

2010 Milestones

I-5 to Medina: Bridge Replacement and HOV Project



Community members at the supplemental draft EIS open house in February 2010. We received more than 450 comments on the document.

January 2010

WSDOT releases the supplemental draft environmental impact statement (EIS)

The supplemental draft EIS analyzed three designs for the Montlake interchange, the effects of building a new six-lane SR 520 floating bridge and roadway from I-5 to Medina, as well as a "No Build" alternative.

This document builds on several years of past analysis and public engagement, including the 2006 draft EIS, a multi-stakeholder mediation process that WSDOT coordinated from 2007 to 2008, and a legislative workgroup in 2009.



Local and state leaders announce preferred alternative after 13 years of analysis and stakeholder input.

April 2010

Governor Gregoire announces preferred alternative

After 13 years of thorough analysis and input from thousands of people, we identified the preferred alternative for the new SR 520, marking a major milestone in the environmental process.

The preferred alternative incorporated public and agency comments received on the supplemental draft EIS. The announcement of the preferred alternative allows us to complete our environmental analysis and keep the project on schedule to deliver the final EIS in 2011.



Technical staff and members of the public watch a workgroup discuss refinements to the preferred alternative.

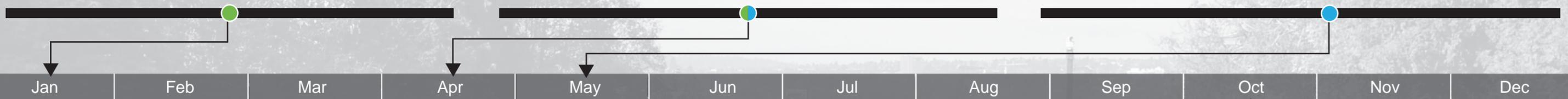
May 2010

The Governor and Legislature pass Engrossed Substitute Senate Bill (ESSB) 6392

This important bill directed WSDOT to collaborate with regional stakeholders to refine components of the preferred alternative. WSDOT participated in the ESSB 6392 Workgroup with the city of Seattle, King County Metro, Sound Transit, and the University of Washington. This workgroup developed recommendations for:

- Preferred alternative design refinements and transit connections.
- High capacity transit planning and financing.

The bill also directed WSDOT to work with the Arboretum and Botanical Garden Committee to develop a mitigation plan for the Washington Park Arboretum.

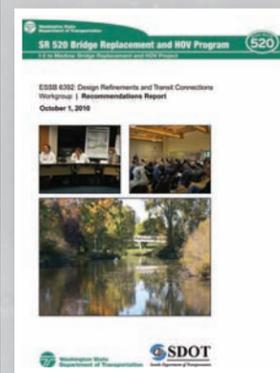


We began the contracting process for a new floating bridge so that we can begin construction in 2012.

August 2010

WSDOT begins contracting process for new floating bridge

We launched our search for qualified contractor teams to build a safer, more reliable SR 520 floating bridge across Lake Washington.



Cover of the ESSB 6392 Workgroup Design Refinements and Transit Connections Recommendations Report.

October 2010

WSDOT and the Seattle Department of Transportation submit design refinements and transit connections report

We worked with regional transportation agencies, the University of Washington, the Seattle Design Commission and the Seattle Bicycle and Pedestrian Advisory Boards to examine the bicycle, pedestrian and transit connections included in the preferred alternative design. Together, we developed several recommendations included in a report sent to the governor and Legislature.

Highlights of the report include:

- Identification of potential bus stop locations for local and regional routes.
- Refinements to roadway and transit/carpool lane configurations through the Montlake interchange.
- Identification of bicycle and pedestrian improvements and regional connections.
- Identification of future coordination efforts including traffic calming in the Arboretum and the second Montlake bridge.



The SR 520 floating bridge is an important connection between Seattle and the Eastside.

November-December 2010

WSDOT identifies short list of contractors to prepare proposals for the new floating bridge

After launching our search for qualified contractor teams, we selected three prequalified teams that will submit bids for the SR 520 floating bridge and landings project.

