

East Link Project Update

Connecting downtown Seattle, Mercer
Island, Bellevue and Redmond via I-90

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Joint Transportation Committee
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ST/WSDOT Implementation of the I-90 Independent Review Team Report

- Preliminary Review of Issue Resolution
- Draft Implementation Plan
- Initial Cost Assessment



IRT Categories

- General
- Stray Current Mitigation Measures
- Impact of LRT Track System Installation on the Bridge
- Floating Bridge Weight Mitigation Measures
- Track Bridge Expansion Joint Design and Prototype Testing
- Seismic Vulnerability of Approach Spans and Transition Span

General Findings for Implementation

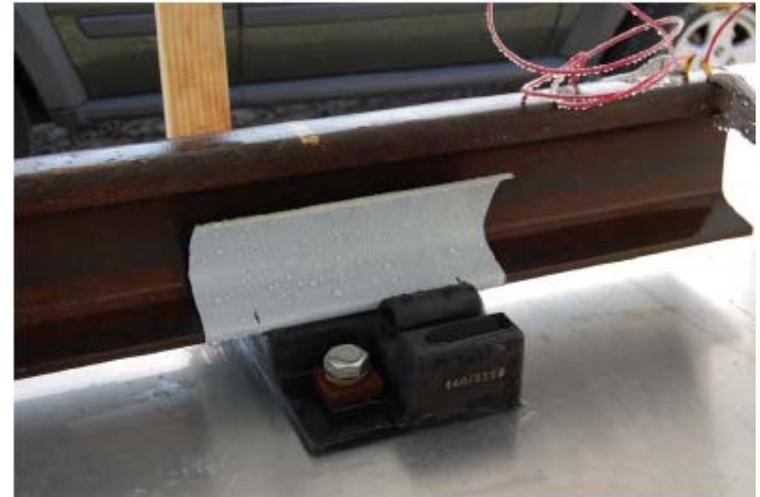
- Implement all recommendations, including:
 - Life expectancy
 - Design criteria
 - ‘Blue Ribbon Panel’ recommendations
- Cost Implications
 - Life expectancy and design criteria influence cost as discussed in the following review of specific categories

Stray Current Mitigation Measures

- Implement all recommendations, including:
 - Design criteria
 - Three levels of stray current mitigation
 - Remote monitoring
 - Inspection
- Cost Implications
 - Mitigation systems and remote monitoring included within track and I-90 mitigation allowances within East Link base project budget
 - Sound Transit committed to keeping WSDOT whole with respect to inspection costs

Floating Bridge Stray Current Control

- Three layers of protection
 - High insulating rail fasteners
 - Stray current collector mesh
 - Upgrade anchor cable cathodic protection system to protect the pontoons



Impact of LRT Systems on Bridge Deck

- Implement all recommendations, including:
 - OCS attachments
 - Steel identification
 - Lightning arrestors
- Cost Implications
 - OCS systems, steel identification, lightning arrestors covered within OCS, track, and I-90 mitigation allowances in East Link base project budget

Light Rail Installation

- Locating Steel in the Bridge
 - Ground penetrating radar
 - Pachometer
 - X-ray



Floating Bridge Weight Mitigation Measures

- Implement all recommendations, including:
 - Refer recommendations regarding median barrier location to WSDOT/ST R-8A project team for consideration in preliminary engineering
 - Develop operation and maintenance agreement as design progresses
 - Expand upon IRT conclusions that storms are not likely to be a severe operational limitation with full wind-and-wave analysis during design
- Cost Implications
 - Weight mitigation measures included in base project budget
 - East Link has both cost and savings to WSDOT with respect to maintenance. Sound Transit committed to keeping WSDOT whole

