

Project purpose and need

- The current bridge was built 65 years ago and needs to be replaced
- Timber piles that support the bridge are decaying and the concrete girders are cracked
- The bridge was not built to current seismic standards
- The new roadway configuration will better accommodate all users, including potential transit expansion

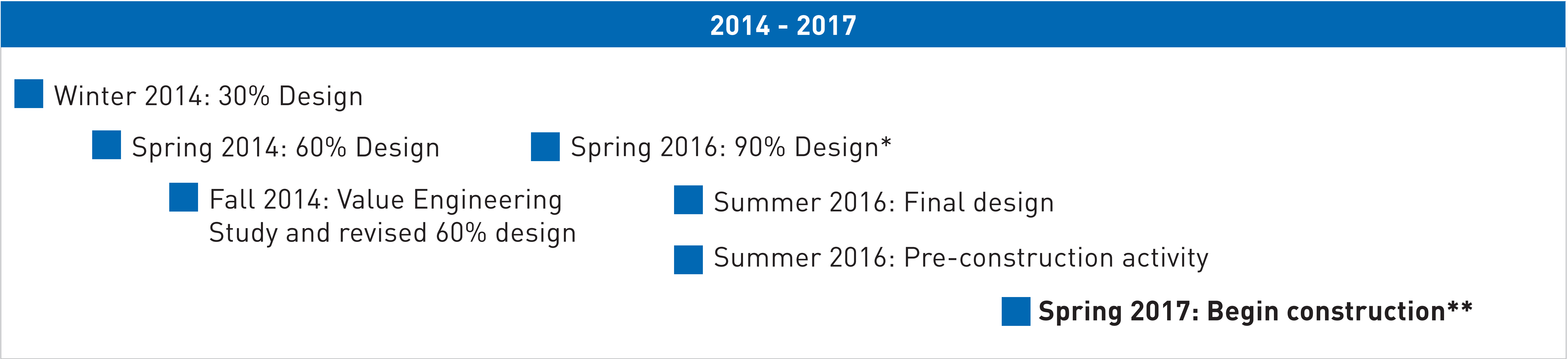


Project area



The Fairview Ave N Bridge is located on the eastern shore of Lake Union between the South Lake Union and Eastlake neighborhoods

Project schedule



*The project will comply with all necessary environmental permitting and associated schedules

**Construction start date pending permit approval and additional funding

Funding

Current funding sources:

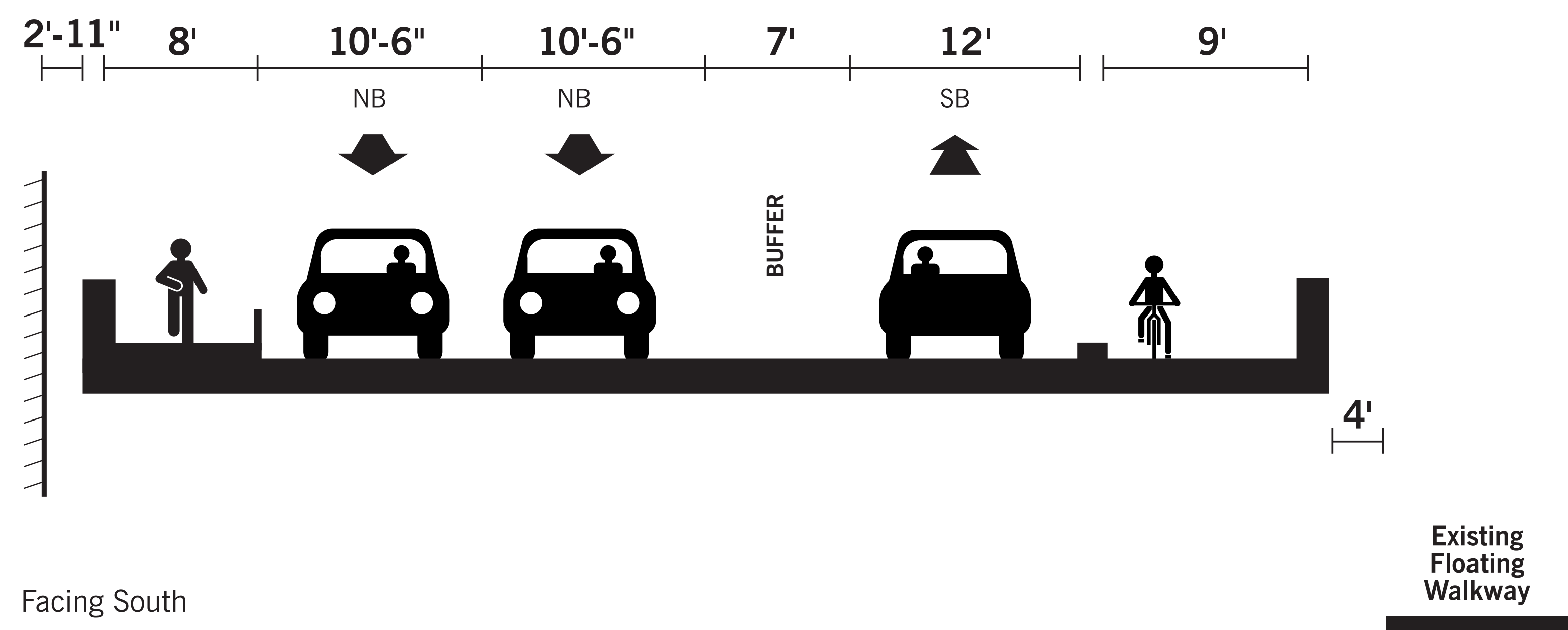
- Bridging the Gap
- Bridge Replacement Advisory Committee (BRAC) Grant
- Move Seattle levy

