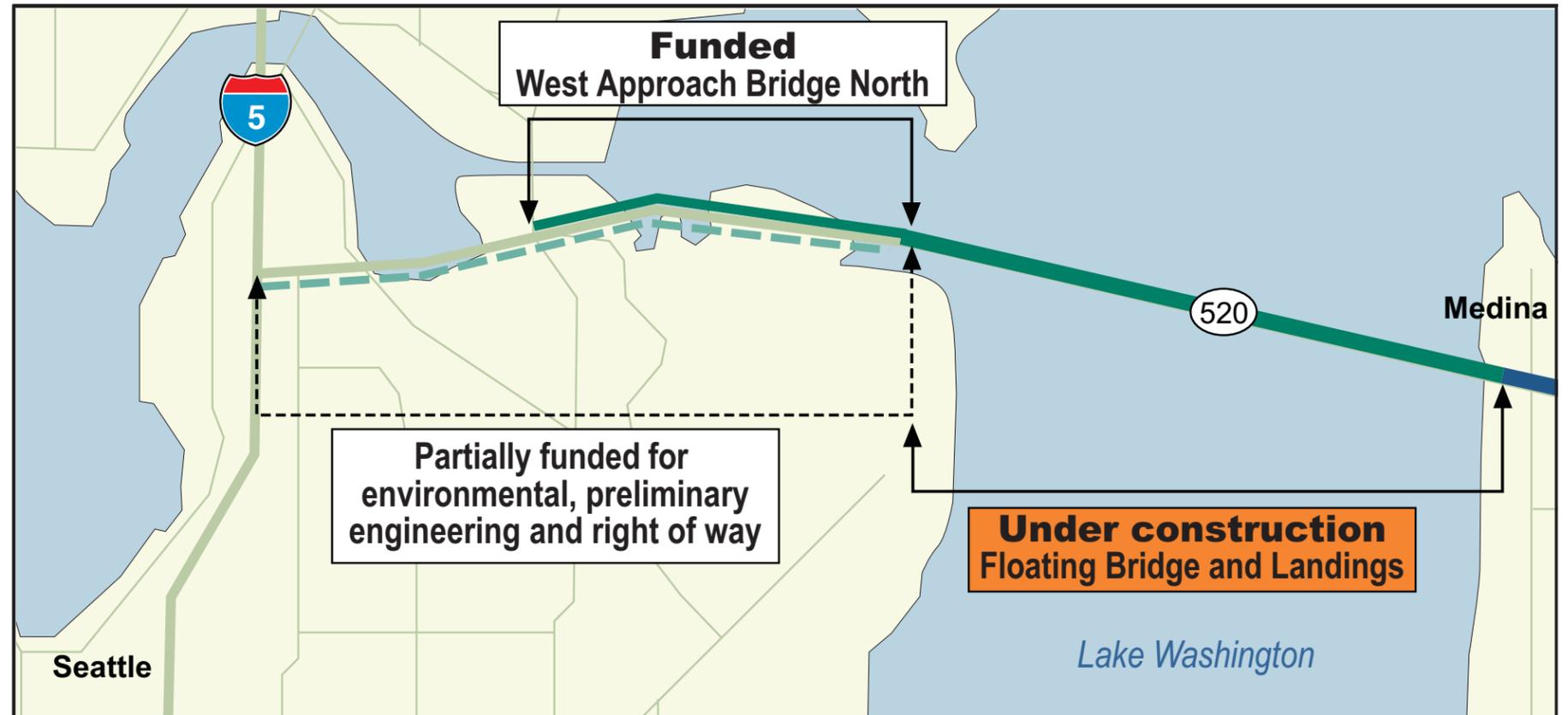


I-5 to Medina: Bridge Replacement and HOV Project

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 started: Spring 2012 on Lake Washington
- **West connection bridge**
 - Construction start: Summer 2013
- **West approach bridge north**
 - Construction start: Summer 2014
- **Remaining project components**
 - Construction start: Pending additional funding

I-5 to Medina project construction sequencing

- We are committed to completing the SR 520 corridor from I-5 to Redmond, with funding needed for some elements between I-5 and the floating bridge. Our highest priority is addressing major vulnerabilities.
- As shown in the I-5 to Medina project final environmental impact statement, our plan is to build the project in the following construction phases:
 - Floating bridge and landings*
 - West approach bridge**
 - Portage Bay Bridge area
 - Montlake interchange area
 - I-5 interchange area
 - Second bascule bridge, if determined to be necessary

