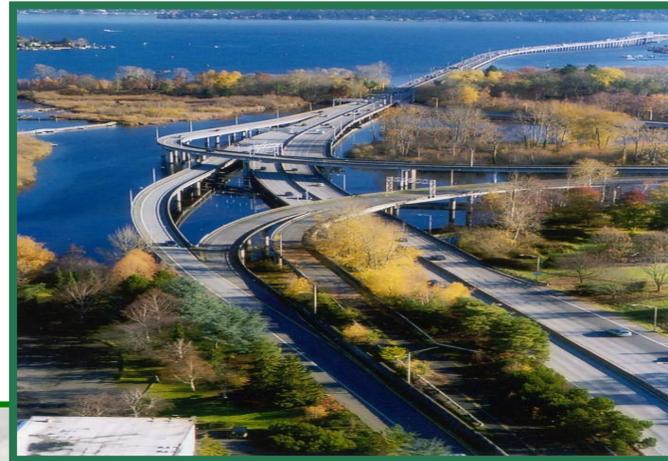
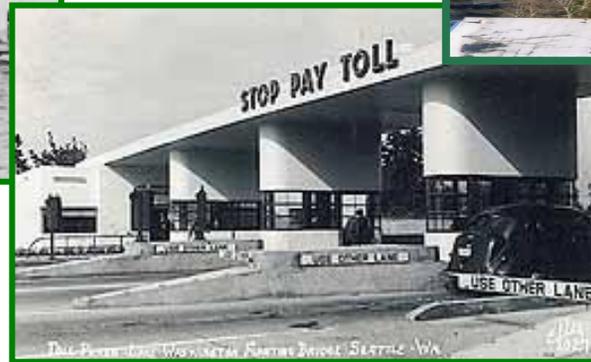




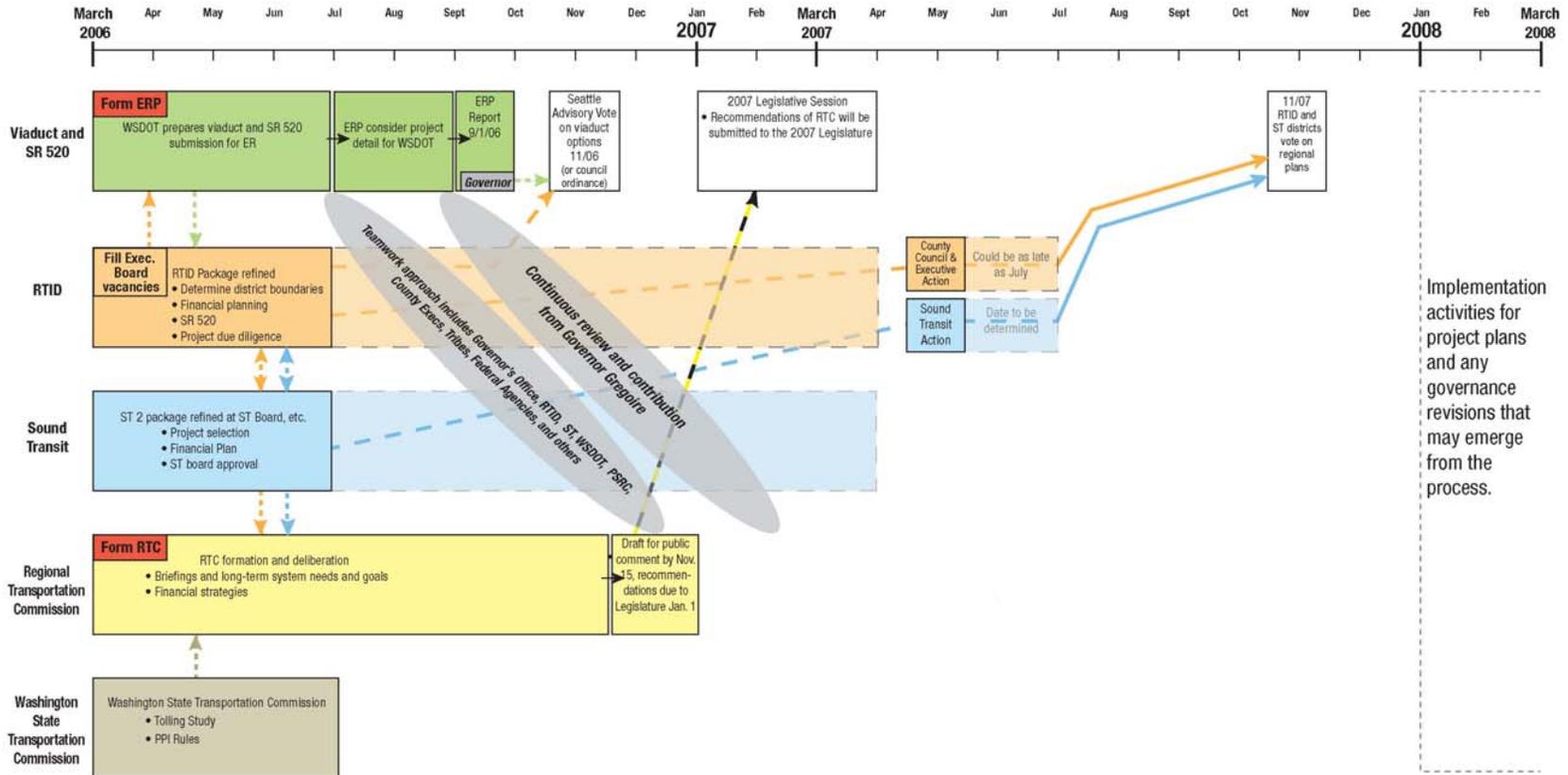
# SR 520 Bridge Replacement and HOV Project

## *Executive Committee*



June 20, 2006  
1:30 – 4:30 p.m.

# Legislative Timeline



Implementation activities for project plans and any governance revisions that may emerge from the process.