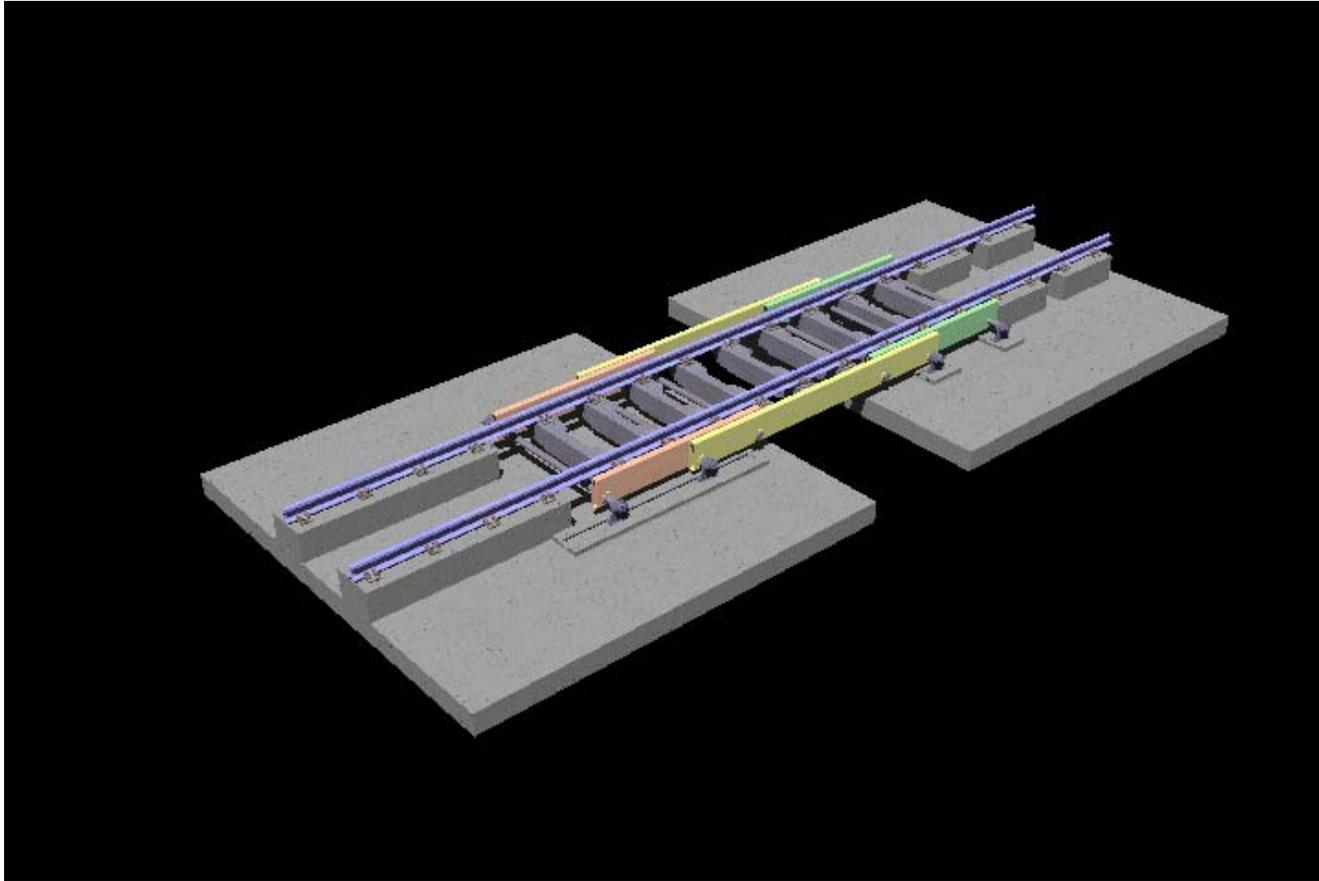
Floating Bridge Weight Mitigation



Rail Expansion Joint Design and Prototype Testing

- Implement all recommendations, including:
 - Advance development of prototype into preliminary engineering
 - Design storm water collection system
- Cost Implications
 - Modest inflation savings from conducting prototyping earlier than planned

Rail Expansion Joint Design and Prototype Testing



Seismic Vulnerability of Approach Spans and Transition Spans

- Implement all recommendations, including:
 - Perform detailed seismic vulnerability analysis
 - ST committed to funding seismic retrofit of columns, bridge seats, and restrainers.
- Cost Implications
 - East Link project budget includes an allowance for seismic retrofit consistent with CEO commitment

Next Steps

- Review Final IRT Report
- Complete Implementation Plan and Cost Assessment
- Incorporate IRT Recommendations in Scope-of-Work for East Link Preliminary Engineering



Questions?