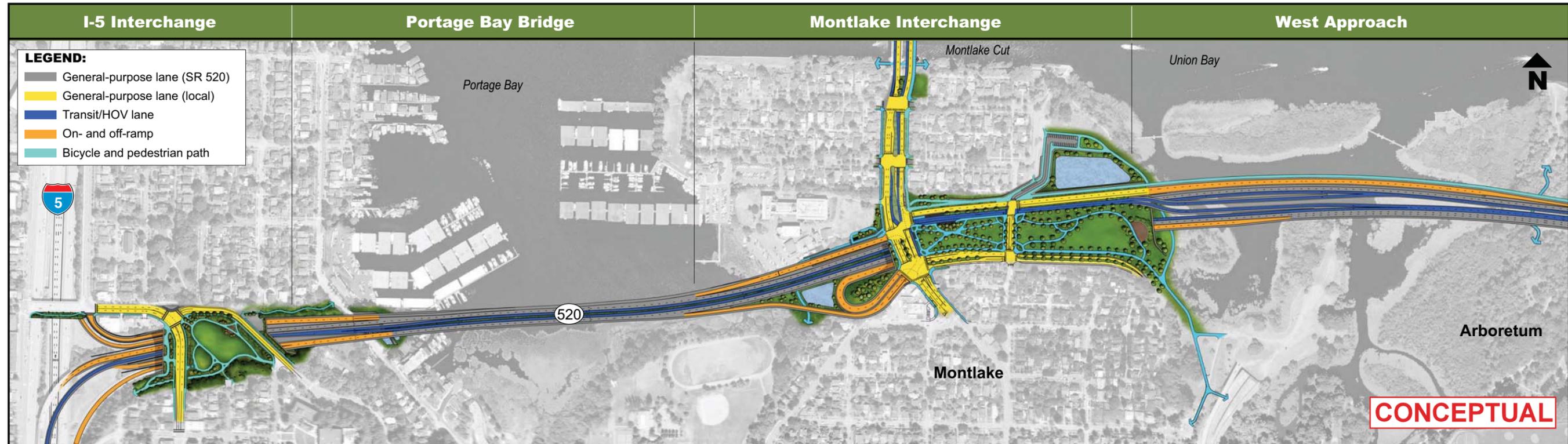
* *Currently under construction*

** *The north half of the west approach is currently funded for construction*

- We continue to seek funding for the remaining elements of the corridor.



I-5 to Medina project - Preferred Alternative (Baseline design)



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.

Seattle Community Design Process overview

- Per the City of Seattle / SR 520 Memorandum of Understanding, WSDOT hosted the Seattle Community Design Process to provide the opportunity for the public to help refine the project vision and baseline design of the SR 520 corridor in Seattle.
- WSDOT worked with the public, design professionals, the City of Seattle, and other key stakeholders, and held seven public sessions.
- A September 2012 draft design report received over 1,600 public comments. WSDOT published the final report in December 2012.
- The result of these conversations was a refined project vision of “Nature meets City,” and a new set of design preferences based on community feedback. The design preferences will inform each phase of design.



Attendees discuss bridge type design options with SR 520 staff at the July 2012 public session.



Participants view design opportunities and learn from project staff at the May 2012 public session.

UPDATE

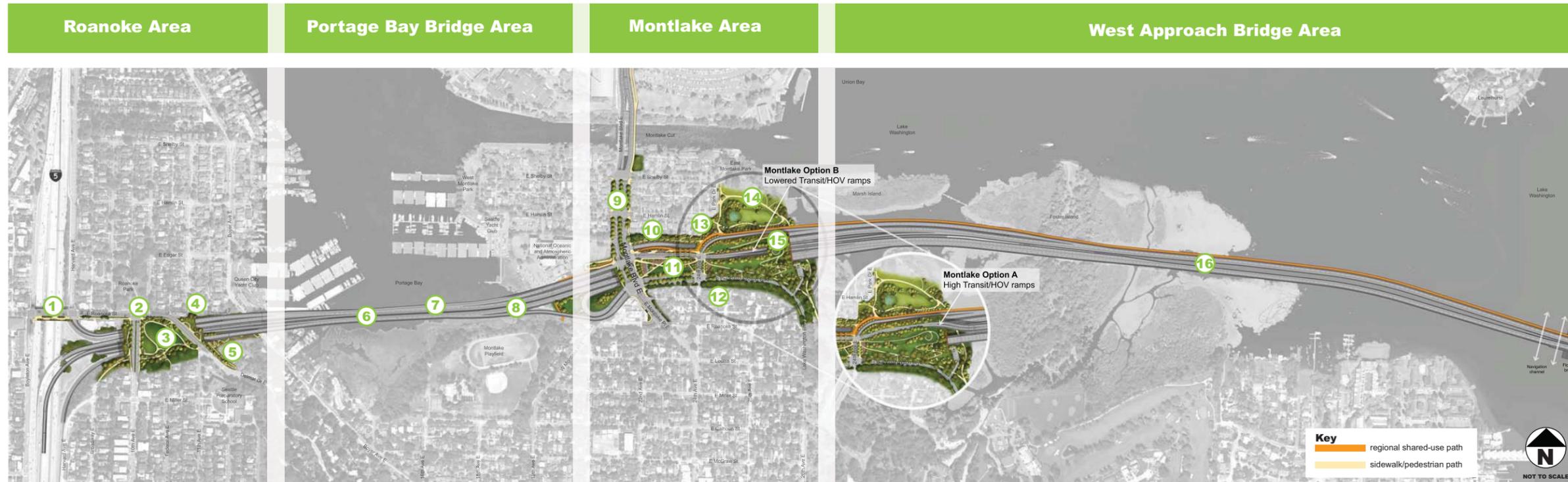
On Feb. 4, 2013, the Seattle City Council Special Committee on SR 520 approved a resolution endorsing the general vision outlined in the final report and providing concurrence and recommendations on the design preferences.