# Looking Ahead

Washington's Future Just Got Better™  
**MAKING EVERY DOLLAR COUNT.**

- Transportation Partnership Account approved

**2005**

**2006**

- Draft EIS
- Expert Review Panel
- Announce preferred alternative

- Final EIS
- RTID/ST ballot measure

**2007**

**2008**

- Final design & permitting
- Record of Decision

**2009**



- Advertise for construction

Ongoing Community and Business Outreach

Ongoing SR 520 Corridor Jurisdiction Discussions

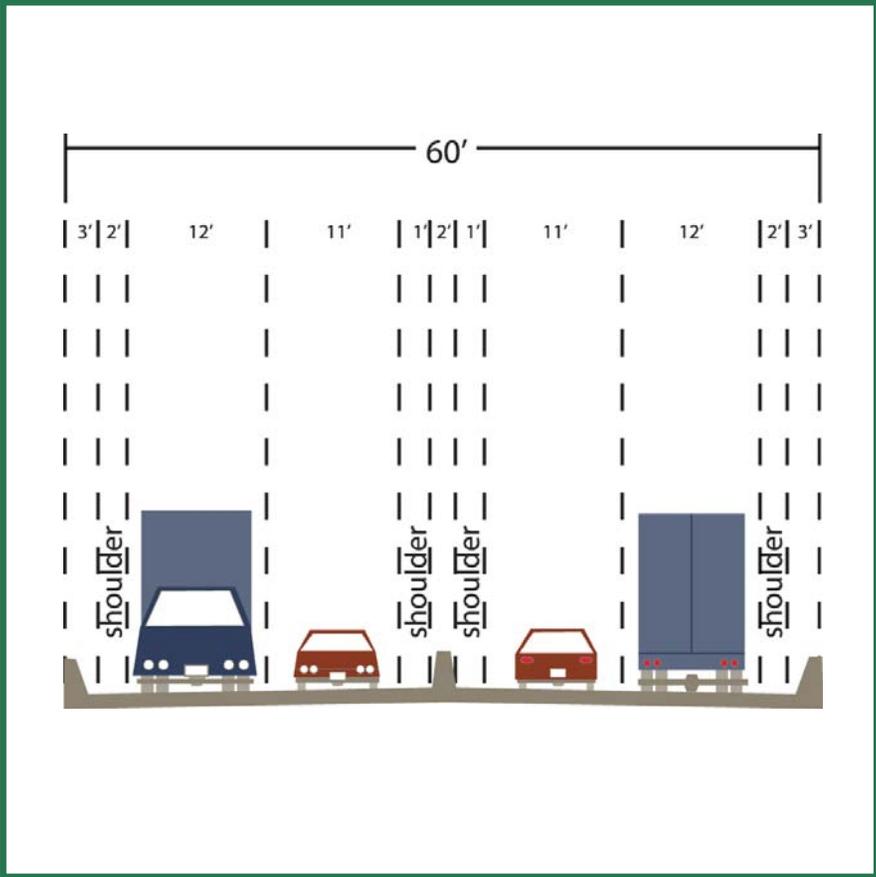
Ongoing Design

# Existing Bridge

Mid-span photo

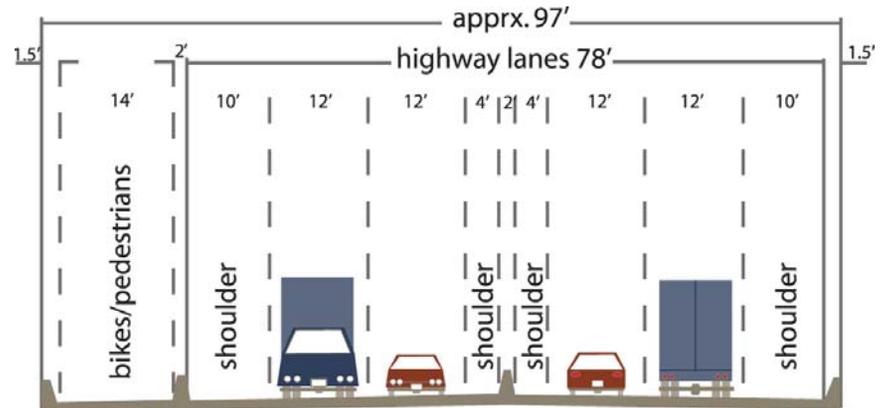


Mid-span cross-section

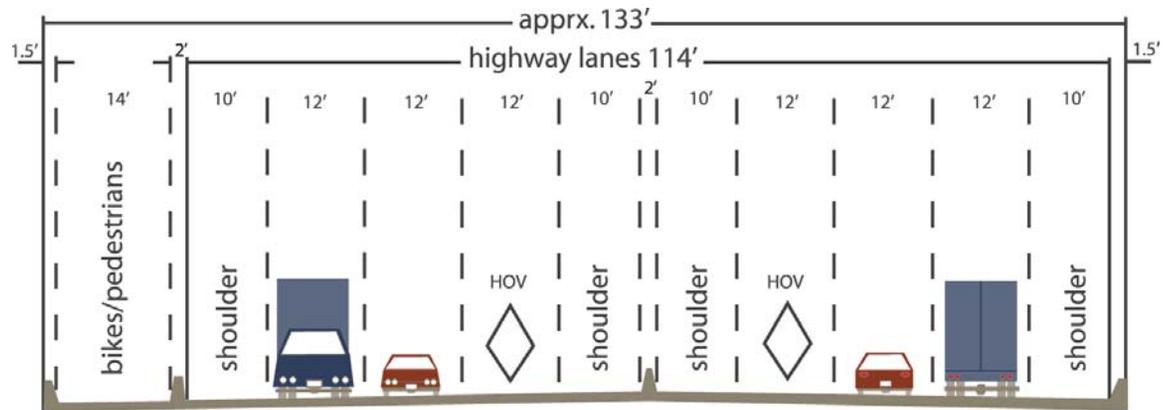


# 4-Lane and 6-Lane Alternatives: Safety, Reliability & Mobility

## 4-Lane Alternative



## 6-Lane Alternative



# 6-Lane Alternative Options

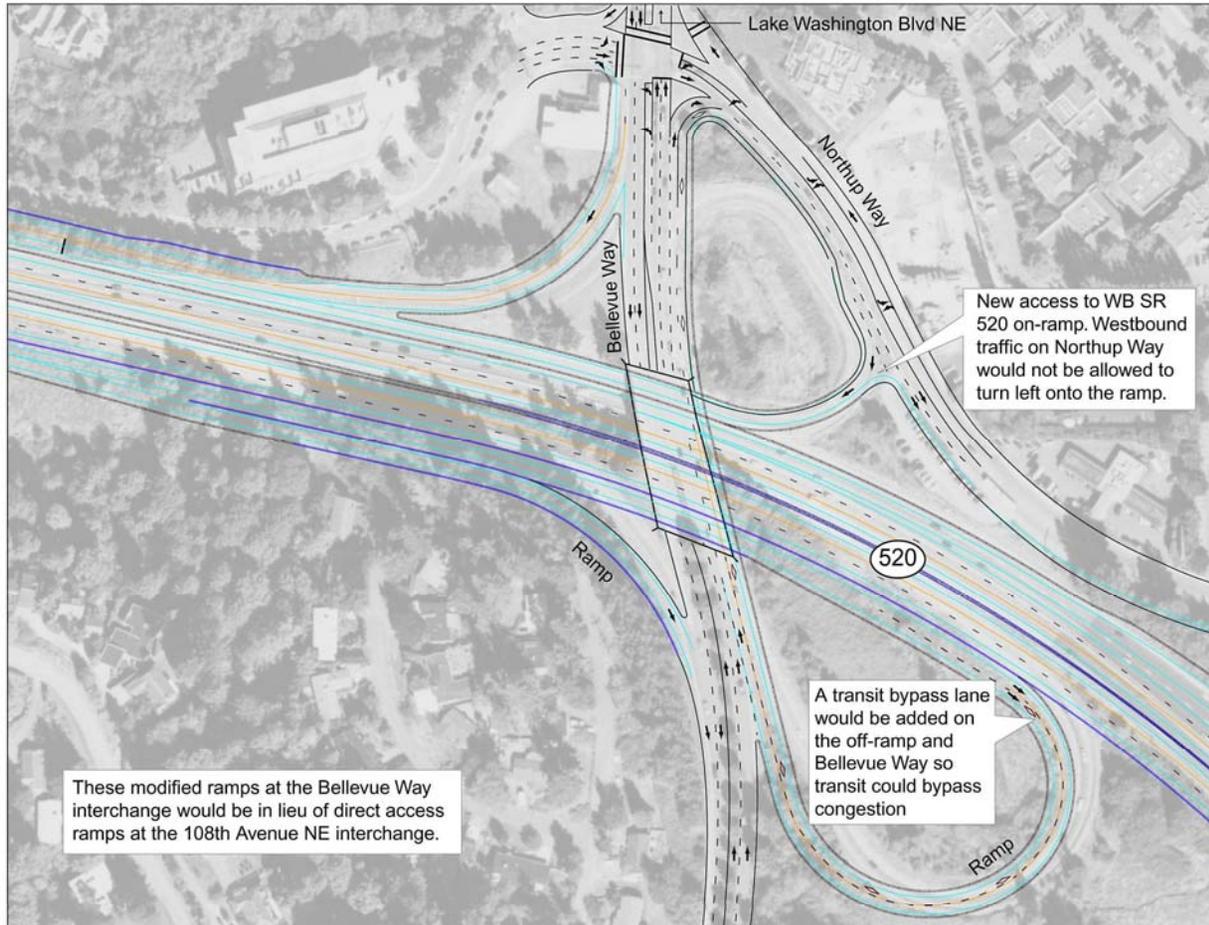
## Eastside

- Bicycle/Pedestrian Path to the North
- No Evergreen Point Road Freeway Transit Stop
- South Kirkland Park & Ride Transit Access - Bellevue Way or 108<sup>th</sup> Avenue NE

