pedestrian-friendly urban interchange at Montlake Boulevard

- Provides extended lid from Montlake Boulevard east to the shoreline to reconnect the Montlake neighborhood and maximize open space and pedestrian/bicycle connections.
- Consolidates westbound off-ramps and transit/HOV direct-access ramps to north side of lid.
- Narrows on- and off-ramps compared to previously evaluated options by designing to city street standards beginning at east edge of the lid.

Provides transit connections and priority

- Provides transit/HOV direct-access ramps and transit priority from SR 520 at key intersections.
- Provides regional bus stops on Montlake lid to facilitate access from Seattle neighborhoods to the Eastside.
- Adds second Montlake Bridge, allowing for two dedicated transit/HOV lanes across the Montlake Cut.
- Connects to a pedestrian/bicycle overcrossing from the Montlake Triangle to the University Link station.
- Converts two lanes on Montlake Boulevard to transit/HOV lanes.

Reduces width and noise from Portage Bay Bridge

- Uses westbound shoulder between Montlake and I-5 as a managed lane during peak periods.
- Operates traffic at 45 mph.
- Designs SR 520 from Montlake to I-5 as a parkway.

Second bascule bridge planning

What is it?

- The I-5 to Medina project preferred alternative includes construction of a second Montlake bascule bridge.
- The City of Seattle is leading an effort with WSDOT and Metro to establish a joint decision-making process to decide whether to construct and timing to construct the second Montlake bascule bridge.
- This effort will consider initial metrics that could trigger construction of the second Montlake bridge:
 - Transit travel time and reliability
 - Bicycle and pedestrian path usability
 - SR 520 operations

What are the next steps?

- The City of Seattle and WSDOT are currently developing a plan and will share more detailed information with agency partners and the public in early 2012.



View of the existing Montlake bridge.

Neighborhood Traffic Management Plan

What is it?

- SDOT and WSDOT are developing a Neighborhood Traffic Management Plan for the Seattle neighborhoods around the SR 520 project area.

What is the purpose?

- To identify solutions to neighborhood traffic concerns related to the SR 520 project.

What will it do?

- Engage the communities in the process of identifying issues and solutions through an advisory group.
- Define traffic management measures to proactively reduce SR 520 project construction effects and develop long-term traffic management strategies.
- Work in conjunction with the SR 520 project preferred alternative and existing City of Seattle traffic management practices.

What are the next steps?

- A timeline and schedule for the Neighborhood Traffic Management Plan will be complete by the end of 2011.
- In 2012, look for more information about how to get involved in the community advisory group and other public outreach opportunities for the plan.
- SDOT and WSDOT are also working together to implement traffic calming through the Arboretum in early 2012.





Community construction management plan

What is it?

- The Community Construction Management Plan (CCMP) is a set of tools and commitments to help minimize the effects of construction on the public by providing timely and responsive information, as well as implementing standard specifications and best practices.
- The CCMP will guide the actions of construction contractors and provide opportunities for WSDOT and its contractors to:
 1. Keep the public informed.
 2. Gather input from the public to improve and modify the construction practices.

What will the CCMP include?

- The CCMP will support best practices and good communication to minimize effects on all members of the public potentially affected by construction activities. Best practices could include:
 - Preserving historic properties.
 - Installing construction screening, limiting construction lighting, and shielding residences and other sensitive areas from construction lighting as much as possible.
 - Maintaining access for emergency service providers.
 - Providing advance notification of traffic detours.
 - Protecting trees and providing erosion control.

What are the next steps?

- WSDOT will implement a CCMP as part of the SR 520 Floating Bridge and Landings Project.
- You can help shape the Floating Bridge and Landings CCMP later this fall when we will engage the public in shaping the plan. Stay tuned for more details.
- As additional phases of the project receive funding for construction, an additional CCMP will be developed with public input.



Permitting update

- For the past four years, WSDOT has worked with local, state and federal regulatory agencies to submit permit applications for the I-5 to Medina project.
- To date, permit applications have been submitted to the Army Corps of Engineers, the U.S. Coast Guard, the Department of Ecology, the Washington State Department of Fish and Wildlife, the city of Seattle and King County.
- Several permitting agencies require WSDOT to submit applications for the entire I-5 to Medina project, even though we do not yet have full project funding for all construction elements. The entire project must receive all required permits prior to constructing any single phase of the I-5 to Medina project.
- WSDOT anticipates receiving all project permits by early 2012.