

Lynnwood Link Extension

Moving forward together

WELCOME
/BIENVENIDO
/ДОБРО ПОЖАЛОВАТЬ
/欢迎
/환영



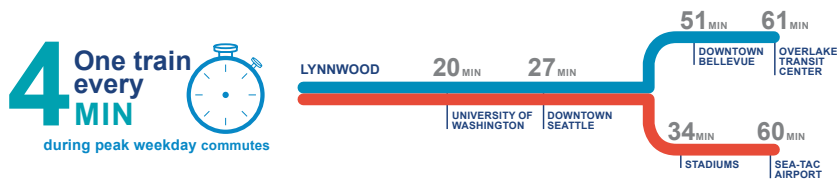
OVERVIEW

The Lynnwood Link Extension is a key part of Sound Transit's mass transit system expansion approved by voters. Targeted for operation in 2024, four new stations and 8.5 miles of light rail will connect north Seattle, Shoreline, Mountlake Terrace and Lynnwood with the entire region.

Schedule



How long will my trip from Lynnwood take?



EACH LINK CAR CAN HOLD...

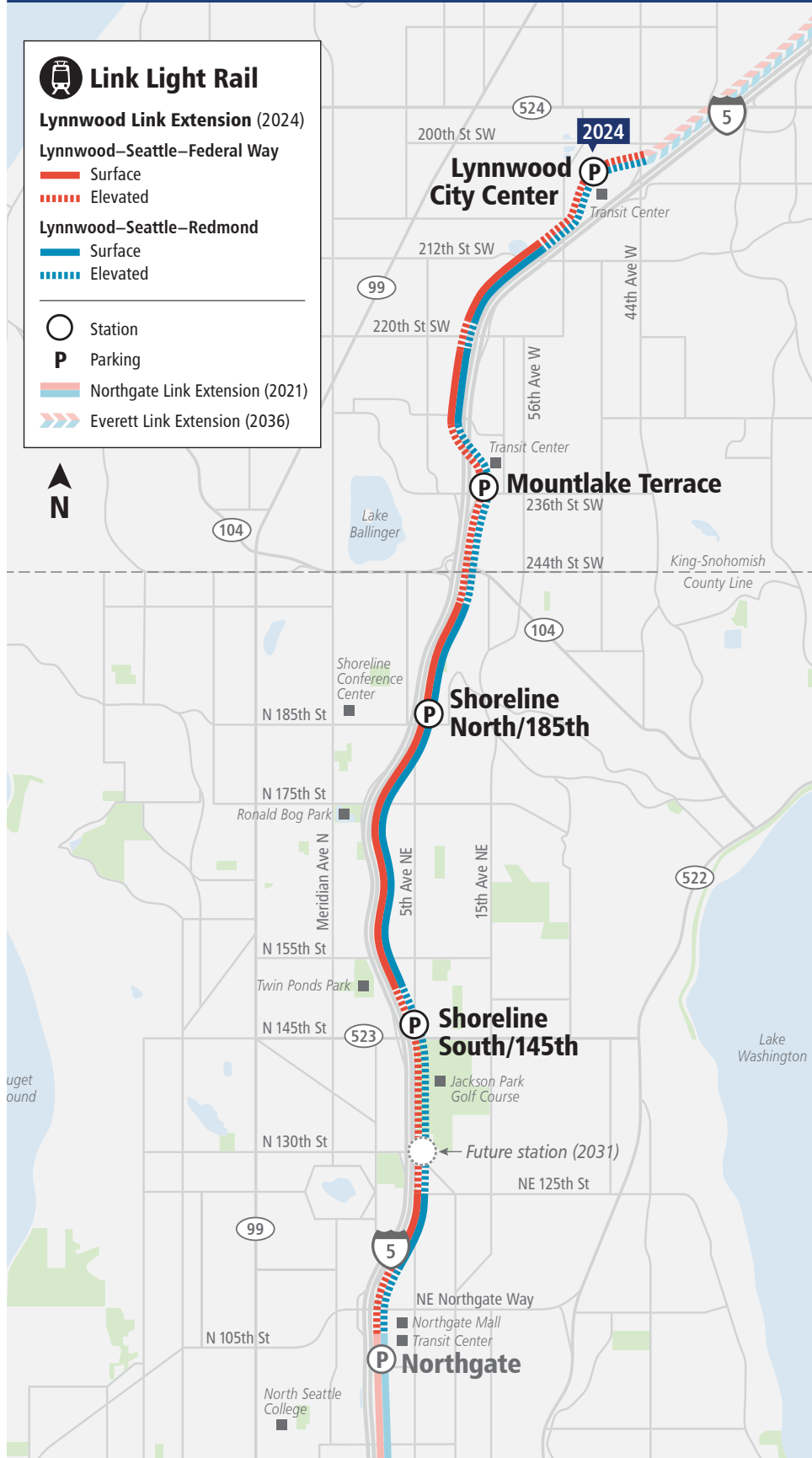
- 4 bicycles
- 4 wheelchairs
- 200 riders
- Multiple suitcases

Transit's sustainability helps ensure a tomorrow that is better than today

At Sound Transit, sustainability is about making long-term investments and choices that keep the region's environment, communities and economy healthy. The agency encourages sustainability by providing affordable, environmentally friendly travel options that connect people to where they live, work and play.