## Seattle

- Pacific Street Interchange
- No Montlake Freeway Transit Stop
- Second Montlake Bridge

# S. Kirkland Park & Ride Transit Access – Bellevue Way



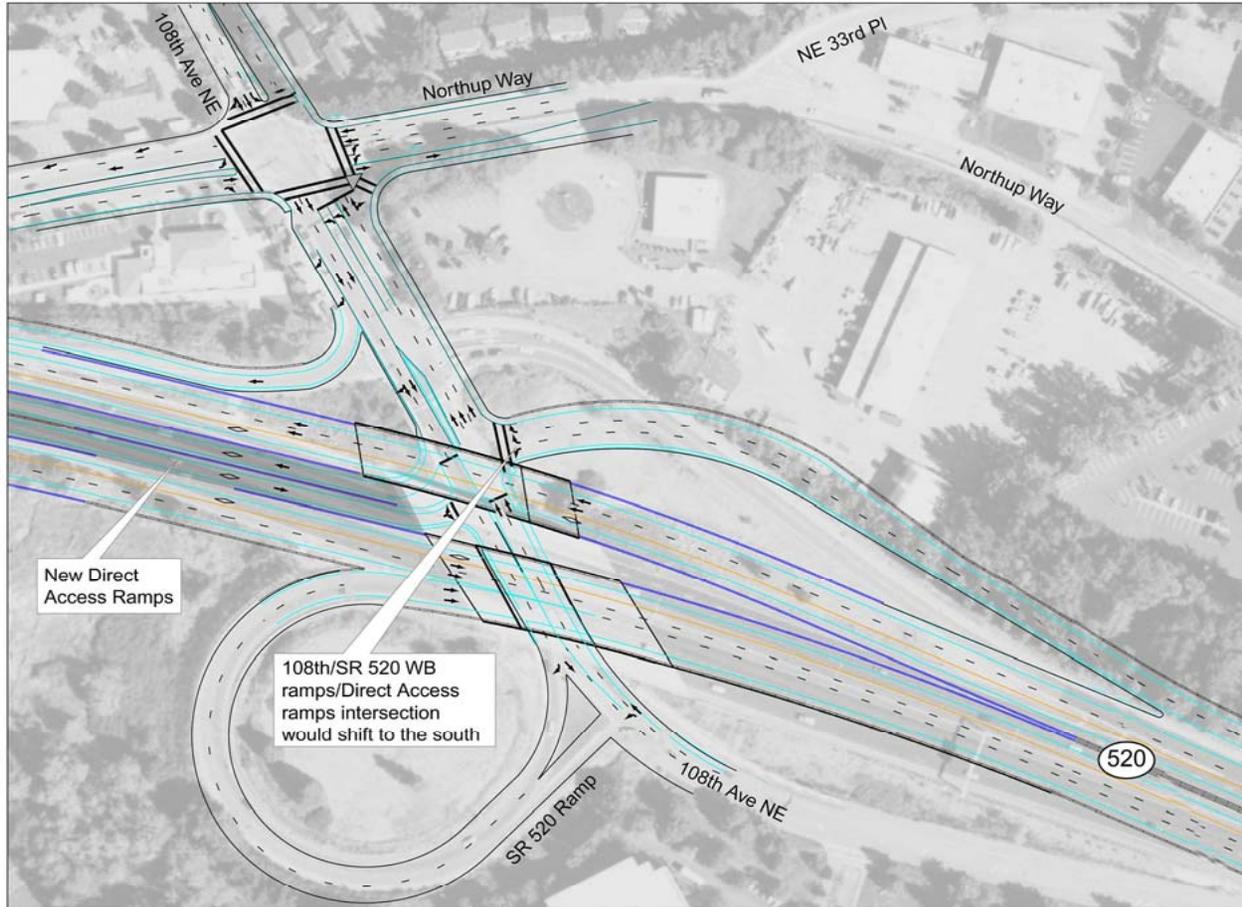
Note: This alternative and its associated improvements were evaluated using Year 2030 traffic conditions with the 6 Lane Base Alternative.



SR 520 Bridge Replacement and HOV Project

180171.AJ.02 Ex5\_108th\_Alt 3.ai 25apr06

# S. Kirkland Park & Ride Transit Access – 108th



Note: This alternative and its associated improvements were evaluated using Year 2030 traffic conditions with the 6 Lane Base Alternative.



SR 520 Bridge Replacement and HOV Project

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# 6-Lane Eastside Evergreen Point Landscaped Lid (draft concept)



# SR 520 Existing: Montlake Area



# 4-Lane Alternative: Montlake Area (draft concept)



# 6-Lane Base Alternative: Montlake Area (draft concept)



# 6-Lane Alternative Design Options: Second Montlake Drawbridge (draft concept)



# 6-Lane Alternative Design Options: Pacific Street Interchange at Montlake (draft concept)



# 6-Lane Alternative Design Options: Seattle Pacific Street Interchange (draft rendering)



# Design Advisory Group

- **The Design Advisory Group is comprised of community representatives from:**
  - North Capitol Hill
  - Portage Bay/Roanoke Park
  - Montlake
  - University of Washington
  - Laurelhurst
  - Madison Park
  - Medina
  - Hunts Point
  - Clyde Hill
  - Yarrow Point
  - Wetherill Nature Preserve
  - Kirkland
  - Bellevue

# DEIS Includes Detailed Analysis in 17 Discipline Reports

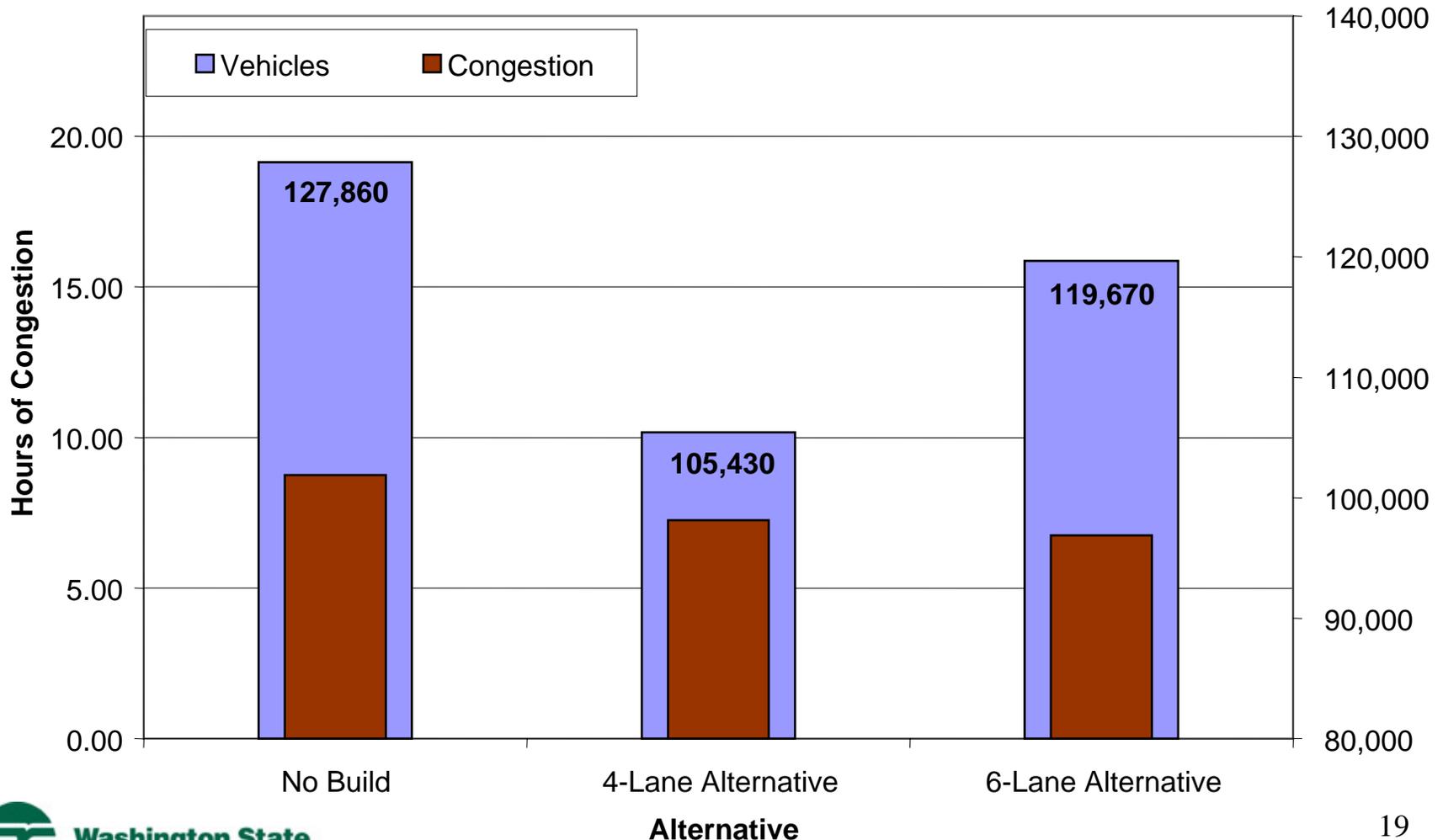
- Transportation
- Geology and soils
- Air quality
- Hazardous materials
- Public services & utilities
- Energy
- Visual Quality and Aesthetics
- Indirect & Cumulative Effects
- Noise
- Social
- Parks and Recreation
- Land Use, Economics and Relocation
- Environmental Justice
- Cultural and Historic Resources
- Ecosystems
- Water Resources
- Navigation