A vote of the full council is scheduled for **Feb. 11, 2013.**

More information can be found at:
www.seattle.gov/council/issues/sr520.htm

Read the final Seattle Community Design Process report at:
www.wsdot.wa.gov/projects/sr520bridge/I5toMedina/SCDP.htm

Seattle Community Design Process design preferences (2012)



Roanoke Area

- 1 I-5 crossing:** Design new 30-foot wide landscaped bicycle and pedestrian shared-use path
- 2 Intersection design:** Improve T-intersection design at 10th Avenue East and Delmar Drive East
- 3 10th and Delmar lid:** Support passive uses as well as bicycle and pedestrian shared-use paths; balance tree preservation and safe public spaces by blending the lid into the hillside
- 4 Bagley Viewpoint:** Expand Bagley Viewpoint and provide street parking on Delmar Drive East
- 5 Boyer connection:** Provide a new, accessible and safe pedestrian connection between Delmar Drive East and Boyer Avenue East

Portage Bay Bridge Area

- 6 Bridge alignment:** Shift the alignment to the north on the west end of the bridge, in order to reduce construction duration
- 7 Bridge type:** Proceed with further technical analysis and refinements for two bridge types, the box girder and the cable stayed bridge; explore ways to integrate the structure with the surrounding neighborhoods
- 8 Bicycle and pedestrian connections:** Study safe, direct and comfortable bicycle and pedestrian connections from Montlake to downtown Seattle and north Capitol Hill, including a bicycle and pedestrian facility on the Portage Bay Bridge

Montlake Area

- 9 Montlake Boulevard East:** Continue to work with the City of Seattle and King County Metro to improve safety, wayfinding, visual character and experience for cyclists and pedestrians
- 10 Canal Reserve:** Lower the westbound off-ramps under 24th Avenue East and shift the regional shared-use path onto the Montlake lid to preserve trees and open space between the neighborhood and the westbound off-ramps
- 11 West Montlake lid:** Develop a mobility hub that includes transit, bicycle and pedestrian facilities, safe connections to and from lid, and space for active uses
- 12 East Lake Washington Boulevard:** Design the roadway to buffer neighbors from traffic, improve visual character and integrate with Washington Park Arboretum by increasing the planted buffer between the roadway and homes on the south side

- 13 24th Avenue East:** Provide bicycle and pedestrian access only to East Montlake Park from 24th Avenue East
- 14 Stormwater facility:** Integrate a constructed wetland facility into the existing East Montlake Park and shoreline area
- 15 East Montlake lid:** Explore options to lower the transit/HOV ramps (see option B) and continue to work with the Seattle Design Commission (SDC), Seattle Department of Transportation (SDOT), Seattle Parks and Recreation, and Seattle Planning and Development to study options and refinements that best fit the project vision: to enhance connectivity for pedestrians, bicyclists and transit users; provide green space in an urban environment; and relate to the Arboretum

West Approach Bridge Area

- 16 Bridge design:** Work toward a simple and clean structural design; include belvedere viewing areas for the regional shared-use path on the north side of the bridge

Partnering with the City of Seattle

WSDOT will continue to ensure the City of Seattle maintains a meaningful role and continued involvement in the I-5 to Medina project. This partnership is outlined in a series of activities included in a Memorandum of Understanding (MOU), signed in October 2011.