PROJECT AREA MAP



SYSTEM EXPANSION

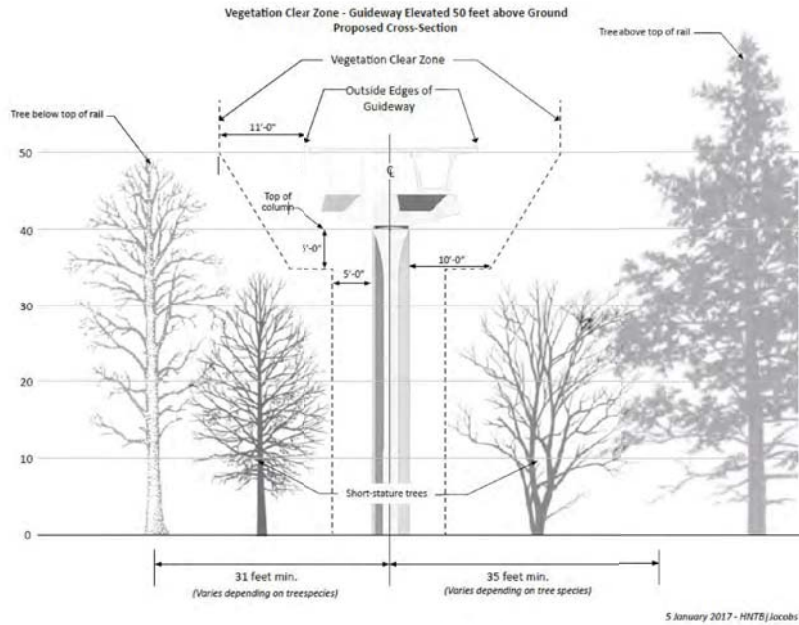
Sound Transit system expansion is:

- Building a 116-mile network extending regional light rail from Tacoma to Everett, and from densely developed Seattle neighborhoods to Redmond and Issaquah, and extending Tacoma Link.
- Establishing Bus Rapid Transit to the north, east and south of Lake Washington.
- Expanding Sounder south line capacity and service, adding two new stations.
- Improving access and expanding parking at Sounder stations.



TREE REMOVAL AND REPLACEMENT

Starting in early 2019, Sound Transit will begin removing trees in areas where track, guideway or other transit infrastructure will be located in order to protect safe and uninterrupted light rail service. Trees could potentially fall onto tracks or disrupt power service.



Sound Transit is committed to replacing trees removed during construction based on replacement requirements in each jurisdiction. Where feasible, agency crews will replant short trees under elevated guideways as depicted in the graphic above.

Crews will plant additional replacement trees around the project corridor. The table below shows the estimated number of trees slated for removal and the number the agency will plant as replacements.

Jurisdiction	Number of trees to be removed (est.)	Proposed plantings (est.)
Seattle	180	900
Shoreline	550	2,800
Mountlake Terrace	270	950
Lynnwood	350	1,200
WSDOT	3,950	14,550

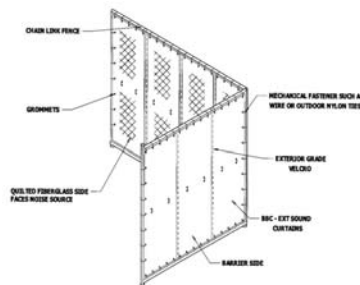
MITIGATING NOISE

Construction of the guideway requires the removal of some existing Interstate-5 noise walls along the corridor; those will be replaced as needed. Crews will also place new walls along the guideway at select locations to mitigate noise from light rail operations and at stations to enhance the patron experience by mitigating noise from I-5.

Temporary Noise Walls

- Temporary removal of existing traffic noise walls during project construction will be required to make room for work activities and equipment mobilization.
- Crews will replace removed I-5 noise walls with new in-kind walls before the end of project construction.
- In the interim, the use of temporary noise barriers, where feasible, will provide partial traffic noise mitigation.
- Specifics regarding locations and duration of temporary noise barriers locations will be available after the development of a detailed construction plan.

Examples of Sound Curtains



CONSTRUCTION



Summer 2018



Selective demolition work

Sound Transit has acquired several properties along the corridor. These properties are needed for construction and transit operation, and have been brought to Sound Transit's attention by their neighbors as potential areas of nuisance now that they are empty. Starting June 2018, we will begin demolishing existing structures and clearing debris.



Fieldwork

This spring, crews have been drilling in the project corridor to locate utilities and evaluate underground soil conditions for future systems that support light rail operation. This fieldwork is nearly complete and helps to pave the way for construction.