Total project estimate: \$42 million

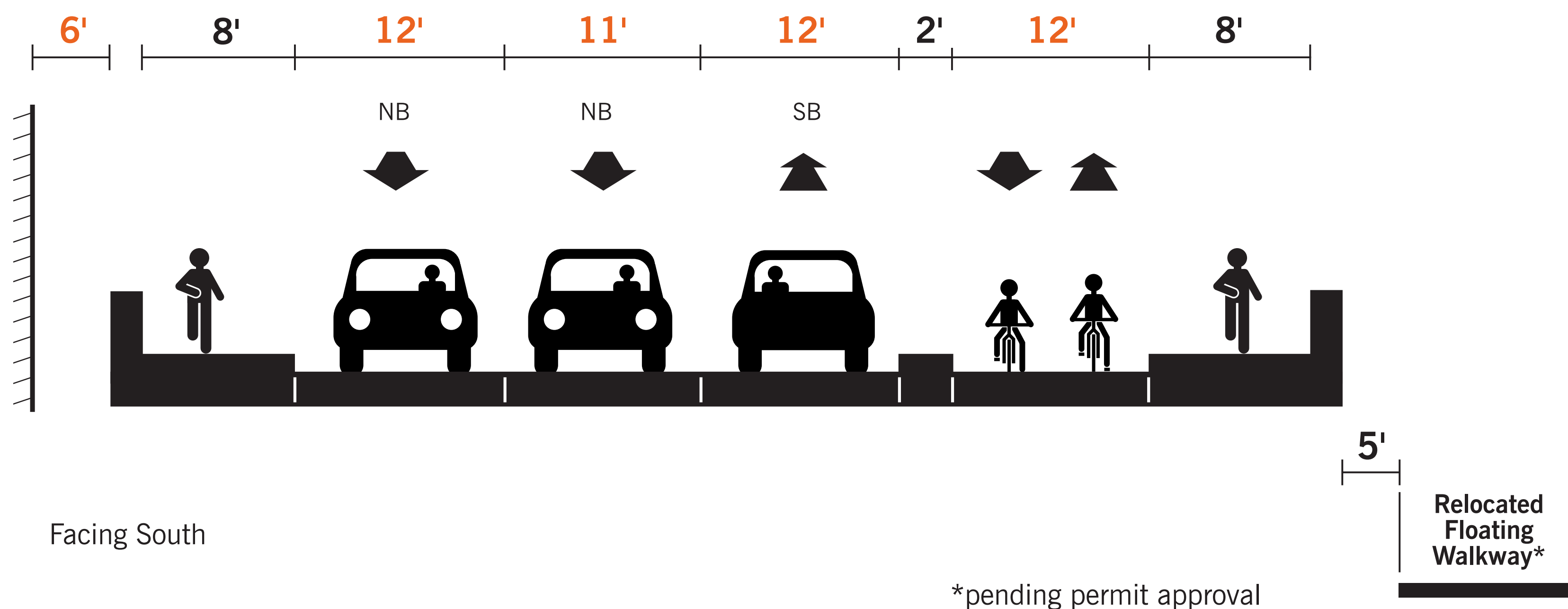
Proposed design: Bridge improvements

- Northbound vehicle lanes wider by approximately 2 feet total
- A new two-way cycle track to replace the shared bicycle/pedestrian path
- Sidewalks located on both sides of the bridge
