


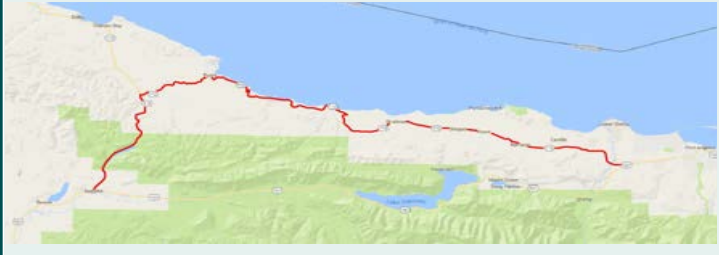
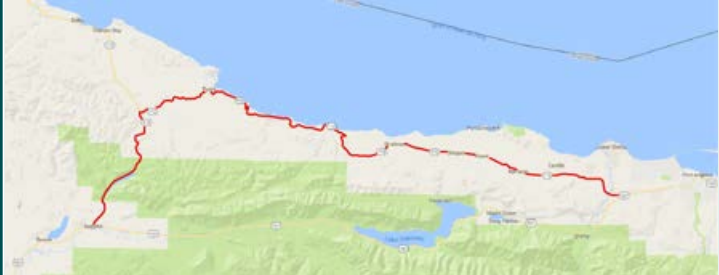




# Design Alternatives - US 101 Elwha River Bridge

	DESCRIPTION	PROS	CONS
<p><b>#5 - NEW BRIDGE ON EXISTING ALIGNMENT</b></p> 	<p>In the 'existing alignment' alternative, WSDOT would remove the Elwha River Bridge and build a new bridge at the same location. Existing traffic would be routed onto SRs 112/113 until the construction was complete.</p> <p><b>Schedule:</b> 2 to 3 years <b>Cost:</b> \$15 M to \$20 M</p>	<ul style="list-style-type: none"> <li>Limited easement and R/W requirements from state/local agencies</li> <li>Modern design provides pedestrians and bicycles safe transit over Elwha River</li> <li>New bridge with 75-year life expectancy</li> <li>Minimizes environmental impacts, but they're greater than retrofitting</li> </ul>	<ul style="list-style-type: none"> <li>Long term detour required</li> <li>Extended emergency services response time, increased commute time between Forks and Port Angeles (due to detour)</li> <li>Increased construction timeline; construction on new bridge could not begin until existing bridge was removed</li> <li>Utilities would need to be relocated</li> </ul>
<p><b>#6 - NEW BRIDGE ON PARALLEL ALIGNMENT</b></p> 	<p>In the 'parallel alignment' alternative, WSDOT would build a new bridge adjacent to the existing bridge. The existing bridge would remain open to traffic during construction.* After construction was complete, traffic would be diverted onto the new bridge and the old bridge would be removed.</p> <p>*Assumes bridge remains structurally sound.</p> <p><b>Schedule:</b> 1 to 2 years <b>Cost:</b> \$15 M to \$20 M</p>	<ul style="list-style-type: none"> <li>Limited easement and R/W requirements from state/local agencies</li> <li>Existing bridge is detour during construction</li> <li>Limited interruptions to traveling public</li> <li>Modern design provides pedestrians and bicycles safe transit over Elwha River</li> <li>New bridge would have 75-year life expectancy</li> <li>Minimal environmental impacts, but they would be greater than using existing alignment</li> </ul>	<ul style="list-style-type: none"> <li>Right of way needed</li> <li>Requires permanent alignment shift onto bridge, making curve at end of bridge sharper</li> <li>Utilities would need to be relocated</li> </ul>
<p><b>#7 - NEW BRIDGE ON NEW ALIGNMENT</b></p> 	<p>In the 'new bridge on new alignment' alternative, WSDOT would build a new bridge on a new alignment across the Elwha River. The existing bridge would remain open to traffic during construction.* After construction was complete, traffic would be shifted onto the new bridge and the old bridge would be removed.</p> <p>*Assumes bridge remains structurally sound.</p> <p><b>Schedule:</b> 1 to 2 years <b>Cost:</b> \$18 M to \$25 M</p>	<ul style="list-style-type: none"> <li>Existing bridge is detour during construction</li> <li>Limited interruptions to traveling public</li> <li>Modern design provides pedestrians and bicycles safe transit over Elwha River</li> <li>New bridge would have 75-year life expectancy</li> <li>Better roadway geometrics at east end of bridge, including the intersection at Olympic Hot Springs Road</li> </ul>	<ul style="list-style-type: none"> <li>Increased right of way and permitting deadlines for construction</li> <li>Utilities would need to be relocated</li> </ul>