Early 2019



Third-party utility relocations

Private utility companies, such as electrical, cable and telecoms, will be moving their infrastructure in advance of construction work in the area. Contact your utility company if you have any questions about service interruptions and planned work.



Sound Transit-led utility relocation

Sound Transit will install and relocate utilities in order to remove infrastructure that may be in the way of upcoming construction, as well as better align service to the future guideway and stations.



Clearing and grading of vegetation

In advance of construction work, Sound Transit contractors will remove vegetation to allow space for construction work, equipment and materials staging, or access to construction areas.

Mid-2019



Active construction begins

In fall 2018, look for specific information about areas of work, construction sequencing and potential impacts. Major construction activities are scheduled to begin in mid-2019. At this time, crews will move large equipment into place, fence in work areas, create detours around active construction sites.

DISCOVER WHAT'S IN STORE FOR SHORELINE AND SEATTLE

New bike access to First Avenue Northeast in Seattle

Crews will remove bicycle access to First Avenue Northeast from Northeast 115th Street in order to build the new guideway. After construction of the guideway is complete, the building of a new trail will restore access.



Pedestrian and bicycle access to new Shoreline South/145th Station in Shoreline

People who walk or bike to the new Shoreline South/145th Station from the north will have a new option to access the station. Sound Transit will build a new trail that will connect Northeast 152nd Street to the north side of the station, running in part underneath the new guideway.



DISCOVER WHAT'S IN STORE FOR SHORELINE AND SEATTLE

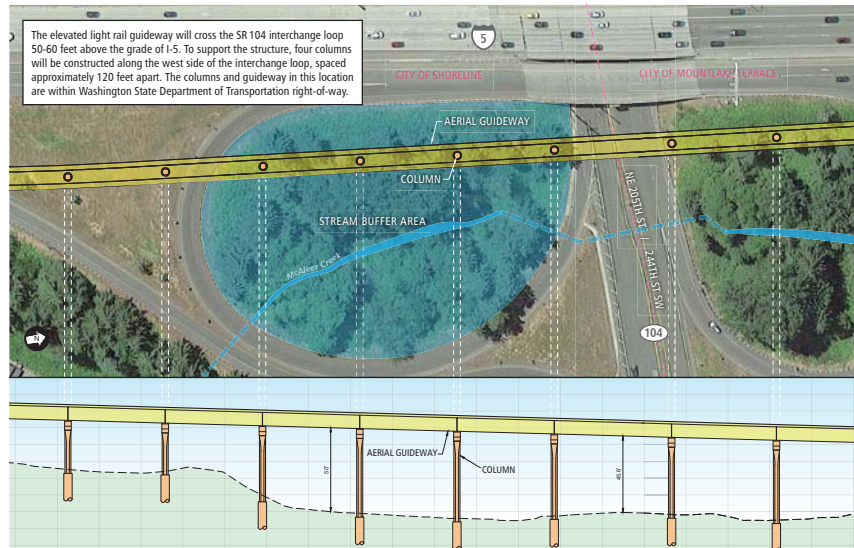
Ronald Bog improvements

The city of Shoreline and Sound Transit propose using an area of Ronald Bog Park for a wetland mitigation site to replace wetlands affected by light rail construction. Under the plan, trail enhancements would balance the use of other portions of the park for wetland mitigation.



McAlee Creek buffered work area

The elevated light rail guideway will cross the State Route 104 interchange loop 50-60 feet above the grade of Interstate 5. To support the structure, crews will construct four columns along the west side of the interchange loop, spaced approximately 120 feet apart. The columns and guideway in this location are within Washington State Department of Transportation right of way.