# DEIS Overview

- Transportation – Michael Horntvedt
- Parks and Recreation, Ecosystems, Land Use – Jenifer Young

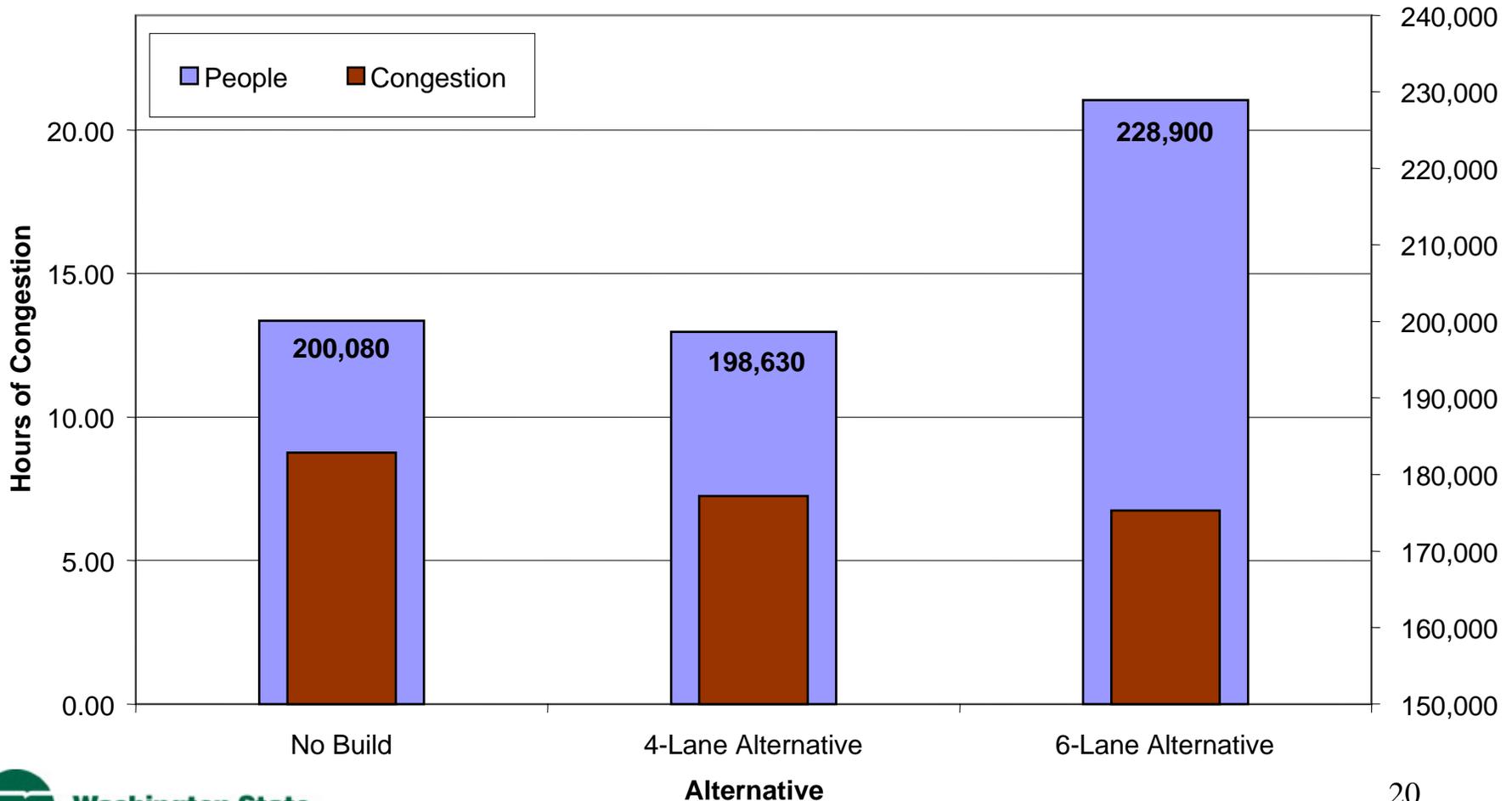
# Vehicle Trips in the Alternatives

**Year 2030 Daily Vehicle Trips**  
SR 520 Between 124th Avenue NE and I-5



# Person Trips in the Alternatives

## Year 2030 Daily Person Trips SR 520 Between 124th Avenue NE and I-5



# Trips and Modes in 2030

## People and Vehicle Trips Year 2030 Forecast

	People	Vehicles
4-Lane*	- 1%	- 18%
6-Lane *	+ 14%	- 6%

\*Daily

## Mode Type by Person\*

	GP	Total Transit/HOV
Existing	70%	30%
No Build	66%	34%
4-Lane	50%	50%
6-Lane	46%	54%

