

## ABOUT THE PROJECT

As part of the Waterfront Seattle Program, the City of Seattle, in cooperation with the Washington State Department of Transportation (WSDOT), will rebuild a portion of the Marion Street Bridge. The rebuild will happen as part of the removal of the Alaskan Way Viaduct and reconstruction of Alaskan Way.

This project will replace the span across Alaskan Way starting from Colman Dock. The replacement of the Marion Street Bridge is funded by WSDOT as part of the Alaskan Way Viaduct Replacement Program.

The Marion Street Bridge provides an essential pedestrian connection between the multimodal ferry terminal at Colman Dock and major destinations in downtown Seattle and Seattle's waterfront. The bridge is utilized by the majority of the more than 5 million foot passengers who use Colman Dock annually.

## GOALS FOR MARION STREET BRIDGE

- Provide a grade-separated connection for patrons of the Colman Dock Facility that improves dock and street operations, as well as pedestrian circulation
- Provide cost-effective, durable and context-sensitive design that enhances the waterfront as a place for people
- Provide for effective pedestrian circulation within the Colman Dock hub between various modes including ferries, regional and local bus transit, Center City streetcar, private bus service, taxis and ride services and private vehicle pick up and drop off

*Additional technical criteria can be found on the website.*

## LEARN MORE

### ONBOARD OUTREACH

On board Seattle to Bainbridge crossing  
**April 19, 4:40 PM**

Bainbridge Ferry Terminal  
**April 19, 5:30 – 7:50 PM**

Colman Dock Main Terminal  
**April 20, 3:30 – 6:30 PM**

King County Water Taxi Facility  
**April 20, 3:30 – 6:30 PM**

On board Seattle Bremerton crossing  
**April 26, 4:20 PM**

Bremerton Ferry Terminal  
**April 26, 5:30 – 7:30 PM**

### PUBLIC DROP-IN SESSIONS

Puget Sound Regional Council  
1011 Western Avenue, Suite 500

**April 22, 10 AM - 12 PM**

**April 25, 3 - 5 PM**

### ONLINE

[waterfrontseattle.org/featured-projects](http://waterfrontseattle.org/featured-projects)

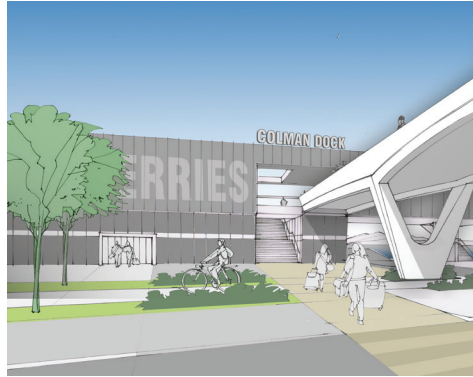
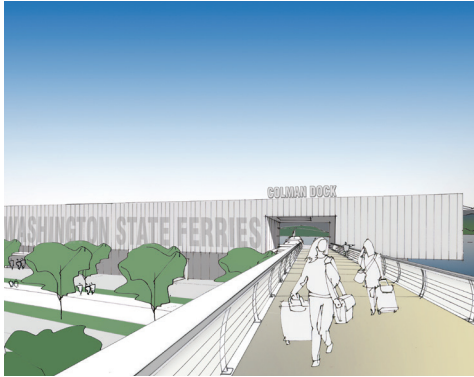
### PHONE/EMAIL

[info@waterfrontseattle.org](mailto:info@waterfrontseattle.org)  
(206) 499-8040

## DESIGN CONCEPTS

Three design concepts for the Marion Street Bridge have been developed. The City intends to advance a final concept, with design complete by 2018. Construction will begin after the Alaskan Way Viaduct is removed, currently anticipated for 2019.

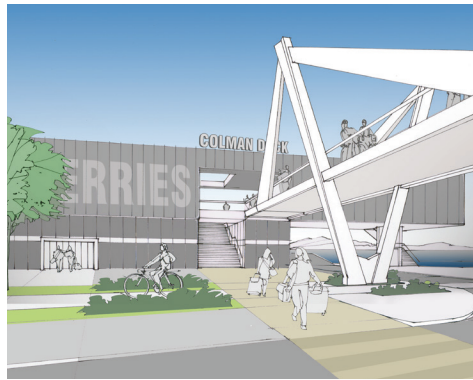
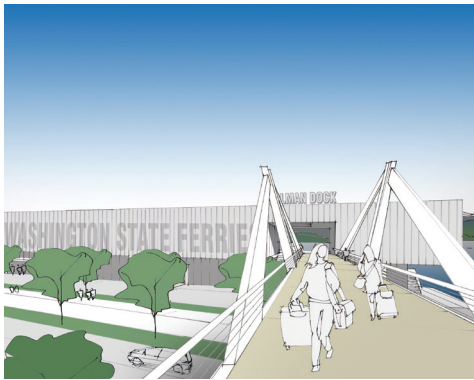
### Concept 1



#### KEY FEATURES AND BENEFITS

- Cast-in-place concrete structure
- Cantilevered approaches (to Colman Dock and toward 1st Avenue)
- Wide, concrete pedestrian railings
- Simple and functional concrete design
- Shallow bridge depth to maintain a 20-foot vertical clearance above Alaskan Way
- Relatively low construction cost
- Minimal long-term maintenance

### Concept 2



#### KEY FEATURES AND BENEFITS

- Combines a standard concrete girder bridge and a cable-stayed bridge
- Cable-stayed columns (supported by concrete pylons that allow the bridge to be shorter than typical cable-stayed bridges)
- Narrower bridge cross-section
- Open and transparent cable pedestrian railing
- Minimal maintenance (due to concrete support)
- Narrower footprint and height than typical cable-stayed bridges
- Minimally interrupted views from the bridge due to cable railing

### Concept 3 - NOT MOVING FORWARD



Concept 3 is a steel and concrete Fink truss bridge. Key features and benefits of concept 3 are its slender profile and shallow bridge depth. Because construction and maintenance costs of this design are much higher than the other concepts, the city does not plan to carry forward concept 3.