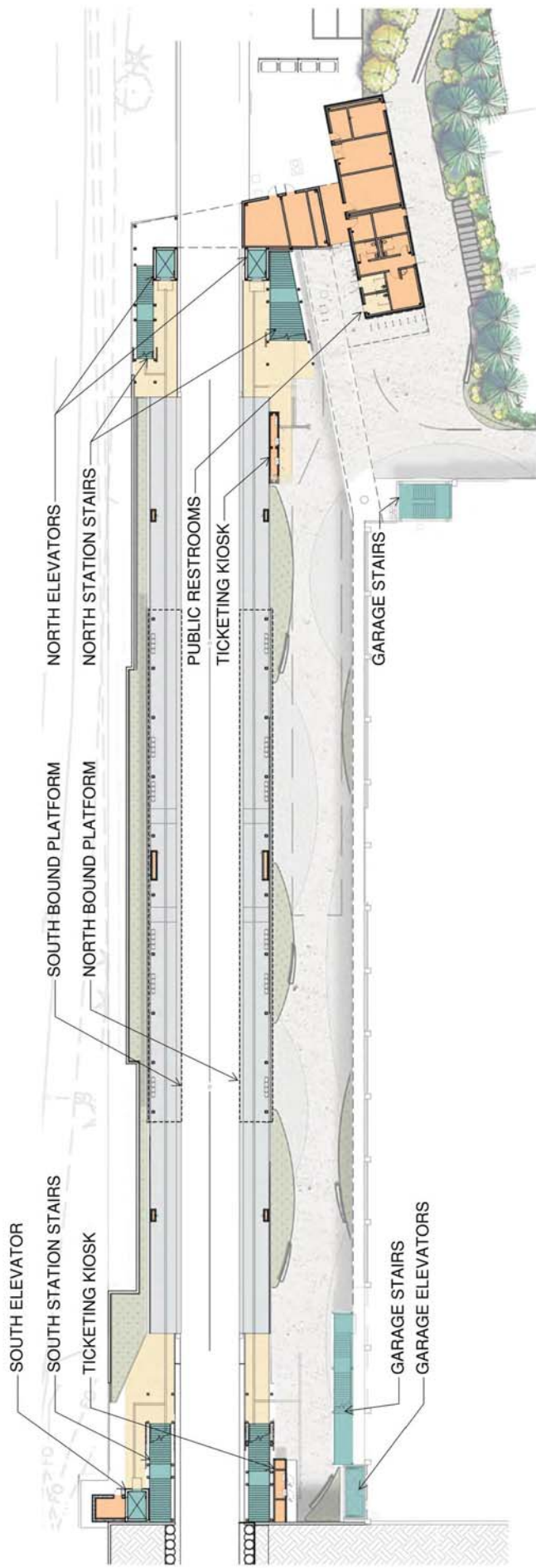
SHORELINE NORTH/185TH AERIAL VIEW



SHORELINE NORTH/185TH SITE PLAN



SHORELINE NORTH/185TH FLOORPLAN



COLOR LEGEND

- TICKETING /
BACK OF HOUSE SPACES
- PUBLIC SPACES
- VERTICAL CIRCULATION



SHORELINE NORTH/185TH



View from 185th Street looking north towards the station at the street level entry lobby