\*Combined eastbound and westbound

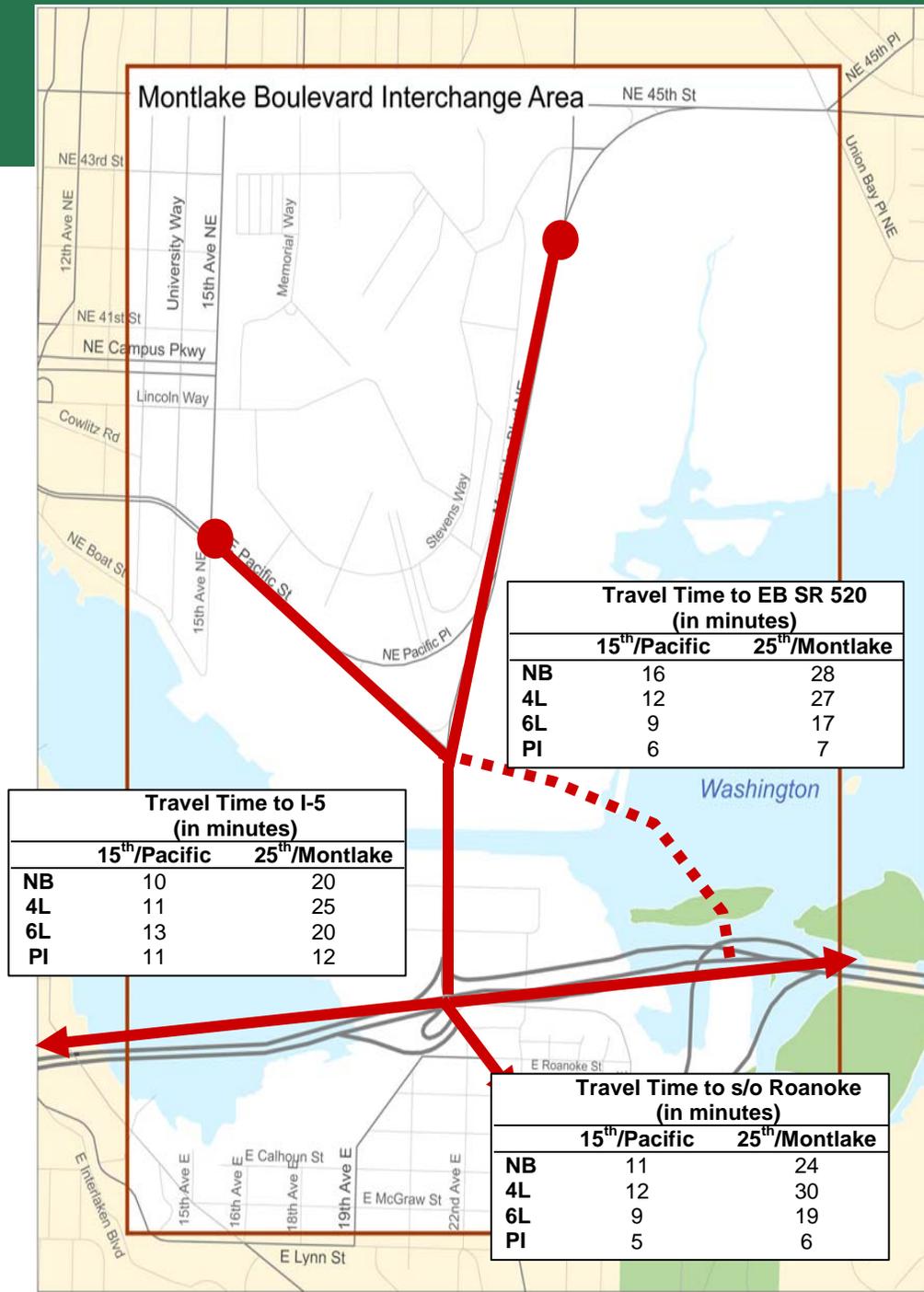
# Eastside Travel Time

- Year 2030 local congestion on Lake Washington Boulevard
- 108<sup>th</sup> Avenue NE direct access bypasses congestion
- Bellevue Way transit lane bypasses congestion
- Transit travel time savings over 10 minutes

# Seattle Travel Times

## Key Travel Time Benefits

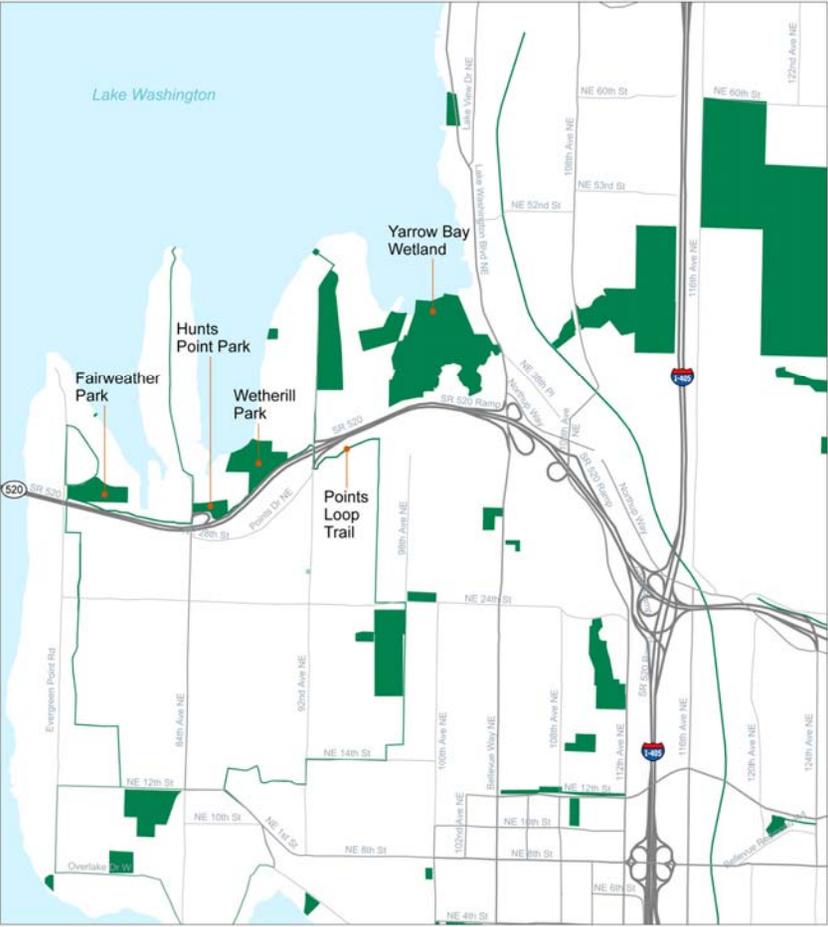
- Currently vehicles wait about 7 minutes in queue for eastbound 520 on ramp
- 6-Lane eliminates queue at EB ramp but not Montlake Blvd southbound queue
- Pacific IC eliminates Montlake Blvd and EB on-ramp queues
- Pacific IC separates freeway and local traffic – good for local transit
- Pacific IC benefits off peak travel because Montlake Bridge openings do not affect freeway trips



