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
The Fairview Ave N Bridge is located on the eastern shore of Lake Union between the South Lake Union and Eastlake neighborhoods.
FAIRVIEW AVENUE N BRIDGE REPLACEMENT PROJECT

Project schedule

2014 - 2017

- Winter 2014: 30% Design
  - Spring 2014: 60% Design
  - Fall 2014: Value Engineering Study and revised 60% design
- Spring 2016: 90% Design*
- Summer 2016: Final design
- Summer 2016: Pre-construction activity
- Spring 2017: Begin construction**

*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

*pending permit approval
Proposed design: Bridge rendering

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

View looking southeast
Proposed design: Bicycle and pedestrian connections

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

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

*Trail and bicycle path connection at the south 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

<table>
<thead>
<tr>
<th>TREES</th>
<th>EXISTING AND SALVAGED MATERIALS</th>
<th>SHRUBS &amp; GROUNDCOVER</th>
<th>COBBLES</th>
<th>BLACK MAPLE STREET TREES</th>
<th>TREE, SHRUBS &amp; GROUNDCOVER NEAR SOUTHWEST PARKING LOT</th>
</tr>
</thead>
<tbody>
<tr>
<td>SALVAGED BLACK MAPLE</td>
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<tr>
<td>STAR MAGNOLIA</td>
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<table>
<thead>
<tr>
<th>SHRUBS</th>
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<tbody>
<tr>
<td>KELSEY DOGWOOD</td>
<td>SALAL</td>
<td>CASCADE OREGON GRAPE</td>
<td>SWORD FERN</td>
<td>ROCK ROSE</td>
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<tr>
<th>GROUNDCOVER</th>
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<tbody>
<tr>
<td>BEARBERRY COTONEASTER</td>
<td>BORDER GRASS</td>
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</tbody>
</table>
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
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.
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: fairviewbridge@seattle.gov

Website: www.seattle.gov/transportation/fairviewbridge.htm