SHORELINE NORTH/185TH



View from pedestrian gathering area between station and garage looking north



View of overhead pedestrian bridge from garage to north lobby

SHORELINE NORTH/185TH

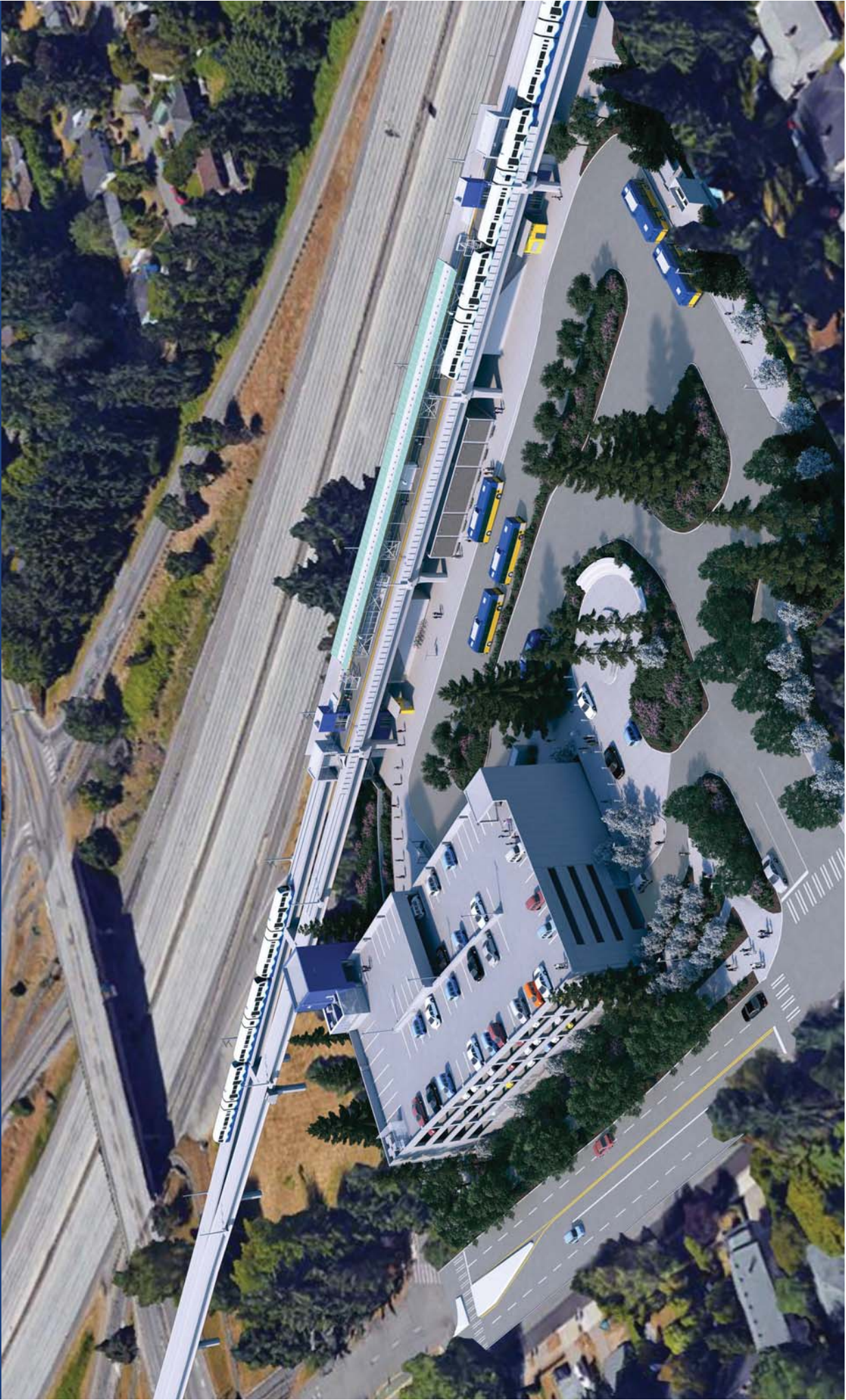


View of station looking south from the northbound platform



View of station looking north from the southbound platform

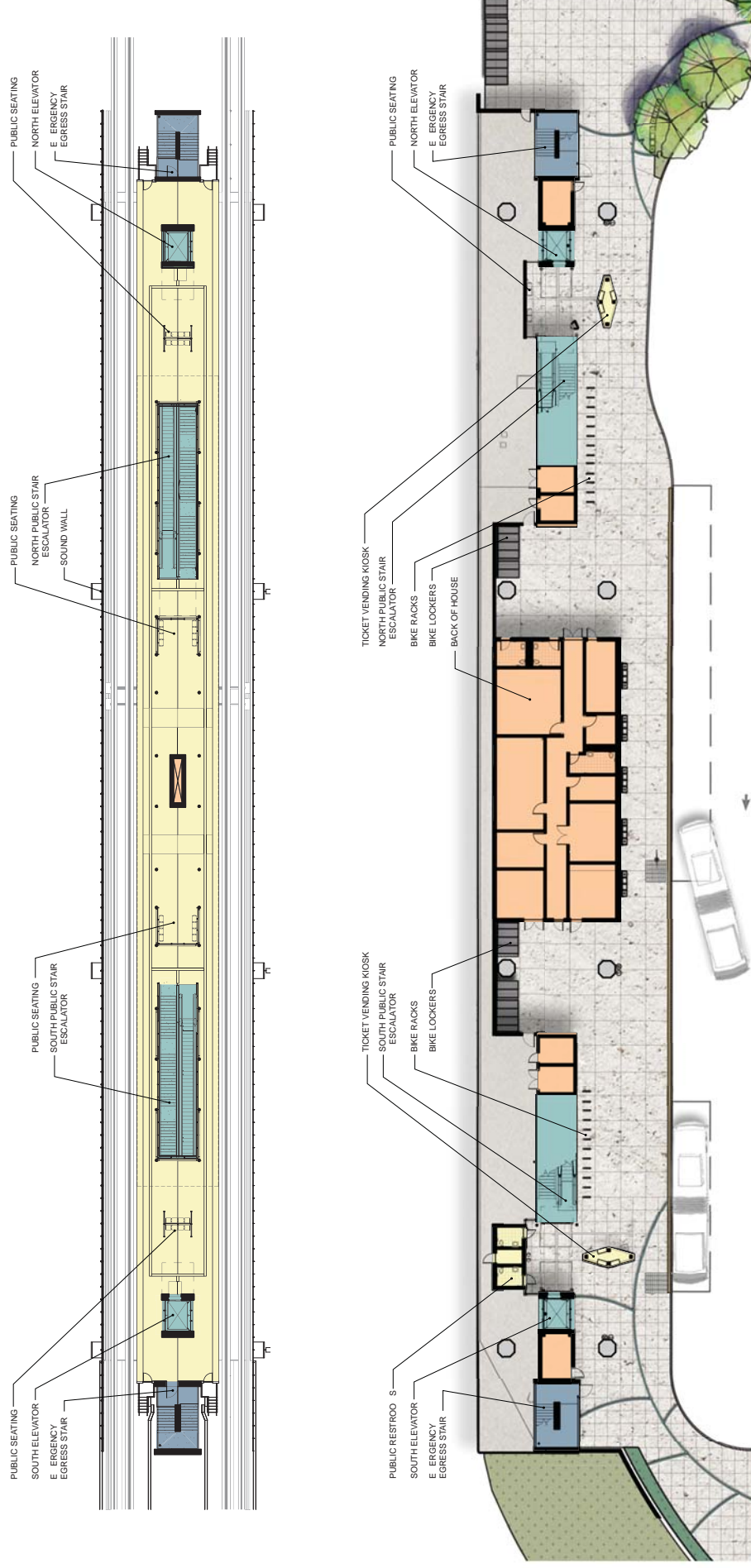
SHORELINE SOUTH/145TH AERIAL VIEW