- Structurally able to accommodate future transit expansion
- Lake Union viewpoints along the bridge

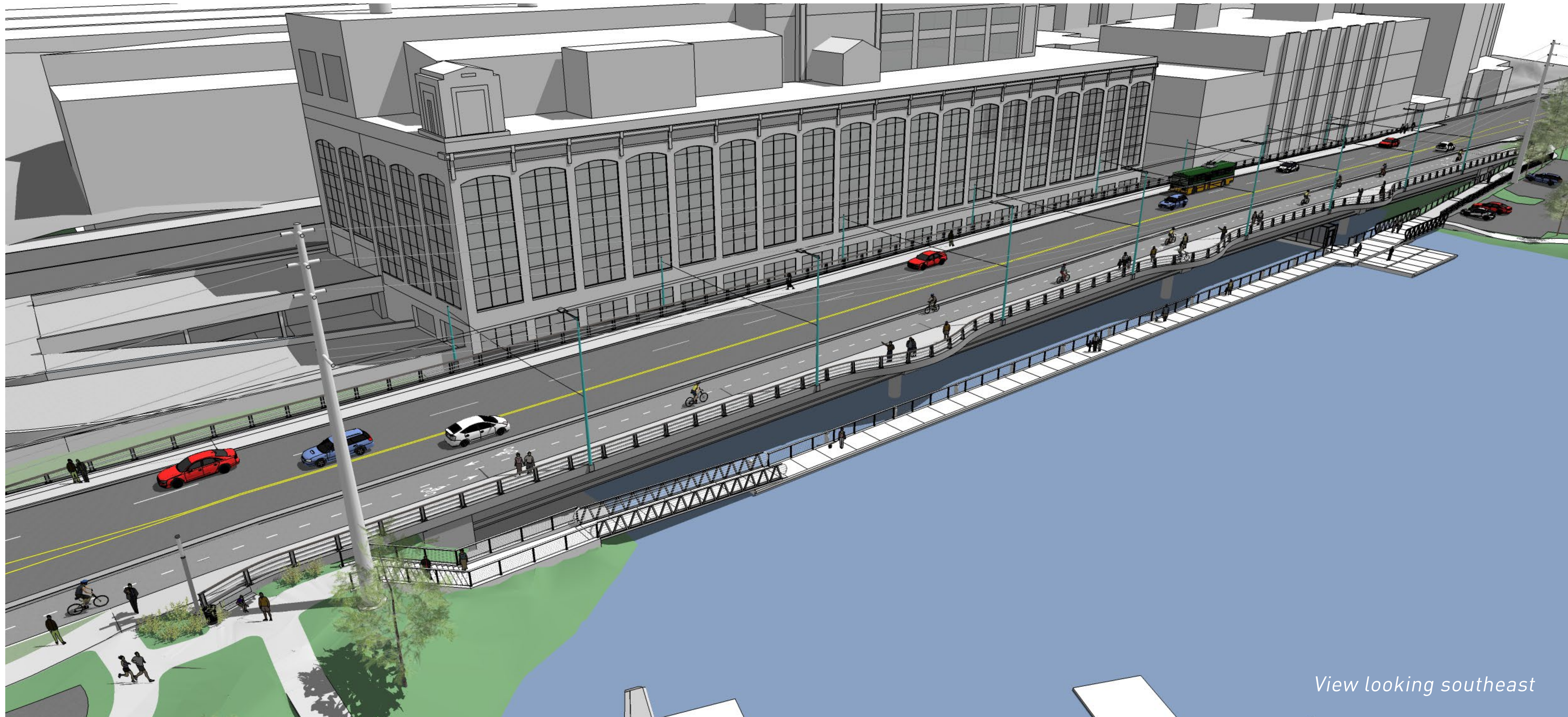
Existing



New Bridge



Proposed design: Bridge rendering



Lake access via the floating walkway adjacent to the bridge is planned pending permit approval

