The purpose of tonight’s meeting is to:
• Provide an overview of key project elements.
• Introduce the community to members of the construction team.
• Present details on early construction activities.

Agenda
• 5-7 p.m. Open House
  • Meet with project staff and view display boards and graphics featuring information about construction activities in Mercer Island.
• 7 p.m. Meeting adjourns
EAST LINK EXTENSION

Length: 14 miles

Ride times:
- Mercer Island to University of Washington: 20 minutes
- South Bellevue to Sea-Tac Airport: 50 minutes
- Overlake Transit Center to Bellevue Transit Center: 10 minutes

Rider projection: About 50,000 riders will use East Link every day by 2030

Budget: $2.8 billion (2010 $)

Start of service:
- Targeted 2022
- Targeted 2023

**LIGHT RAIL ALIGNMENT**

**EAST LINK EXTENSION**
Benefits:

- Provides access to high quality, frequent transit service that operates 20 hours per day.
- Approximately 5,900 daily boardings (2035).
- Increases travel options for Mercer Island residents and employees, consistent with Mercer Island transportation goals.
- Improves regional air quality by displacing more than 2.5 greenhouse gas emissions when riders leave their cars behind.

Travel times (from Mercer Island Station)

- International District/Chinatown = 10 minutes
- University of Washington = 20 minutes
- Sea-Tac Airport = 44 minutes (with transfer at International District Station)
- Bellevue Transit Center = 15 minutes
Community Outreach’s mission is to represent Sound Transit’s interests in the community, and the community’s interests in Sound Transit. During construction, it is our job to keep community members informed of major construction activities and project progress. We are your point of contact for Sound Transit’s projects.

**Good Neighbor Commitments:**

- Provide advanced notification of work activities.
- Maintain business and residential access.
- Maintain a clean work site.
- Minimize noise, dust and debris.
- Provide wayfinding and signage.
- 24-hour construction hotline.

Contact us

tel: 206-398-5465
email: eastlink@soundtransit.org
web: soundtransit.org/eastlink
24-hour Construction Hotline: 1-888-298-2395

*For issues that need immediate attention after normal business hours*
STATION PLATFORM FACING EAST

PLATFORM CROSS SECTION
MERCER ISLAND STATION – FINAL DESIGN
EAST LINK EXTENSION

60TH AVENUE SUPPORT STRUCTURE SITE PLAN

60TH AVENUE SUPPORT STRUCTURE SECTION

EXISTING CONDITIONS

(A) 60TH AVENUE SUPPORT STRUCTURE - ISOMETRIC

(B) 60TH AVENUE SUPPORT STRUCTURE - SECTION
ABOUT THE ARTWORK

Beliz Brother writes that her artwork for the east entrance “is a quiet piece of color and balance, referring to reflections in both the sky and water.” Located in the glass pavilion leading to the station platform, the sculpture will guide patrons in from the street, hover gently above them while moving up and down the stairs, and serve as a marker, differentiating between the east and the west entrances to the station. Like its companion piece in the west entrance, the sculpture will be mounted to an axle, allowing for slight movements of the large disc-like forms, animating the space with both shadows and reflections.

ABOUT THE ARTIST

Beliz Brother is an artist who not only highlights the complexity of interchange and interaction, but also seeks to incorporate this very process into the creation of her work. Her work has been exhibited at the Seattle Art Museum, San Francisco’s New Langton Arts and the Henry Art Gallery in Seattle. Permanent installations of her sculpture can be seen at Seattle City Hall, the Tech Museum of Innovation in San Jose, and Swedish Hospital and Harborview Medical Center in Seattle.
ABOUT THE ARTWORK

The artwork for the west entrance is a grouping of paddles and oars, each designed and built by artist Beliz Brother and gathered into a cluster above the stairs and escalators leading to and from the station platform. Based on paddles and oars used with native canoes, native and contemporary kayaks, rowboats, skulls and paddleboards refer to the traditions of transportation and recreation, both old and new, on the lake surrounding the island. Together they form an animated and colorful sculpture that can be seen when entering from the street, descending the stairs and from the light rail trains. The materials will be steel and fire proofed cedar wood.

ABOUT THE ARTIST

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I-90 Seismic Retrofit

RETROFIT LOCATIONS

Examples of specific work events. Seismic retrofits will occur throughout the I-90 corridor.

1. **Micropile installation**
   Micropiles are installed to add additional anchoring support for the West Approach structure.

2. **Steel dowels**
   Steel dowels are added and covered in epoxy to form a connection between existing concrete and new concrete. Over 5,000 steel dowels will be installed.

3. **Steel jackets**
   Steel jackets will be added to some existing columns and will be delivered by barge. The heaviest piece is 11,000 pounds.

   Similar steel jackets will be installed to the supports for the D2 roadway in Seattle.

4. **Post-tensioning**
   Post-tensioning is a method to strengthen concrete by adding steel strands to existing concrete. The steel strands are anchored to various points on the bridge. The steel strands are then jacked to very high stresses and then released. The end result is compressed and stronger concrete.

5. **Stiffeners**
   Longitudinal stiffeners are added to the box girders.
## Mercer Island Construction Timeline

### EAST LINK EXTENSION

#### BLOCKS 11, 12

**Mercer Island Tunnel**

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**I-90 East**

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East Link construction includes building at-grade, elevated, and tunnel light rail infrastructure.

**2016**
Construction begins

**2023**
Open for service

- **Install seismic retrofits**
  - The I-90 roadway and floating bridge will be seismically retrofitted to prepare the structures for light rail operation.

- **Prepare the work zone**
  - Crews must clear buildings and soil and prepare the work zone for East Link construction crews. This includes erecting barriers and fencing to keep the work zone safe.

- **Build station and supporting infrastructure**
  - Next, Sound Transit lays the foundations necessary to run light rail track and builds stations and supporting infrastructure.

- **Install track and power**
  - Sound Transit installs track and wire while placing poles and ancillary structures that power the system and operate the signals.

- **Install and test systems**
  - Before light rail opens to passengers, Sound Transit completes a safety certification process testing communications, safety and emergency systems, as well as signals and crossing gates.
Pioneering engineering

As part of the East Link extension, Sound Transit will do something that’s never been done before—run light rail trains across a floating bridge.

To do this, engineers and designers had to consider a number of factors, including six ranges of motion as trains travel onto the floating portion of the I-90 bridge. Here’s how we stepped up to the challenge.

What did we do?

To accommodate running trains from the land bridge to the floating bridge, Sound Transit built two life-size test “track bridges.” The track bridges consist of rails that rest on a series of bearings and plates to let them move with the changing lake levels and bridge movements.

Passing the test

Sound Transit shipped the test bridges and two light rail vehicles to the Transportation Technology Center (TTC) in Pueblo, Colorado, where freight and commuter rail agencies from around the country test new technologies.

At the TTC, Sound Transit was able to mimic the forces and movements the track bridges will experience during normal and extreme conditions, including lake level, sway, roll and surge forces.

The results

After collecting more than 500 channels of data during each light rail vehicle pass, the track bridges passed all critical test criteria with the ability to provide safe and comfortable light rail service at speeds up to 55 mph.

Learn more about the track bridge and watch a video soundtransit.org/trackbridge