SHORELINE SOUTH/145TH SITE PLAN



SHORELINE SOUTH/145TH FLOORPLAN



SHORELINE SOUTH/145TH



View of south lobby



View of platform looking south

SHORELINE SOUTH/145TH



View looking west from the south pedestrian gathering area



View of north lobby from bus loop

SHORELINE SOUTH/145TH



View looking west from 5th Avenue

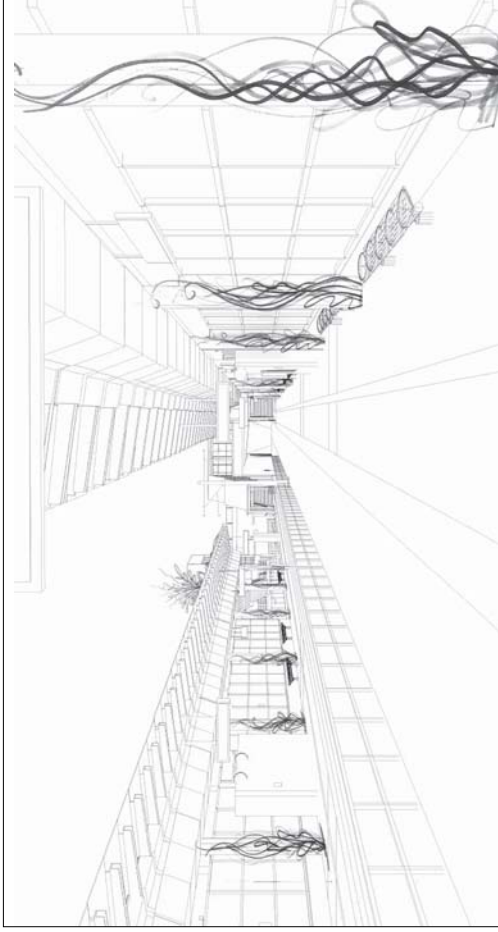
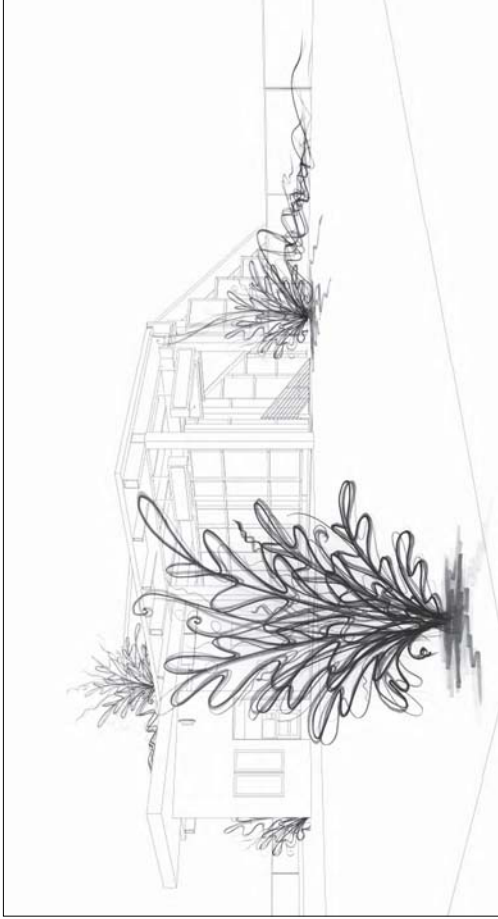