Proposed design: Bicycle and pedestrian connections

- Wider pedestrian walkways
- Improved connections on north and south ends of the bridge for bicycles

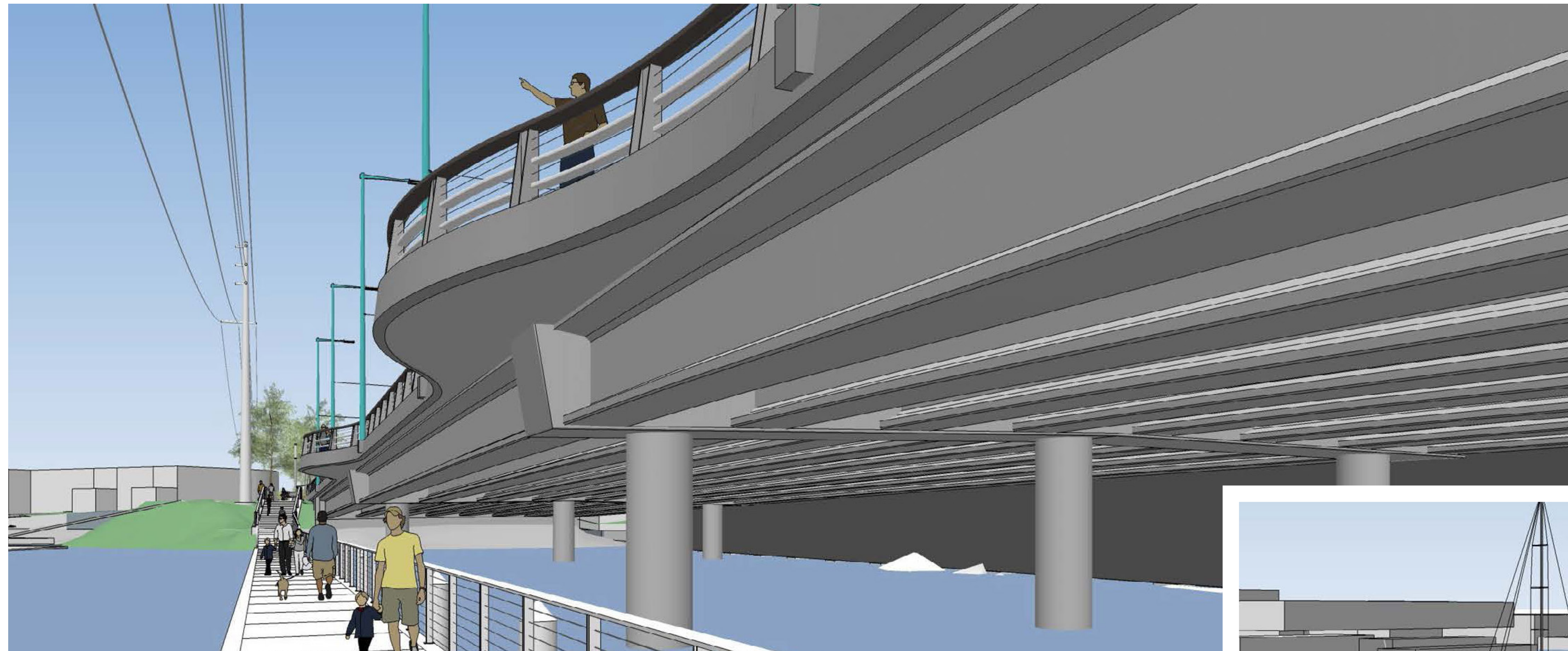


Trail and bicycle path connection at the south end of the bridge



Crossing for people who walk and bike at the north end of the bridge

Proposed design: Viewing opportunities



- The proposed bridge will remove the viewing area currently located at the north end of the project area

- Three belvederes will be added along the bridge span to provide new viewing opportunities of Lake Union
- Lake access via the floating walkway adjacent to the bridge is planned pending permit approval