Some of the activities outlined in the MOU include:

- Second Bascule Bridge triggers (completed)
- Neighborhood Traffic Management Planning
- Community Construction Management Planning
- Seattle Community Design Process (completed)
- Continue to consult on design and construction as necessary

A complete list of activities and commitments can be found in the MOU online at: www.wsdot.wa.gov/Projects/SR520Bridge/Library/technical.htm



SR 520 staff explains design opportunities at a 2011 Seattle Community Design Process meeting.

Second bascule bridge planning process update

What work has been completed to date?

In June 2012, a Workgroup including representatives from WSDOT, City of Seattle and King County Metro identified the following “triggers” that would signal a need to design and construct the second Montlake Bascule Bridge:

- Bicycle and pedestrian mobility
- Transit speed and reliability
- SR 520 mainline operations

In December 2012, the City of Seattle passed Resolution 31411 recommending not to construct the second bascule bridge in the near future, but to continue to monitor the triggers and analyze any changes in conditions that could affect traffic in the SR 520 corridor.

What are the next steps?

When funding to complete the west side of the SR 520 project is secured, WSDOT will work with partner agencies to monitor conditions and determine if the triggers for a second Montlake bridge are met.

In the meantime, the City of Seattle is exploring other options to enhance bike, pedestrian and transit travel in the Montlake corridor through the following studies:

- Montlake Corridor Transit Reliability Study
- Bike and pedestrian access feasibility study



View of the existing Montlake bridge.

How can I learn more?

Visit Seattle City Council Special Committee on SR 520 website: www.seattle.gov/council/issues/sr520.htm

SR 520 Bicycle, Pedestrian, Transit and Water Network Synthesis

Partnering to Connect the Gaps between Seattle's Neighborhoods, Parks and Activity Centers

Description

Seattle has a **vibrant and growing bicycle and pedestrian network**. Existing routes help people to connect safely and efficiently to work, home, parks and other activity centers. The **SR 520 regional shared-use path** will improve mobility in the local and regional network by filling gaps in the network with a **major new east/west non-motorized link** between Redmond and Seattle. Through the Seattle Community Design Process, we worked closely with diverse stakeholders to analyze existing non-motorized infrastructure and improve the efficiency, safety and experience of the SR 520 regional shared-use path and its connections to the local Seattle network. These stakeholders include: City of Seattle, Seattle Bicycle and Pedestrian Advisory Boards, Cascade Bicycle Club, Seattle Neighborhood Greenways, King County Metro, and the University of Washington.

Through the SCDP work, the SR 520 project worked with stakeholders to identify critical issues:

- Provide improved and more direct routes for all users (pedestrians, bicyclists and transit users)
- Provide multiple connections that accommodate for all levels, abilities and needs such as daily commuters and neighborhood users
- Provide safe and clear connections through underbridge areas
- Reduce area for conflict between pedestrians, bicyclists and vehicles
- Use pathways to activate spaces
- Continue to identify routes that need more exploration

Design Goals

The SR 520 non-motorized planning process established ambitious formal goals for non-motorized connections. Stakeholder input has helped to refine these goals. Moving forward, these goals will guide design and serve as a catalyst for future non-motorized planning and improvements.

