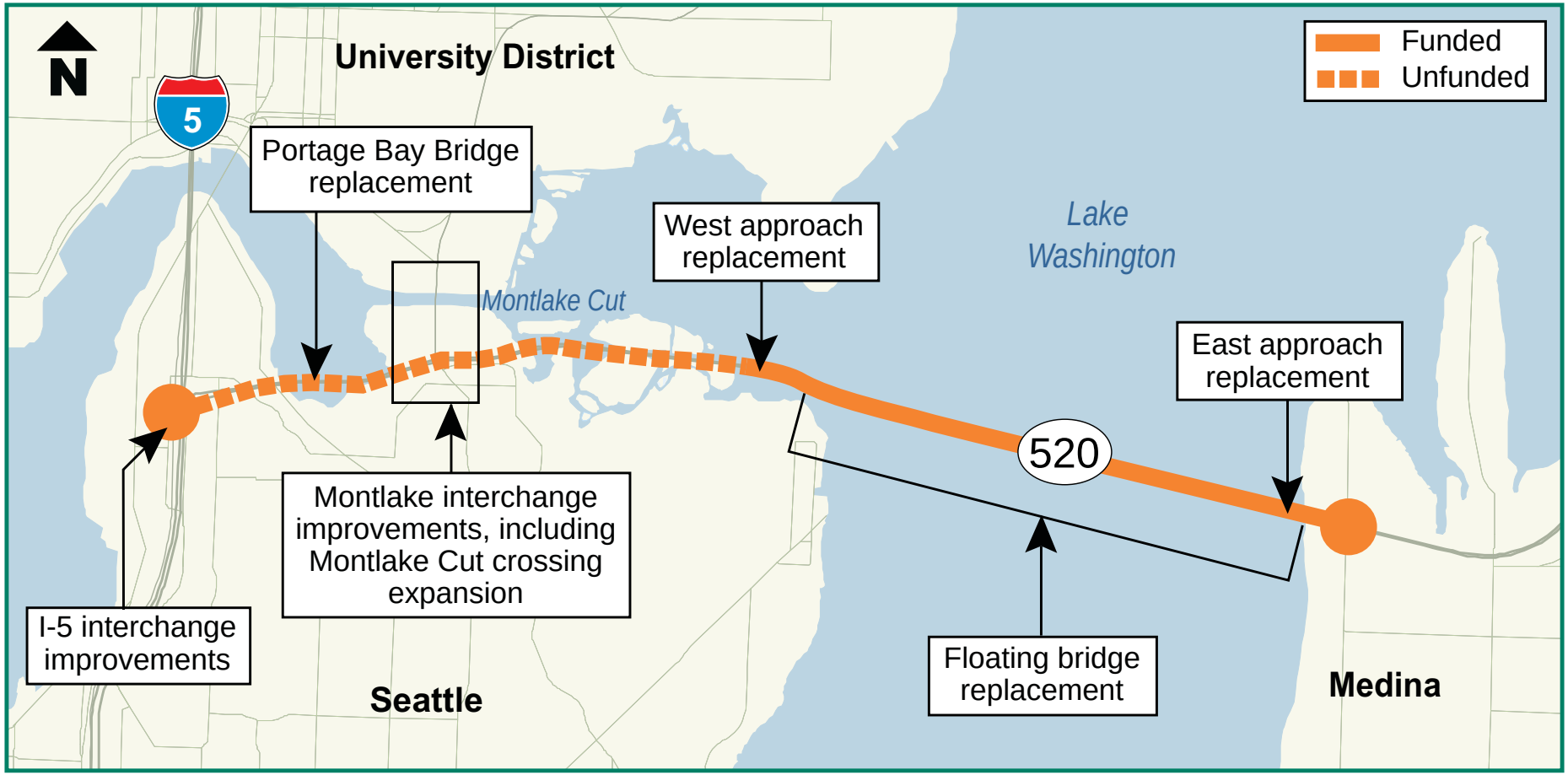
Project overview

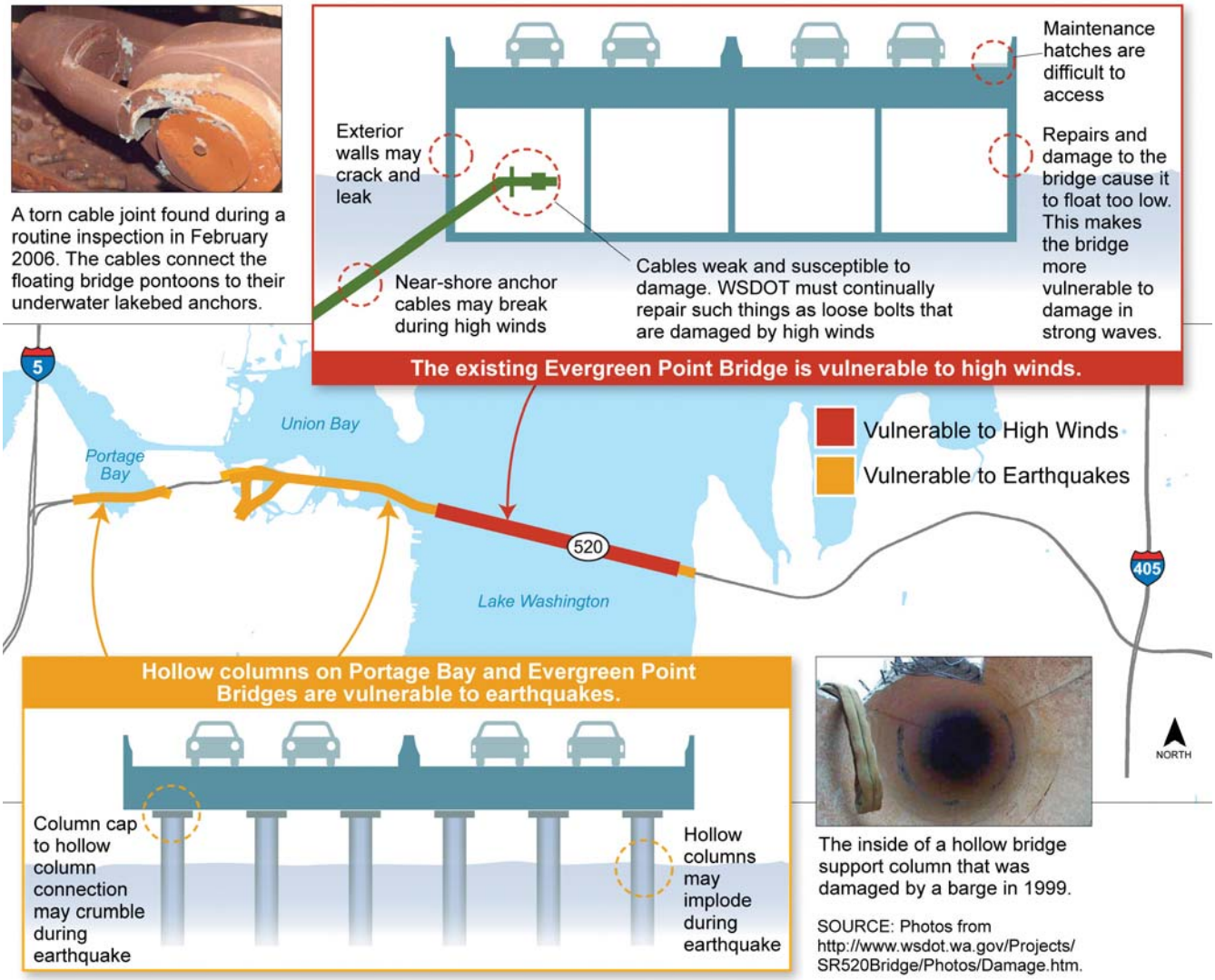


What is the project purpose?

The purpose of the I-5 to Medina: Bridge Replacement and HOV Project is to improve mobility for people and goods across Lake Washington within the SR 520 corridor from Seattle to Redmond in a manner that is safe, reliable and cost-effective, while avoiding, minimizing, and/or mitigating impacts on affected neighborhoods and the environment.

Project need: Vulnerability

The SR 520 floating bridge and structures are nearing the end of their design lives and are at risk of catastrophic failure.