The teams have until June 2011 to submit bids and proposals for the new floating bridge, and the winning design-build team will be selected in mid-2011.

Construction can begin in 2012 after we select a contractor team and receive permits. The target date to open a new floating bridge is by the end of 2014.

December 2010

WSDOT submits remaining reports on transit planning and mitigation for the Arboretum

We developed a high capacity transit planning and financing report in coordination with King County Metro, Sound Transit, and with participation from the city of Seattle and the University of Washington. The report lays the foundation for future planning efforts as well as potential funding sources for high capacity transit on the SR 520 corridor.

In coordination with the Arboretum and Botanical Garden Committee and the Seattle Department of Transportation, we developed the Washington Park Arboretum Mitigation Plan. The plan identifies a suite of projects that could help mitigate the anticipated effects of the I-5 to Medina project on the parks and wetlands within the Arboretum.

LEGEND:

- Environmental milestone
- Legislative milestone
- Contracting milestone

Looking ahead to 2011

Spring – Begin tolling on the SR 520 floating bridge. Visit www.goodtogo.org for more information.



Spring-summer – Publish final environmental impact statement (EIS) and obtain Record of Decision.



Spring-summer – Accept proposals and award contract for floating bridge and landings project.



Public involvement and the I-5 to Medina project

2010 public engagement:

- Received more than 450 comments on the supplemental draft EIS. These comments helped inform the preferred alternative decision.
- Participated in dozens of community organization briefings, informing communities about the preferred alternative and receiving community feedback.
- Received more than 150 public comments on the three Senate Bill 6392 reports and at public meetings of the ESSB 6392 Workgroup.
- Received public comments on important park and historic resource evaluation documents.

2011 next steps:

- In the coming months, we will share information at drop-in information sessions, community organization briefings, and informational booths at fairs and festivals.
- Once the final EIS is published later this year, we will share more details on potential environmental benefits and effects of the I-5 to Medina project.
- Stay tuned and visit our website to learn about more ways to stay involved with the I-5 to Medina project and the overall SR 520 program.



Members of the community and WSDOT staff at an outreach event in 2010.

For more information:

Website: www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina

E-mail: SR520Bridge@wsdot.wa.gov

Phone: 1-888-520-NEWS (6397)

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I-5 to Medina project key benefits

- Improved safety during earthquakes and windstorms with bridge structures built to current design standards.
- Increased mobility and reliability with the addition of transit/HOV lanes across the SR 520 bridge.
- Improved water quality in Lake Washington with the addition of stormwater treatment features.
- Improved reliability with shoulders that allow disabled vehicles to pull out of traffic.
- Enhanced commute and recreation options with a new bicycle/pedestrian path.
- Reconnected neighborhoods and parks with new lids over the highway.
- Improvements to the Washington Park Arboretum by avoiding and minimizing project effects.



Existing SR 520 ramps in the Arboretum that will be removed as part of project improvements.

Project progress in 2010



A visualization of the new Portage Bay Bridge in Seattle, with the new SR 520 West Approach and floating bridge in the distance.

For more than a decade, the Washington State Department of Transportation (WSDOT) has been actively working to replace the SR 520 corridor from I-5 in Seattle across the floating bridge on Lake Washington. The corridor is an important link between the University of Washington and job centers in Seattle to growing population and job centers on the Eastside. It was constructed before current safety standards and the region's rapid growth in population.

We are moving forward with the I-5 to Medina: Bridge Replacement and HOV Project, an important project that will replace vulnerable structures and increase safety and mobility for transit riders, drivers, bicyclists and pedestrians along the SR 520 corridor.

In 2010, we reached several important environmental, legislative and contracting milestones, moving the I-5 to Medina project closer to construction once funding is secured for entire corridor.

We look forward to continuing to work with key stakeholders as we follow our 2010 milestones with a productive 2011.