View of parking garage looking east from the pedestrian gathering area

SHORELINE SOUTH/145TH

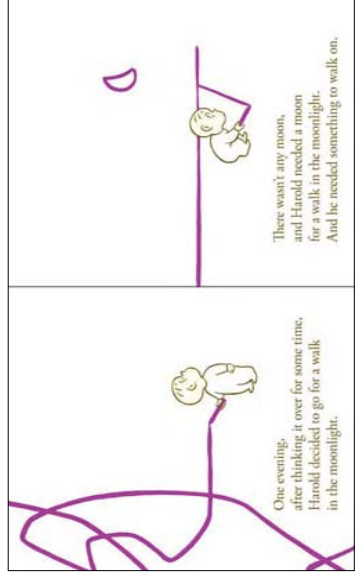


NORTH SHORELINE/ 7TH STATION ARTWORK MARY LUCKING

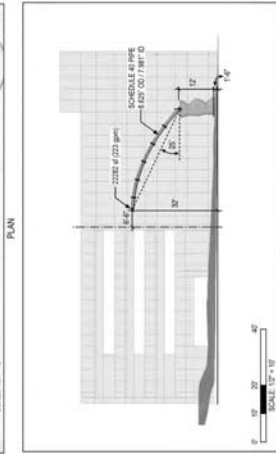
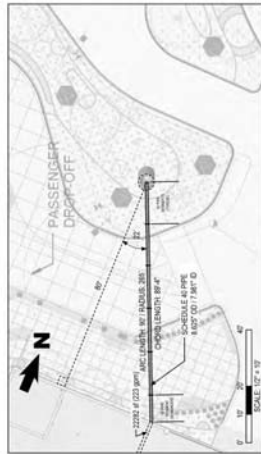
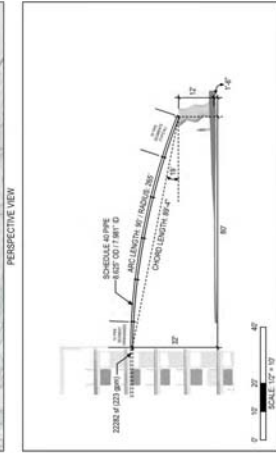
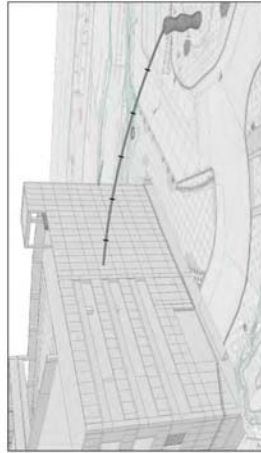


Inspired by Shoreline neighbors' stories of living amid big trees, artist Mary Lucking will create a series of sculptures bringing the forms of the forest understorey into the station facility. As a fan of illustrated children's literature, Lucking imagines herself as Harold (with his magic purple crayon), drawing a landscape of plants as lines in space. Lucking hopes to work with a blacksmith to realize the artwork in hand-worked materials.

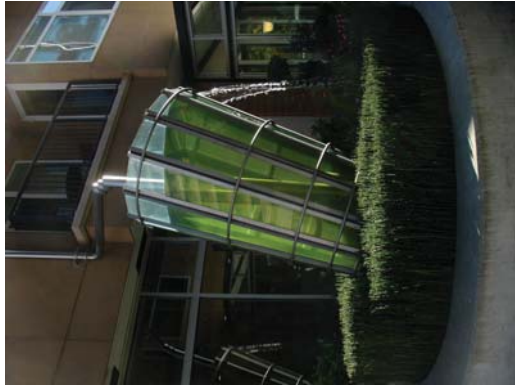
Lucking writes "I create artworks that help people explore and understand the environments and communities where they live. My work ranges from large-scale, permanent artworks to temporary interactive installations. My projects include art incorporated into urban and rural walking and biking trails, public transit stations, college campuses, and neighborhood parks."



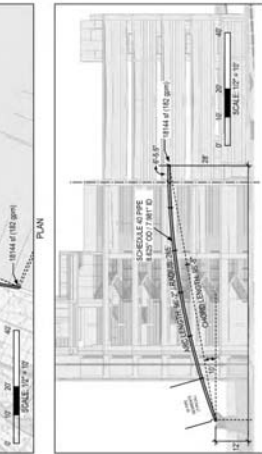
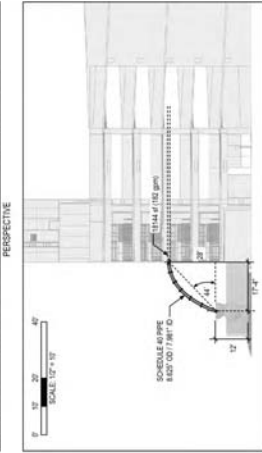
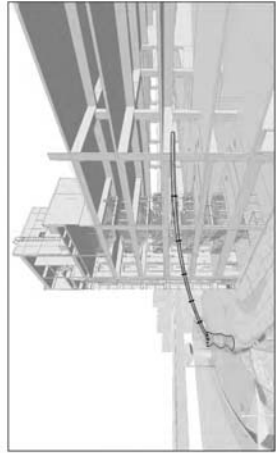
SOUTH SHORELINE/ 145TH STATION ARTWORK BY BUSTER SIMPSON



Buster Simpson | 1000 1st Avenue, Seattle, WA 98101 | 2016-04-04 | 2016-04-04 | 1



Artist Buster Simpson has designed two related sculptures for the South Shoreline/145th Station.



Buster Simpson | 1000 1st Avenue, Seattle, WA 98101 | 2016-04-04 | 2016-04-04 | 2



In addition to the two sculptures, Simpson is designing a two-dimensional artwork for the eastern edge of the south façade of the station parking garage. In its early stages of development, the artist is interested in wayfinding and time-keeping and may use celestial navigation as a theme.

