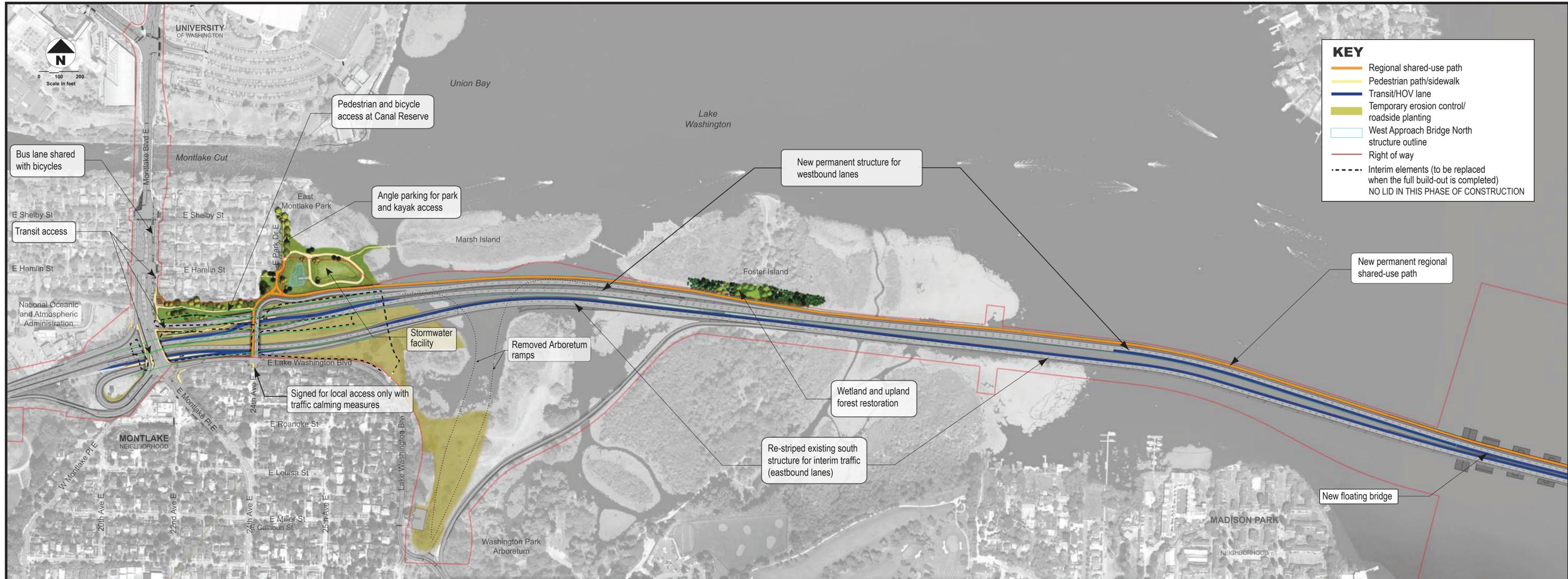


West Approach Bridge North Project overview



The Washington State Department of Transportation (WSDOT) continues to build the SR 520 corridor westward by constructing the West Approach Bridge North Project (WABN), which replaces one of the vulnerable corridor elements. WSDOT received a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to fund WABN construction.

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).

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 Compatability

- Advances the next phase of full corridor build-out.
- Accommodates potential future light rail.
- Incorporates community input.
- WABN construction at Montlake does not preclude future design decisions for future construction phases.

Bridge and Corridor Safety

- Works to replace existing vulnerable structures 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.

Construction Period

Construction started in fall 2014, with the new bridge scheduled to open to traffic in summer 2017.

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.