Access and mobility

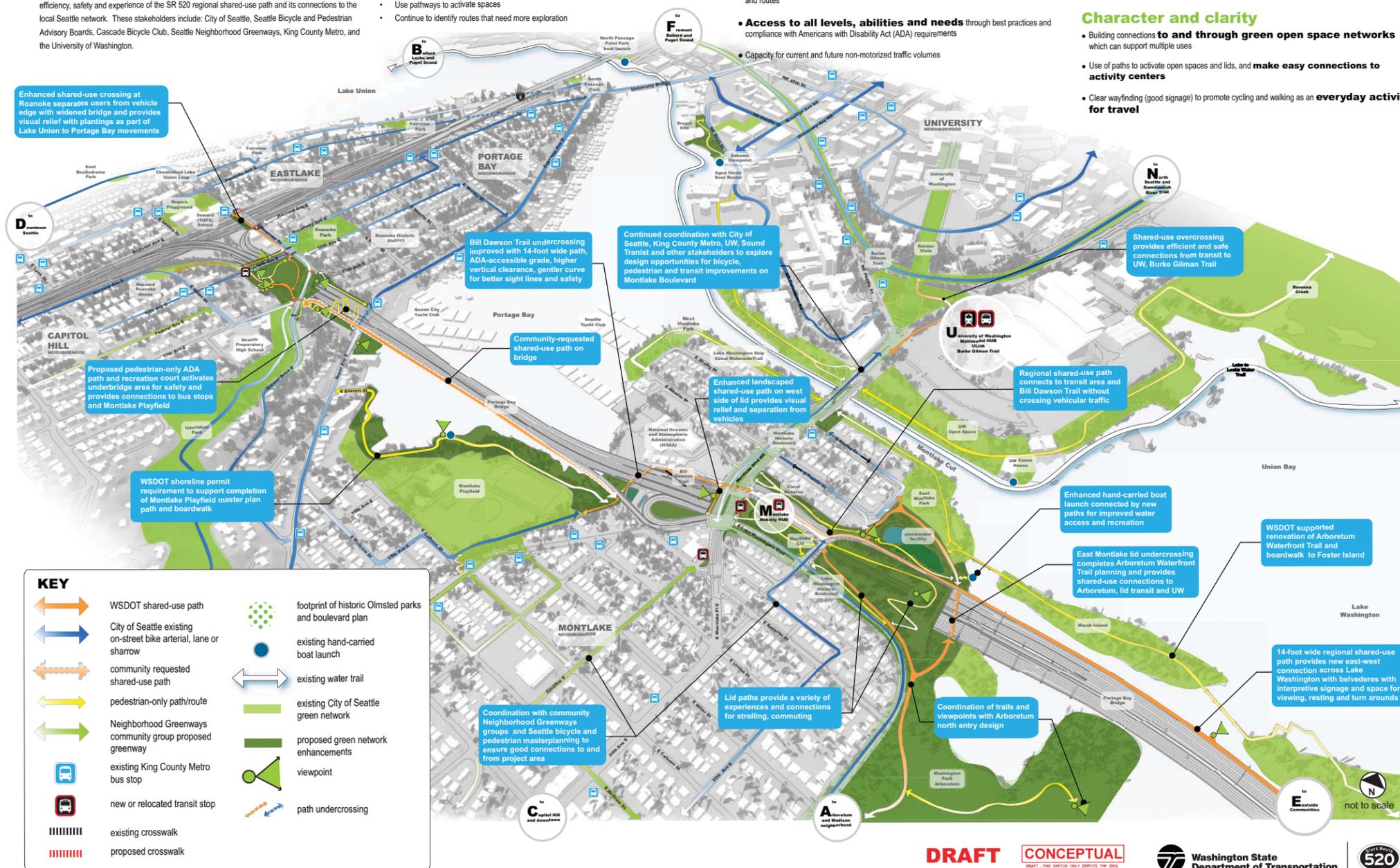
- Mobility between and through neighborhoods with **convenient travel options** and routes
- **Access to all levels, abilities and needs** through best practices and compliance with Americans with Disability Act (ADA) requirements
- Capacity for current and future non-motorized traffic volumes

Health and safety

- **Safe and interesting cycling and walking routes** to attract the most users for recreation and health and activate bridge undercrossing areas
- **Reduction of potential conflicts** among cyclists, pedestrians and vehicles by separation, path widening, separation from vehicles and signage to prevent accidents and promote traffic calming
- Promoting commute-trip reduction (CTR), **congestion**, and greenhouse gas (GHG) reduction

Character and clarity

- Building connections **to and through green open space networks** which can support multiple uses
- Use of paths to activate open spaces and lids, and **make easy connections to activity centers**
- Clear wayfinding (good signage) to promote cycling and walking as an **everyday activity for travel**



DRAFT July 2012

CONCEPTUAL

Washington State Department of Transportation

STATE ROUTE 520

Getting ready for construction: Next steps for the previous MOHAI site

- In 2010, WSDOT acquired the former Museum of History & Industry (MOHAI) building in Montlake and some improvements of the property. MOHAI moved to its new location in South Lake Union.
- Starting this spring, WSDOT is planning to demolish the former MOHAI building. We have already started pre-demolition activities at the site, such as testing for asbestos.
- We acquired the building to make room for future SR 520 improvements in the area, such as a stormwater treatment pond that will be built in the next phase of construction: the West Approach Bridge North. This plan for the MOHAI building was included in the project's cultural resources review.
- By removing the structure now, we will avoid the risk of a vacant building in the neighborhood, reducing the potential for vandalism or unauthorized access. The work will also help get us ready for construction of the improved SR 520 corridor in Seattle.
- Crews will bring demolished materials to a recycling facility, where a significant amount of building material, including concrete, wood and metal, can be recycled.
- We will keep the public informed as demolition progresses. We will also implement best practices during the work to ensure public safety.



Photo of the former MOHAI building in Montlake. Photo by Joe Mabel.