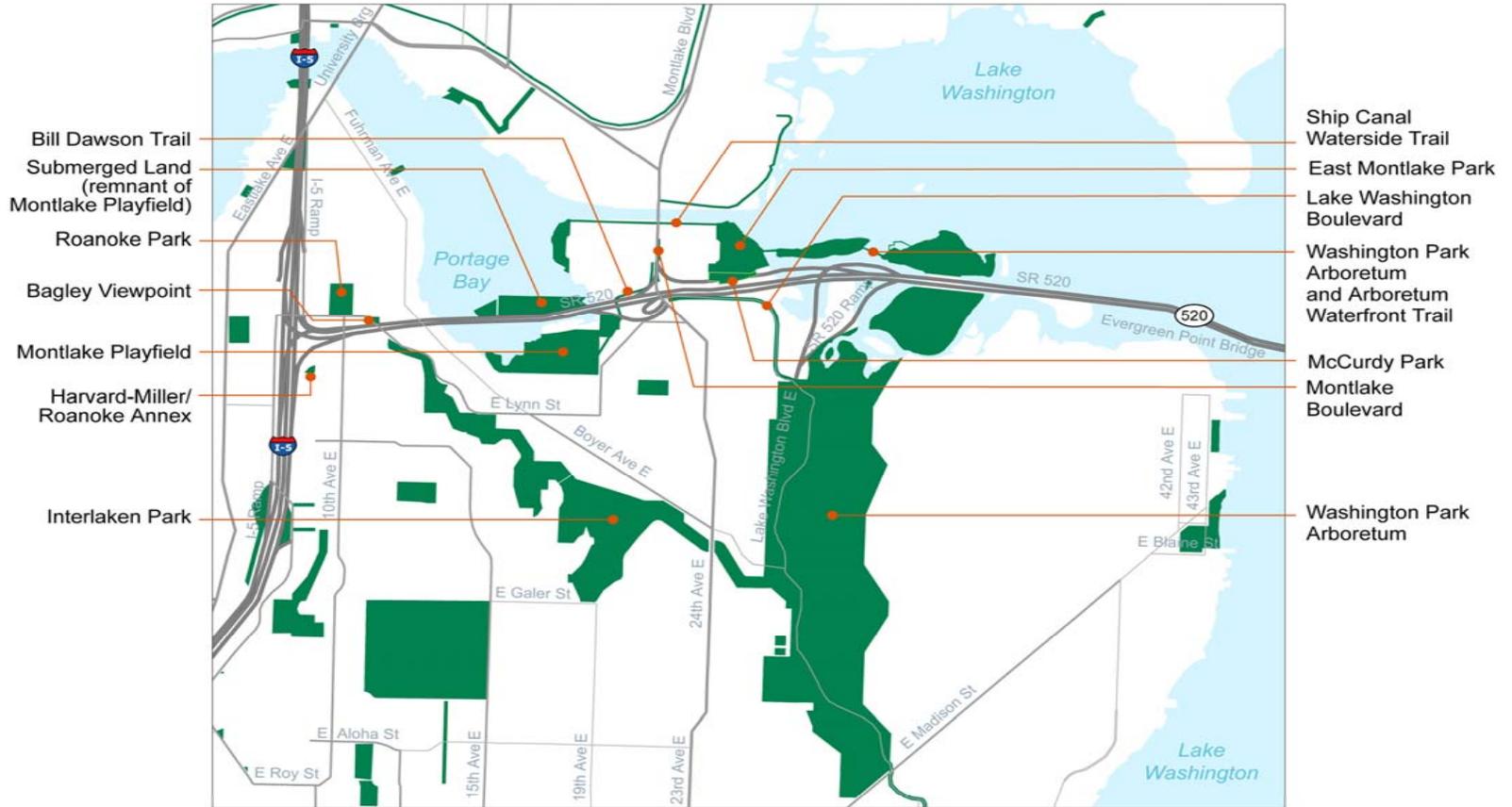
# Transit Analysis: Conceptual Plans

- Two Options Considered
  - Enhance Existing Service
    - 50% increase in fleet
    - New routes for local service
  - Trunk and Feeder Concept
    - BRT like service
    - Modes fleet expansion
    - Requires HOV lanes on SR 520
    - Additional local feeder service

# Parks and Recreation: Eastside



# Parks and Recreation: Seattle



**Exhibit 6. Parks, Recreation Areas, and Open Spaces in the Seattle Project Area**

SR 520 Bridge Replacement and HOV Project

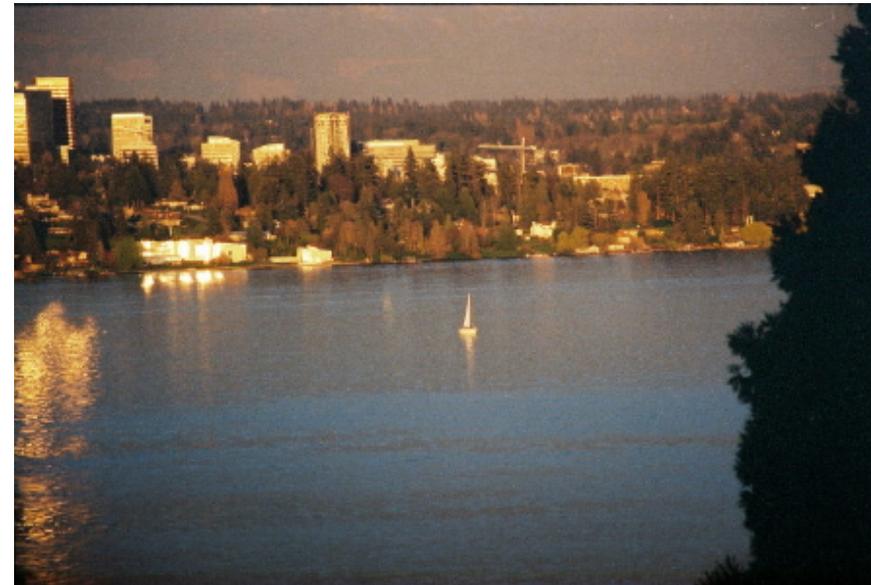
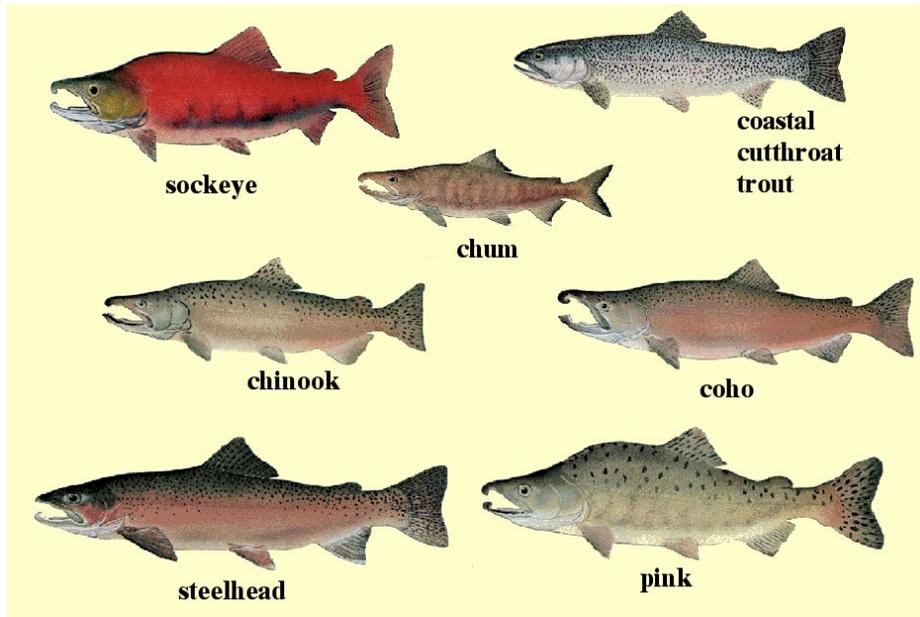
180171.ag.a5.02\_REC\_Ex06\_parks\_17aug04

# Parks and Recreational Area Acquired (acres)

Alternative/Option	Seattle	Eastside
4-Lane Alternative	1.96	0
6-Lane Alternative with Montlake Interchange	3.67	0
6-Lane with Pacific Interchange	3.86	0
6-Lane with Second Montlake Bridge	2.74	0