Proposed landscaping

TREES



SALVAGED BLACK MAPLE



STAR MAGNOLIA

EXISTING AND SALVAGED MATERIALS



SHRUBS & GROUNDCOVER



COBBLES



BLACK MAPLE STREET TREES



TREE, SHRUBS & GROUNDCOVER
NEAR SOUTHWEST PARKING LOT

SHRUBS



KELSEY DOGWOOD



SALAL



CASCADE OREGON GRAPE



SWORD FERN



ROCK ROSE

GROUNDCOVER



BEARBERRY COTONEASTER



BORDER GRASS



LAWN



SPEAR GRASS



AUTUMN MOOR GRASS

Full vs. partial bridge closure

- Project originally planned to keep one lane of the bridge open during construction
- A 2014 Value Engineering study showed significant schedule and cost savings if entire bridge is closed during construction (24 months vs 15 months)
- Project is anticipated to close the entire bridge for approximately 15 months during construction
- SDOT is committed to using taxpayer dollars efficiently and shortening the length of construction projects whenever possible



Construction impacts: General/ped/bike detour

What to expect:

- Aloha and Republican streets are being considered for detour routes
- Detour signage
- Increased congestion during construction

Construction mitigation measures may include:

- Temporary signals at selected intersections
- Temporary removal of traffic circle on Aloha St
- Signal timing adjustments throughout the area to facilitate traffic flow

OPTION A



← General traffic/bikes/pedestrian detour

OPTION B



← Freight detour

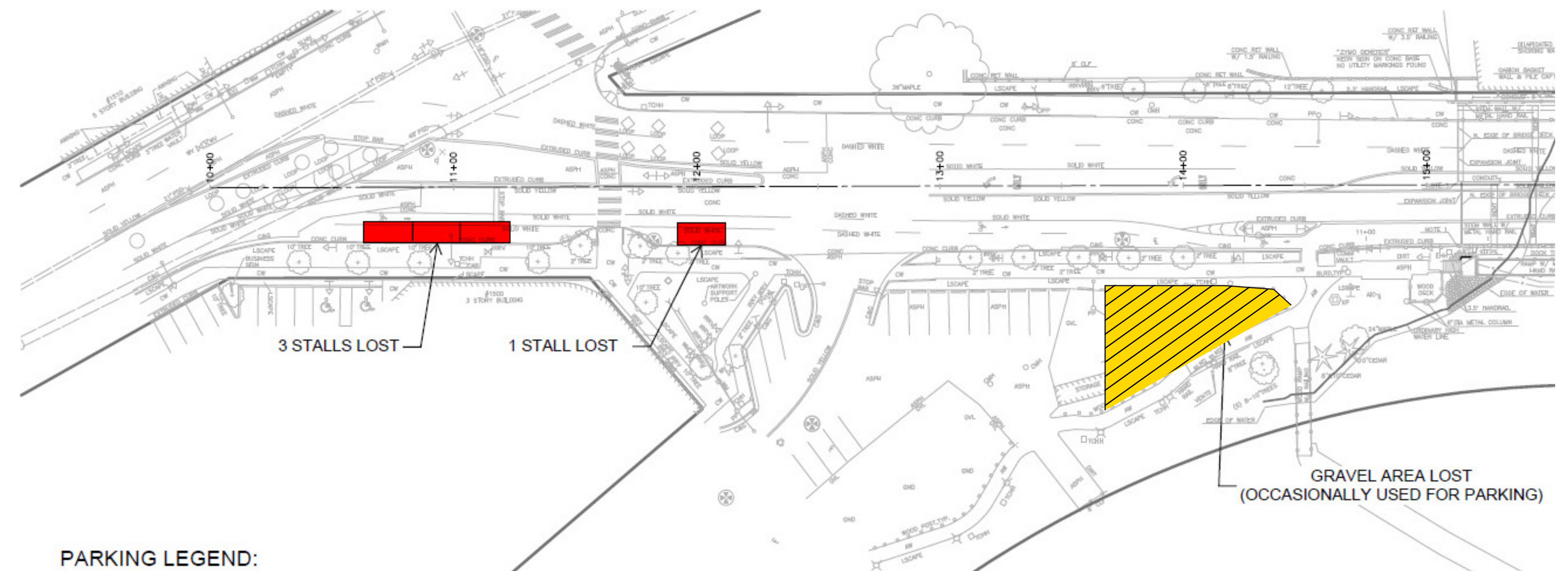
Construction impacts: Transit routes impacted during construction