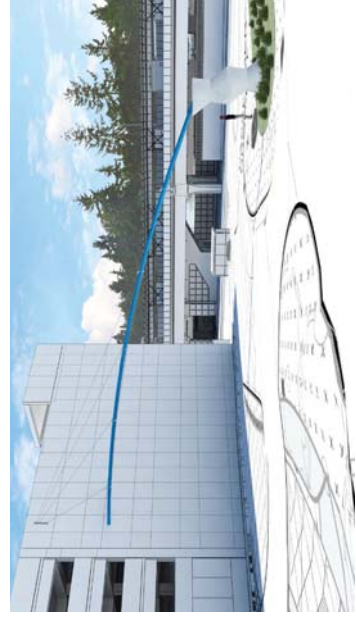
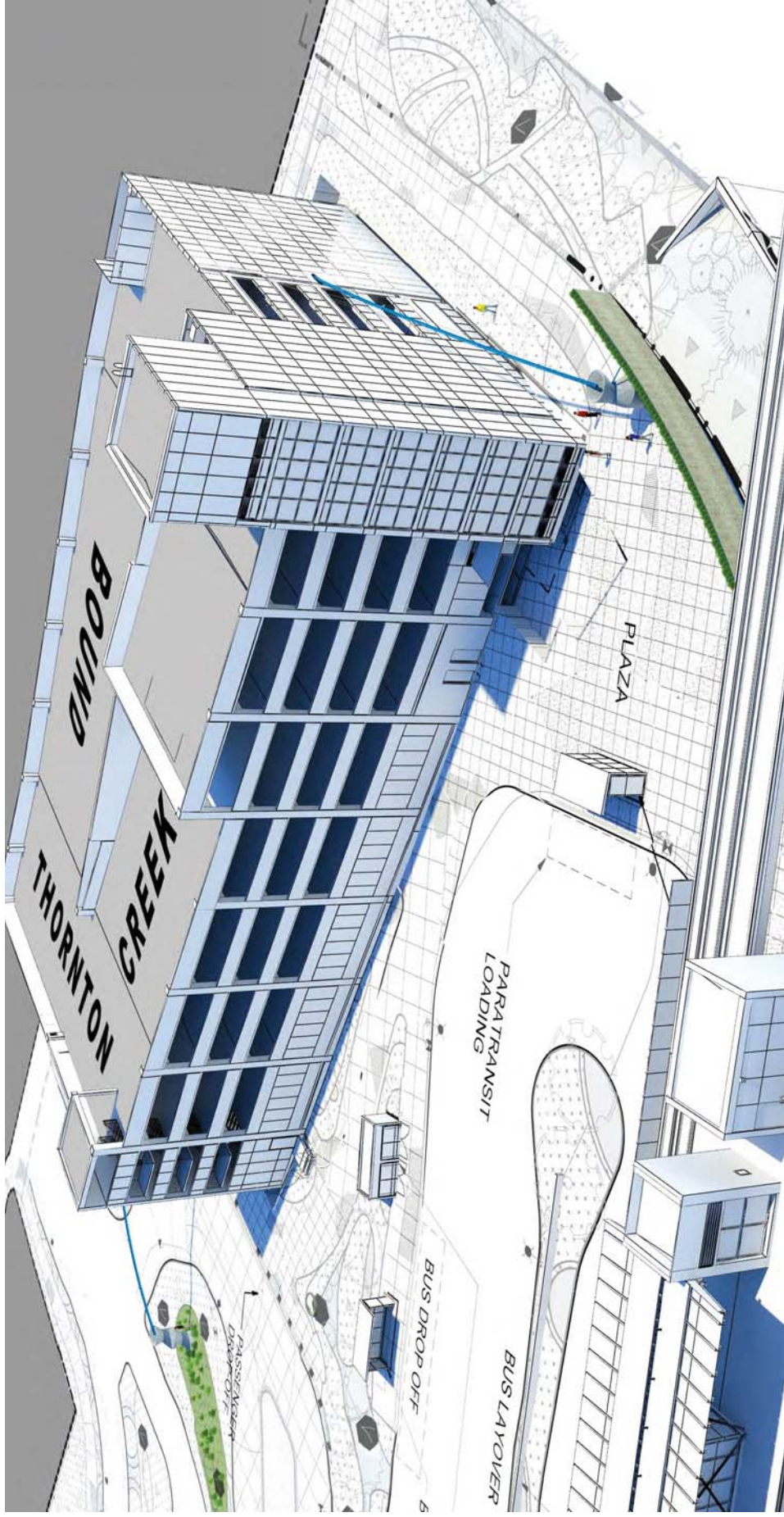
Throughout his career, Simpson has created works that explore and reveal how we manage our natural resources and has used those works to suggest thoughtful and pragmatic approaches to the development of our built surroundings.

On both the north and south facades of the station's parking garage, gracefully archways of steel and wire will jump from the building to sculptural "cairns" in the landscape below. Inspired by the straightforward forms of center-pivot farm irrigation, the sculptures are intended to highlight the pathway of stormwater flowing from the garage's upper to the ground, where some of it will be used to support the station's landscape.

On the south side of the garage, the stormwater will be channeled from the cairn to the top of the south sound barrier wall (separating the station entrance from Interstate 5), where strategically-placed weep holes will feed a moss garden near the entrance to the light rail station.



SOUTH SHORELINE/ TH STATION ARTWORK
BUSTER SI PSON



North facade



South facade

Overall view of the station garage looking NE