# Ecosystems

- Wetlands
- Fish
- Water Resources



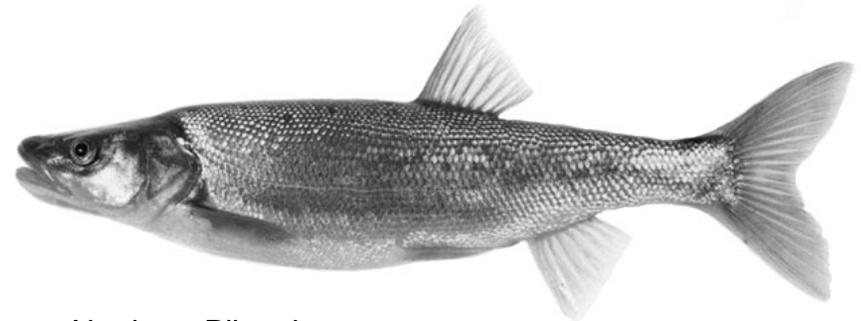
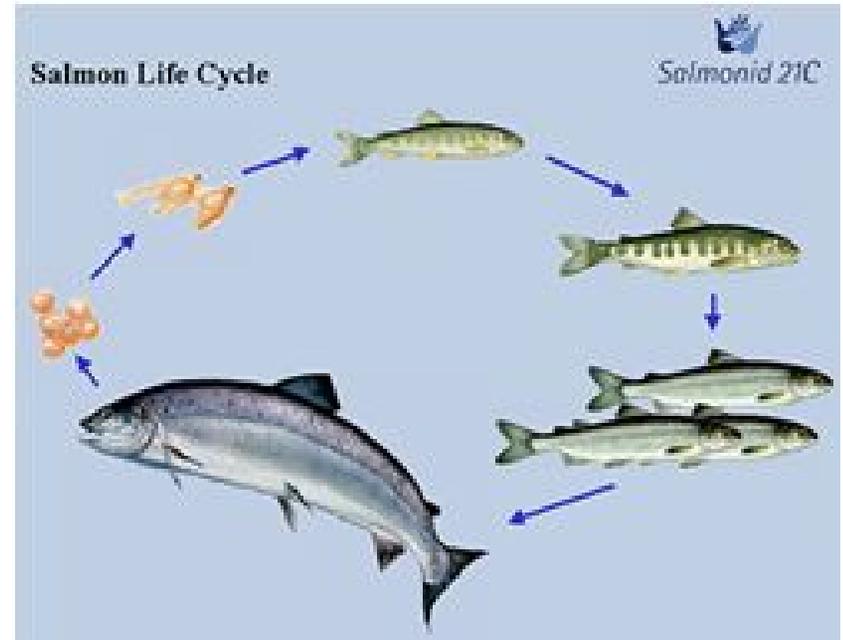
# Wetland Effects (acres)

Alternative/Option	Fill	Shading
Eastside Project Area		
4-Lane Alternative	3.2	-
6-Lane Alternative	6.4	-
South Kirkland P&R Transit Access-108 <sup>th</sup> Avenue NE	7.8	-
South Kirkland P&R Transit Access-Bellevue Way	4.9	-
Seattle Project Area		
4-Lane Alternative	0.2	4.5
6-Lane Alternative	0.2	6.7
6-Lane Alternative with Pacific Street Interchange	0.2	7.8

- All alternatives avoid wetlands and buffers to the greatest extent possible
- All effects will be mitigated through creation, restoration and/or enhancement of wetlands

# Fish

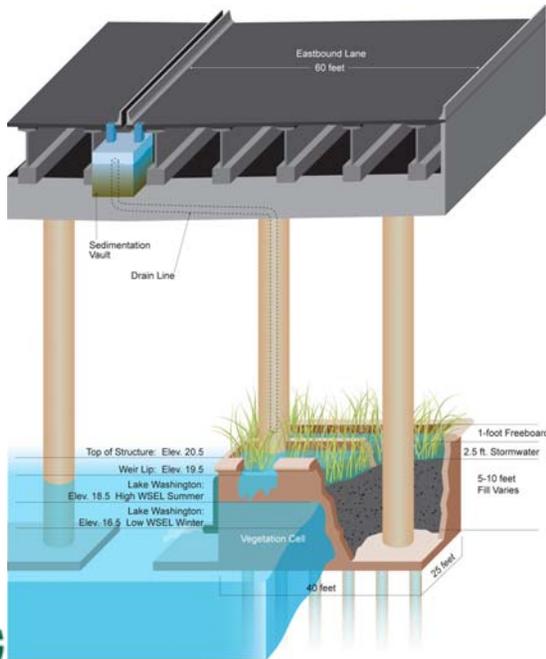
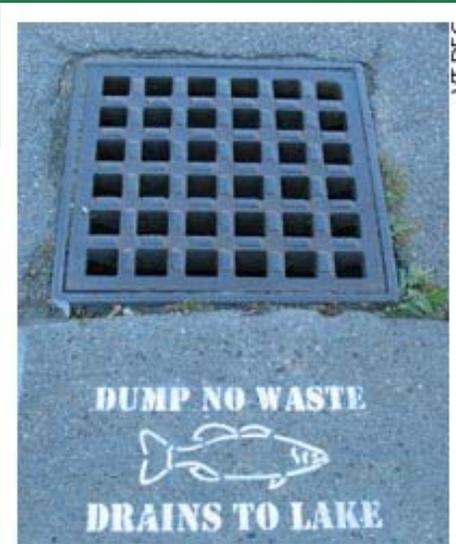
- Larger structures over water would increase coverage, but higher structures would reduce shade levels
- Bridges would have fewer columns
- Unused structures would be removed and ramps consolidated over land
- Wetlands and shorelines would be enhanced after construction
- Culverts would be replaced and obstacles to fish passages would be removed
- Pacific Interchange would add four large columns that could provide habitat for salmon predators



Northern Pikeminnow

# Water Resources

- Currently stormwater is not treated
- With a new SR 520, stormwater would be treated throughout the corridor



WSEL = Water Surface Elevation  
Note: Elevation is based on North American Vertical Datum 1988 (NAVD88).

# Land Use Summary

<b>Displacements in Eastside Project Area</b>		
<b>Alternative/Option</b>	<b>Residential Structures Displaced</b>	<b>Non-Residential Structures Displaced</b>
4-Lane Alternative	2	3
6-Lane Alternative and options	1	3

<b>Displacements in Seattle Project Area</b>		
<b>Alternative/Option</b>	<b>Residential Structures Displaced</b>	<b>Non-Residential Structures Displaced</b>
4-Lane Alternative	1	12
6-Lane Alternative	1	13
Pacific Street Interchange Option	1	10
Second Montlake Bridge Option	3	12

# Land Use Eastside

Exhibit 7-12. Effects on Properties and Structures in the Eastside Project Area

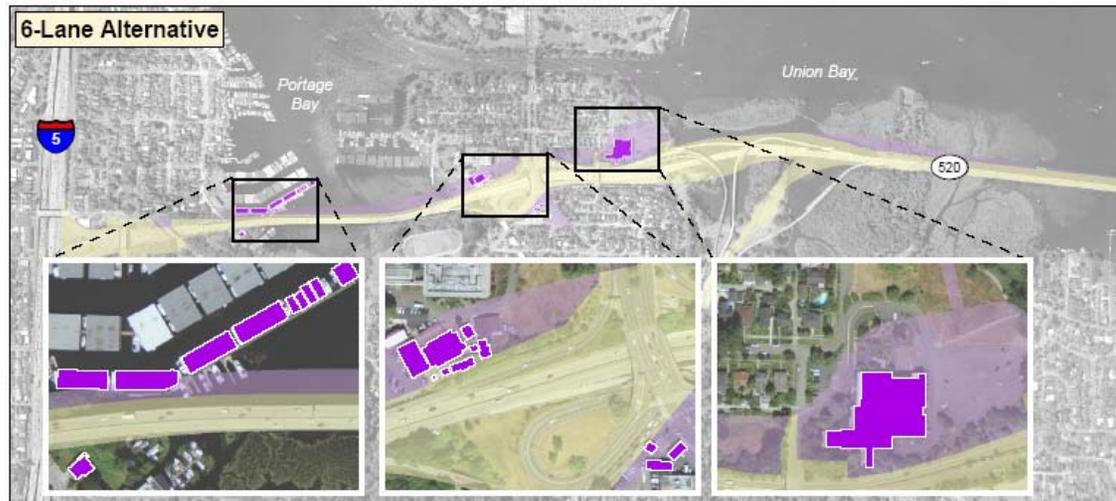


Proposed Project Footprint  
Affected Property/Structure

0 500 1,000 Feet

NOTE: Affected structures are the same for all Eastside options; however, affected property would be similar or less than with the 6-Lane Alternative.

