

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Rest of the West: Extending six lanes to I-5

Key benefits

<p>Replacing vulnerable structures:</p> <p>Builds new, safer bridges that meet modern earthquake codes.</p>	<p>Adding transit / HOV:</p> <p>Extends the six-lane corridor to I-5, bringing HOV benefits and highway shoulders to the entire corridor, along with a new bicycle and pedestrian path.</p>	<p>Improving multimodal connections:</p> <p>Builds safe connections to local and regional bus stops, the nearby UW light rail station, and bicycle / pedestrian trails.</p>	<p>Practical design:</p> <p>Reduces needed construction materials and environmental footprint.</p>	<p>Local consensus:</p> <p>Includes design input from in-depth collaboration with the local communities.</p>
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PHASE 1: Montlake Phase
Construction to begin in 2018
Estimated duration: 4-5 years

PHASE 2: Portage Bay Phase
Estimated to begin in approx. 2020-2022
Estimated duration: 6 years

PHASE 3: Montlake Cut Crossing Phase
Estimated to begin as early as 2024
Estimated duration: 3 years

Rest of the West elements:

- A new Portage Bay Bridge, built to current seismic requirements
- A new Montlake interchange and lid with direct-access for transit and HOV
- The south (eastbound) half of the new west approach bridge, built to current seismic standards
- A new ramp for transit and carpools to reach the I-5 express lanes
- New bicycle and pedestrian connections on SR 520 and to existing local trails
- Stormwater treatment sites that capture and naturally filter highway runoff to help protect the local environment
- A second Montlake Cut drawbridge

Full funding allows WSDOT to move forward with completion of west side improvements

The Legislature’s 2015 passage of the “Connecting Washington” transportation package included \$1.64 billion to complete State Route 520 improvements from I-5 to Lake Washington – the “Rest of the West.”

As a result, WSDOT is now moving into contract development for the Rest of the West and preparing for construction.

Reconstruction of SR 520’s westernmost segment will replace

two vulnerable, hollow-column bridges. These bridges, built with 1950s technology, do not meet current seismic requirements and could fail in a strong earthquake.

New, safer bridges and other highway improvements are designed to serve the Puget Sound region for the next 75 years or more.

Completing SR 520’s six-lane corridor also will ensure greater trip reliability for motorized and nonmotorized commuters alike.

SR 520 program overview



WSDOT is constructing a new SR 520 corridor that is safer and more reliable for drivers, transit riders, bicyclists and pedestrians in the Seattle-Bellevue area. The fully funded \$4.56 billion program includes:

- A new six-lane Eastside corridor, with a new HOV lane in each direction, two median transit stops, and three community-connecting lids.
- A new, six-lane floating bridge on Lake Washington, built to withstand stronger windstorms.
- The north half of a new west approach bridge (under construction), built to modern seismic standards.
- All remaining project elements in Seattle from I-5 to Lake Washington – the “Rest of the West.”

Rest of the West timeline

With full funding secured, WSDOT is:

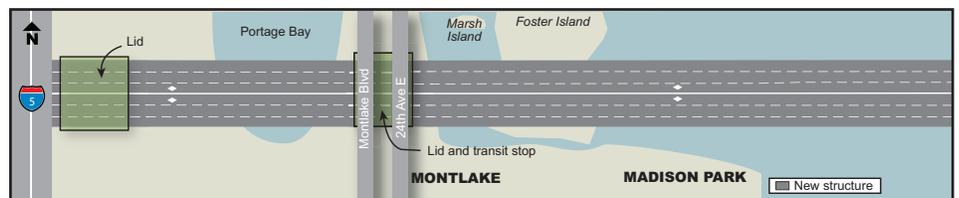
- Conducting early utility-relocation and right-of-way work where needed.
- Developing contract documents and preparing to launch major construction activities in 2018.



Rendering of a new Montlake lid, with connections to regional bus routes and local bicycle/pedestrian paths.



Rendering of a new Portage Bay Bridge, with new HOV lanes and an extension of SR 520's regional bicycle/pedestrian path.



With full corridor complete - six lanes to I-5.

For more information:

Visit:

www.wsdot.wa.gov/projects/sr520bridge

E-mail:

sr520bridge@wsdot.wa.gov

Program info line: 206-770-3554

(program info/staffed 8 a.m. - 5 p.m., Mon-Fri)

Construction hot line: 206-708-4657

(24-hr hot line/for urgent issues)

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