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	DESCRIPTION	PROS	CONS
<b>#1 - NO BUILD</b> 	<p>In the 'no-build' option, the Elwha River Bridge would be abandoned without plans to reopen or reconstruct the bridge. Turn-arounds would be constructed at both ends of the bridge. SRs 112/113 would be signed as the alternate route.</p> <p><b>Schedule:</b> 1 week to close. 1 year to construct turn-arounds.  <b>Cost:</b> \$400,000-\$600,000</p>	<ul style="list-style-type: none"> <li>No permitting or right of way required</li> <li>Signing and barrier can be quickly installed</li> <li>Reroute uses existing state highways</li> </ul>	<ul style="list-style-type: none"> <li>Extended travel and emergency response times</li> <li>Reliability - SR 112 is frequently closed due to slides and downed trees during winter months</li> <li>Traffic on SR 112 would increase 3-fold, from 1,144 vehicles per day to 4,554 vehicles per day, with 16% truck traffic</li> <li>\$1.2 M cost of eventual bridge removal</li> </ul>
<b>#2 - REPLACE US 101 WITH SRs 112 &amp; 113</b> 	<p>In the 'replace with SRs 112/113' option, the Elwha River Bridge would be abandoned without plans to reopen or reconstruct it. SRs 112/113 would be improved to better accommodate the increased traffic volumes. Necessary detour upgrades would require 2 to 5 years to complete, with full upgrades to National Highway System standards requiring up to 10 years to complete.</p> <p><b>Schedule:</b> 2 to 5 years for necessary upgrades, 10 years for full NHS standards  <b>Cost:</b> \$40-50 M for immediate upgrades; up to \$95 M to reach full National Highway System standards</p>	<ul style="list-style-type: none"> <li>Limited easement and R/W requirements from state/ local agencies</li> <li>Modern design provides pedestrians and bicycles safe transit along US 101</li> </ul>	<ul style="list-style-type: none"> <li>Right of way required</li> <li>Multiple construction seasons</li> <li>Intersection improvements needed for permanent rerouting</li> <li>Extended travel and emergency response times</li> <li>Lower speed limit for new route according to geometric design</li> <li>\$1.2 M cost of eventual bridge removal</li> <li>Another approx. \$95 M investment to bring SRs 112/113 up to National Highway System standards over 10 years</li> <li>Utilities would require relocation</li> </ul>
<b>#3 - ALTERNATE HIGHWAY WEST OF SR 112 BRIDGE</b> 	<p>In the 'alternate highway' option, WSDOT would construct a two-lane highway on or near Eden Valley Road between US 101 and SR 112. The existing Elwha River Bridge would be used until the new route was complete,* after which the bridge would be removed and traffic would be routed onto the new highway. WSDOT would also upgrade existing US 101 and SR 112, including building new intersections, repaving, and adding safety features.</p> <p>*Assumes bridge remains structurally sound.</p> <p><b>Schedule:</b> 2 to 3 years  <b>Cost:</b> \$35 M to \$45 M</p>	<ul style="list-style-type: none"> <li>Roadway service life expectancy 20 years</li> <li>Provides pedestrian facilities for safe transit along US 101</li> </ul>	<ul style="list-style-type: none"> <li>Would require purchasing large amount of right of way.</li> <li>Extended emergency services response times, extended commute times between Forks and Port Angeles (10-15 minutes)</li> <li>\$1.2 M cost of eventual bridge removal</li> <li>Utilities would require relocation.</li> </ul>
<b>#4 - RETROFIT EXISTING BRIDGE</b> 	<p>In the 'retrofit' alternative, WSDOT would retrofit the existing bridge and stabilize its foundation. Existing bridge traffic would use the bridge with occasional single lane closures and detours onto SR 112/113 until the project was complete.*</p> <p>*Assumes bridge remains structurally sound.</p> <p><b>Schedule:</b> 1-2 years with future deck replacement.  <b>Cost:</b> \$10 M to \$15 M</p>	<ul style="list-style-type: none"> <li>Extend bridge service life expectancy by 10-15 years</li> <li>Limited interruptions to traveling public</li> <li>Minimal environmental impacts</li> </ul>	<ul style="list-style-type: none"> <li>Existing bridge is over 90 years old and new bridge would be required within 10-15 years*</li> <li>Future deck replacement within 5 years would cause significant traffic impacts, including a detour, during construction</li> <li>Utilities would need to be relocated</li> </ul>

Shaded alternatives were removed from further consideration on December 20, 2016.