# Land Use Seattle: 4-Lane and 6-Lane Alternatives Effects

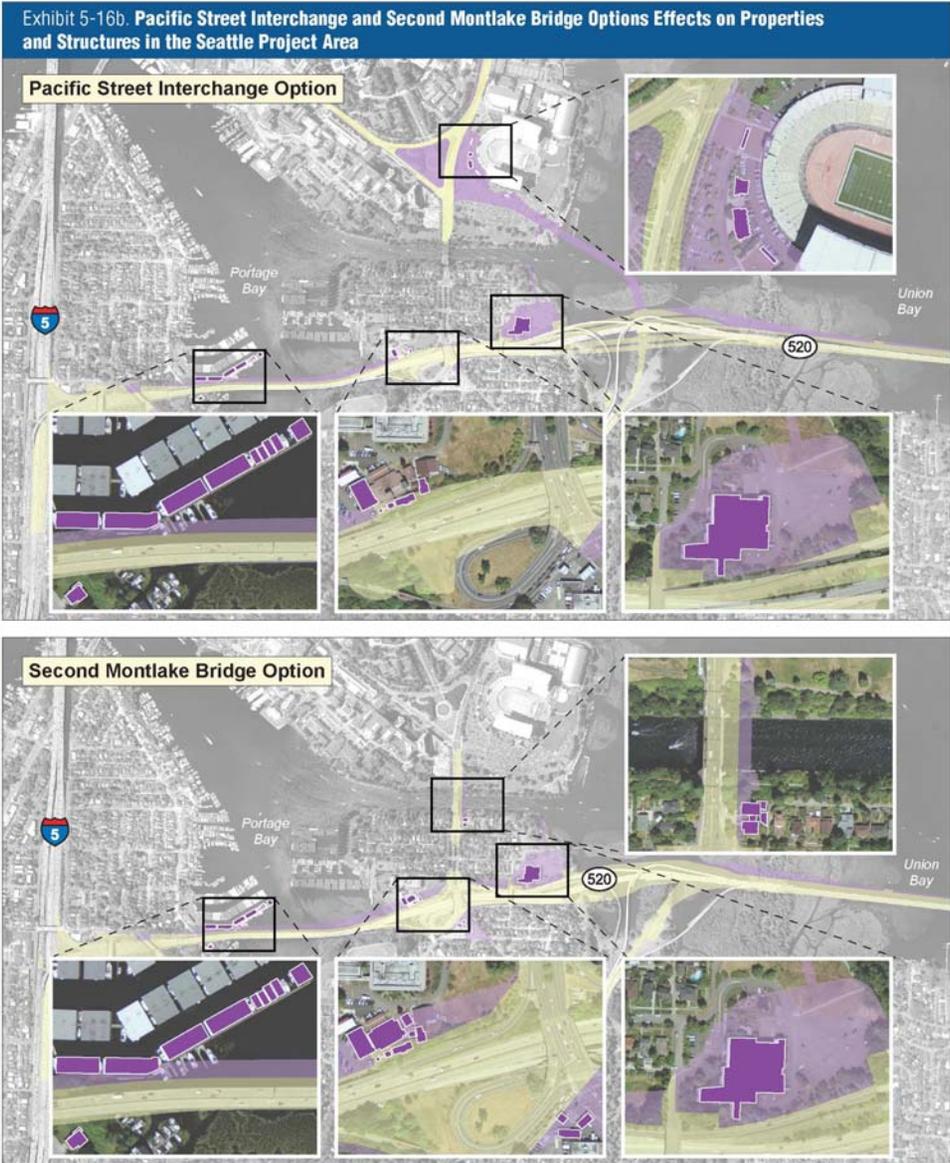


- Proposed Project Footprint inside Existing Right-of-Way/ Affected Property
- Affected Structure

SOURCE: City of Seattle (2003) GIS Data (Building Footprints).

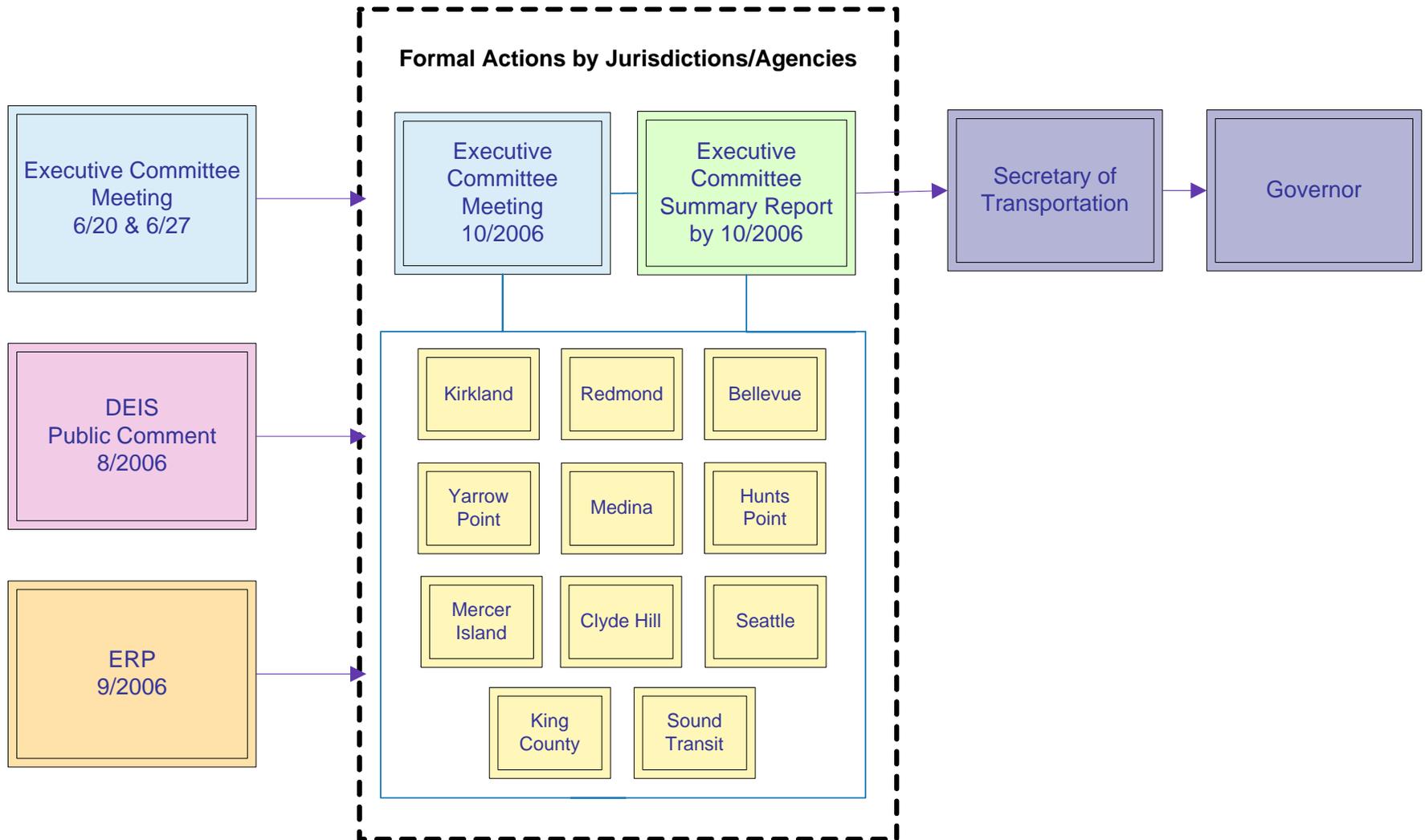
Figure 5-15. 4-Lane and 6-Lane Alternative Effects on Properties and Structures in the Seattle Project Area

# Land Use Seattle: Pacific Interchange Option





# SR 520 Decision-Making Process



# Public Comment

# Plan for Next Week

- Meeting on June 27
- Adjourn