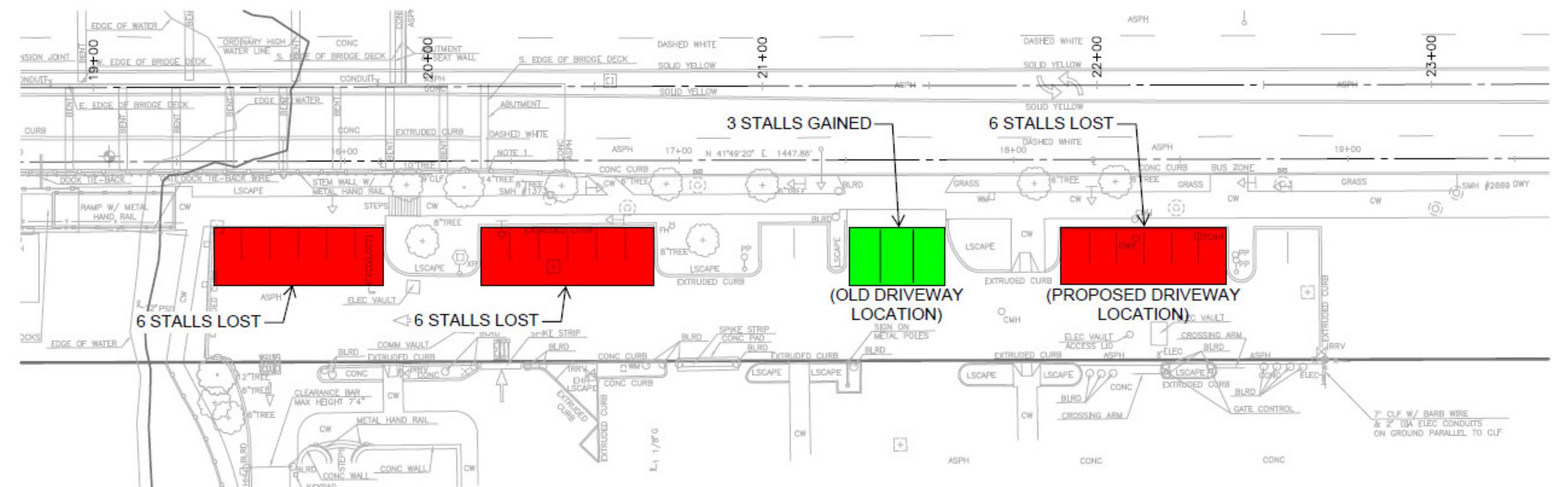
- Detour routes are being considered on Eastlake Ave E, Aloha St, and Republican St
- King County Metro and SDOT will determine bus detour routes closer to construction (2017)

Parking impacts

- There are approximately 900 public parking stalls in the vicinity (0.25 mile radius) of the project area, including both on-street and paid lots
- A total of approximately 2% (19) of these stalls will be permanently removed from the City right of way to accommodate the new bridge structure; about 4 stalls north and 15 stalls south of the bridge
- During construction, about 21 additional parking stalls will be temporarily removed along the detour route



Parking NW of bridge



Parking SW of bridge

Other construction impacts

What to expect:

- Possible noise, vibration, dust, and disturbance of contaminated lake sediments associated with removing and rebuilding the bridge

Construction mitigation measures may include:

- Avoiding pile-driving activities
- Minimizing night work
- Monitoring noise and vibration levels
- Street sweeping
- Complying with all federal, state and local laws, and permit requirements

What's next?

- Environmental permitting ongoing
- Seattle City Light transmission line relocation pre-construction activity in Summer 2016
- Finalized detour information for vehicles, bicycles and pedestrians
- King County Metro re-route information prior to construction
- Pre-construction open house in Spring 2017

Stay informed

Join our listserv:
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Website:
www.seattle.gov/transportation/fairviewbridge.htm