

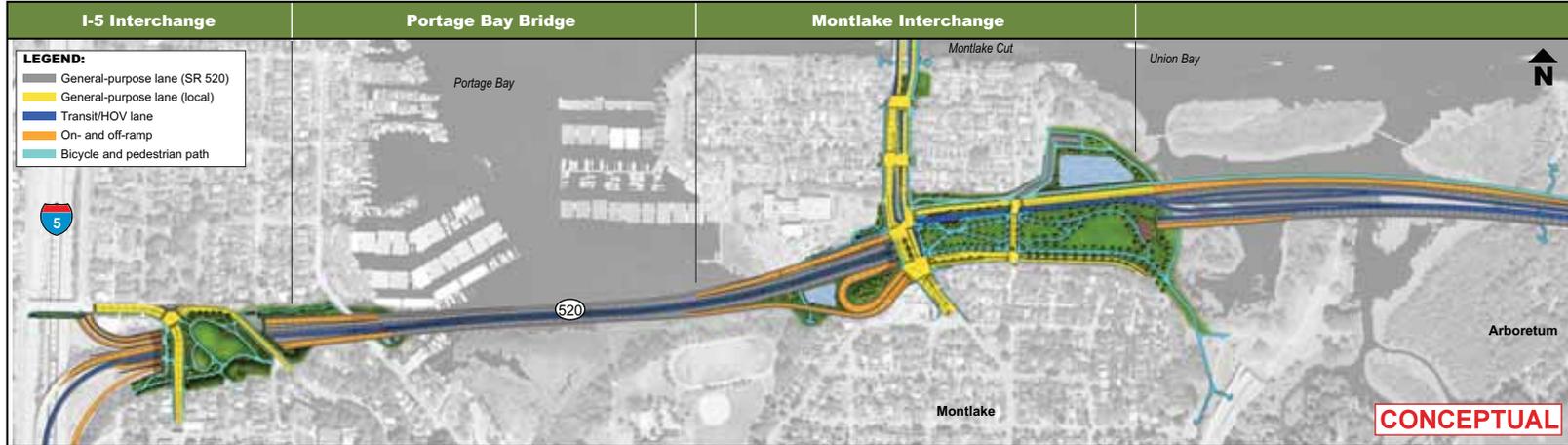
SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



Preferred Alternative

June 2011



Key Features

Lower 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 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.
- 115-foot wide 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 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.



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I-5 Interchange



LEGEND:

- General-purpose lane (SR 520)
- General-purpose lane (local)
- Transit/HOV lane
- On- and off-ramp
- Bicycle and pedestrian path



CONCEPTUAL

North
Not to Scale



Vicinity map

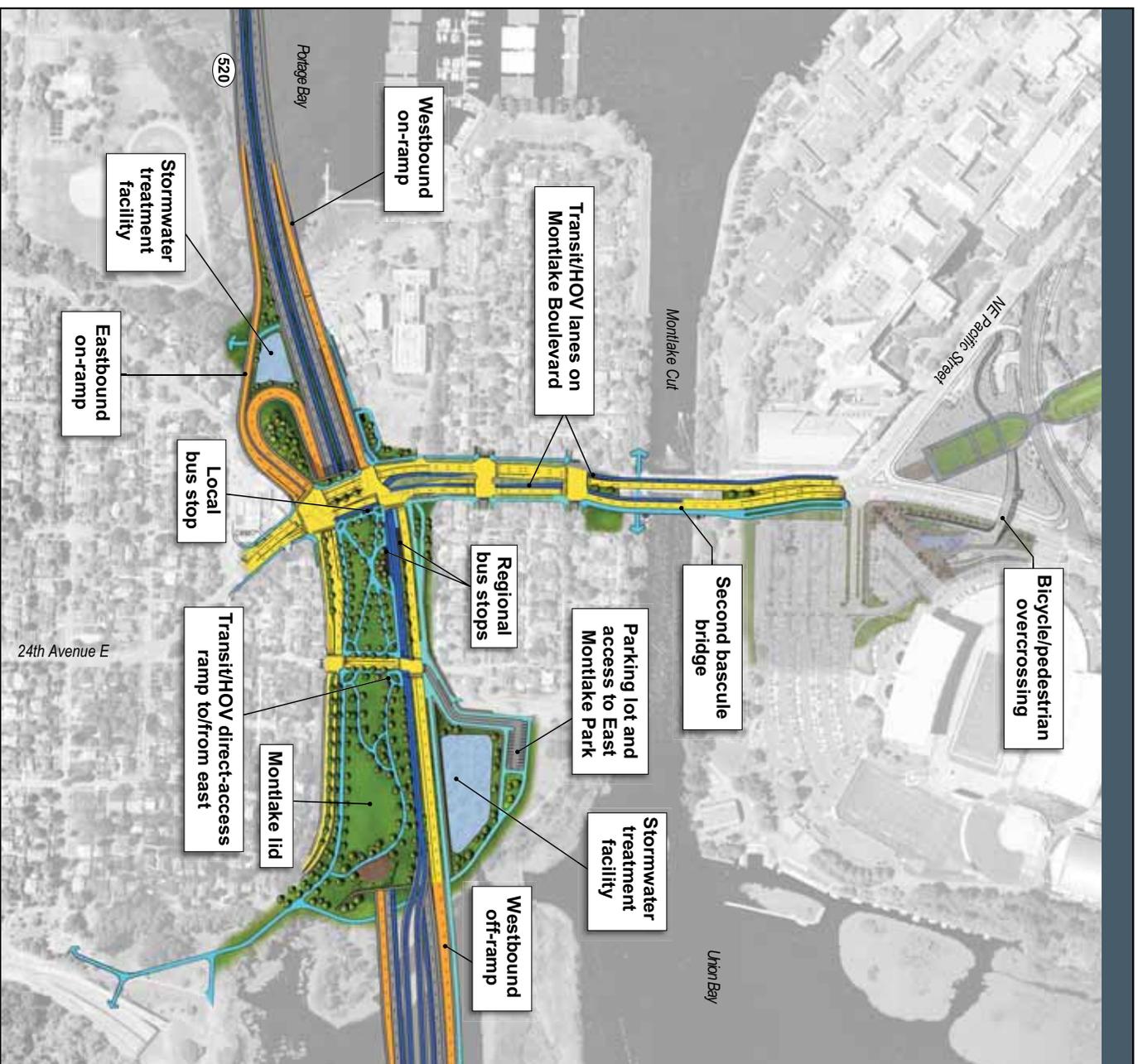


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Montlake Interchange



Vicinity map

- LEGEND:**
-  General-purpose lane (SR 520)
 -  General-purpose lane (local)
 -  Transit/HOV lane
 -  On- and off-ramp
 -  Bicycle and pedestrian path



Additional refinement will occur through the City of Seattle design process per legislation (ESSB 6392).

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West Approach and Floating Bridge



Rendering of floating bridge looking southeast



Vicinity map

LEGEND:

- General-purpose lane (SR 520)
- General-purpose lane (local)
- Transit/HOV lane
- On- and off-ramp
- Bicycle and pedestrian path



North
Not to Scale

CONCEPTUAL