Project need: Challenges to mobility

Current challenges:

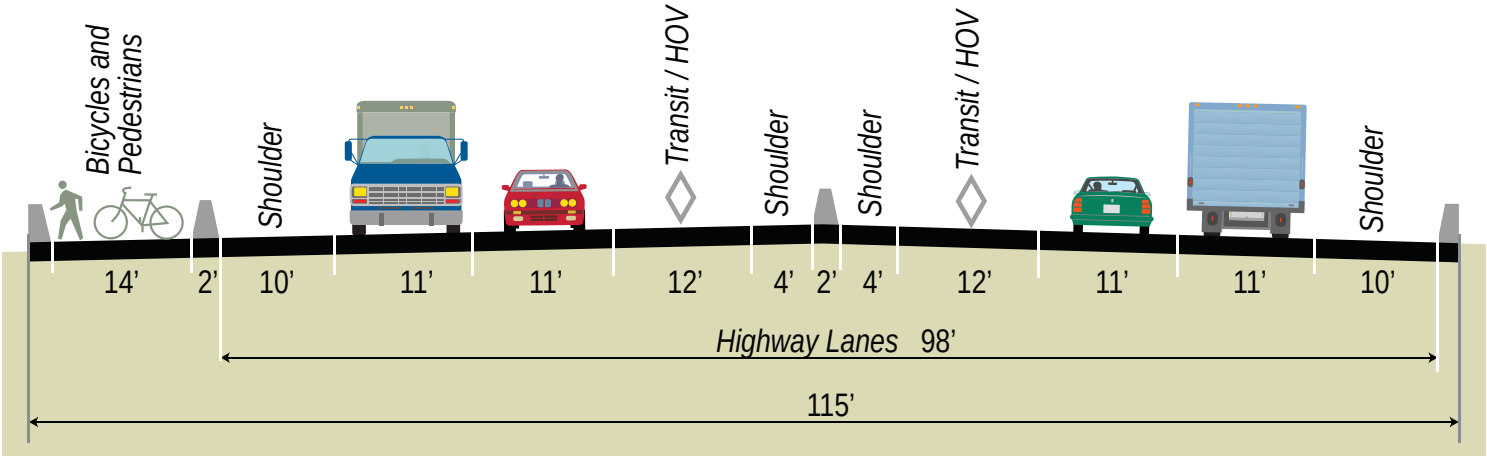
- Traffic demand in both directions exceeds the highway's capacity, causing congestion for cross-lake drivers.
- Buses and carpools are stuck in general-purpose traffic.
- Narrow shoulders cause breakdowns and collisions to block traffic.

Future challenges if the project is <u>not</u> built:

- By 2030, it will take single-occupant vehicles 50 percent longer during congested periods to cross the corridor.
- No transit/HOV lanes means slower, less reliable service for transit and carpools.
- The bridge will not be able to accommodate future high capacity transit.
- Congestion increases costs, discourages growth, and creates disincentives for businesses to locate in the region.

Project key features: Safety and mobility

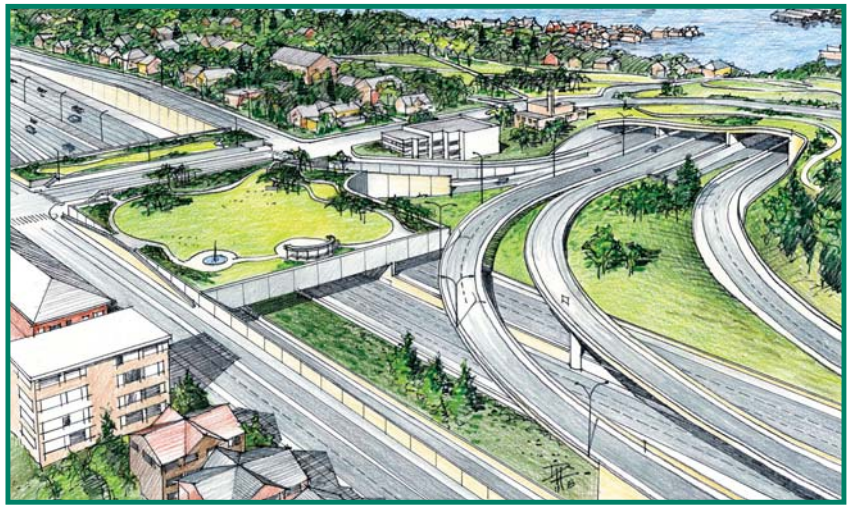
- A new, safer SR 520 floating bridge will be less vulnerable to windstorms.
- New Portage Bay Bridge and west and east approach bridges will be less vulnerable to earthquakes.
- Four general-purpose lanes and two transit/ HOV lanes will provide increased mobility and reliability for transit, carpools, and general-purpose vehicles.
- Wider shoulders, improved merges and roadway design will enhance safety and reliability.



Note: Dimensions shown on the diagram are on the proposed Evergreen Point Bridge. Outside shoulder widths vary from 8 feet to 10 feet.

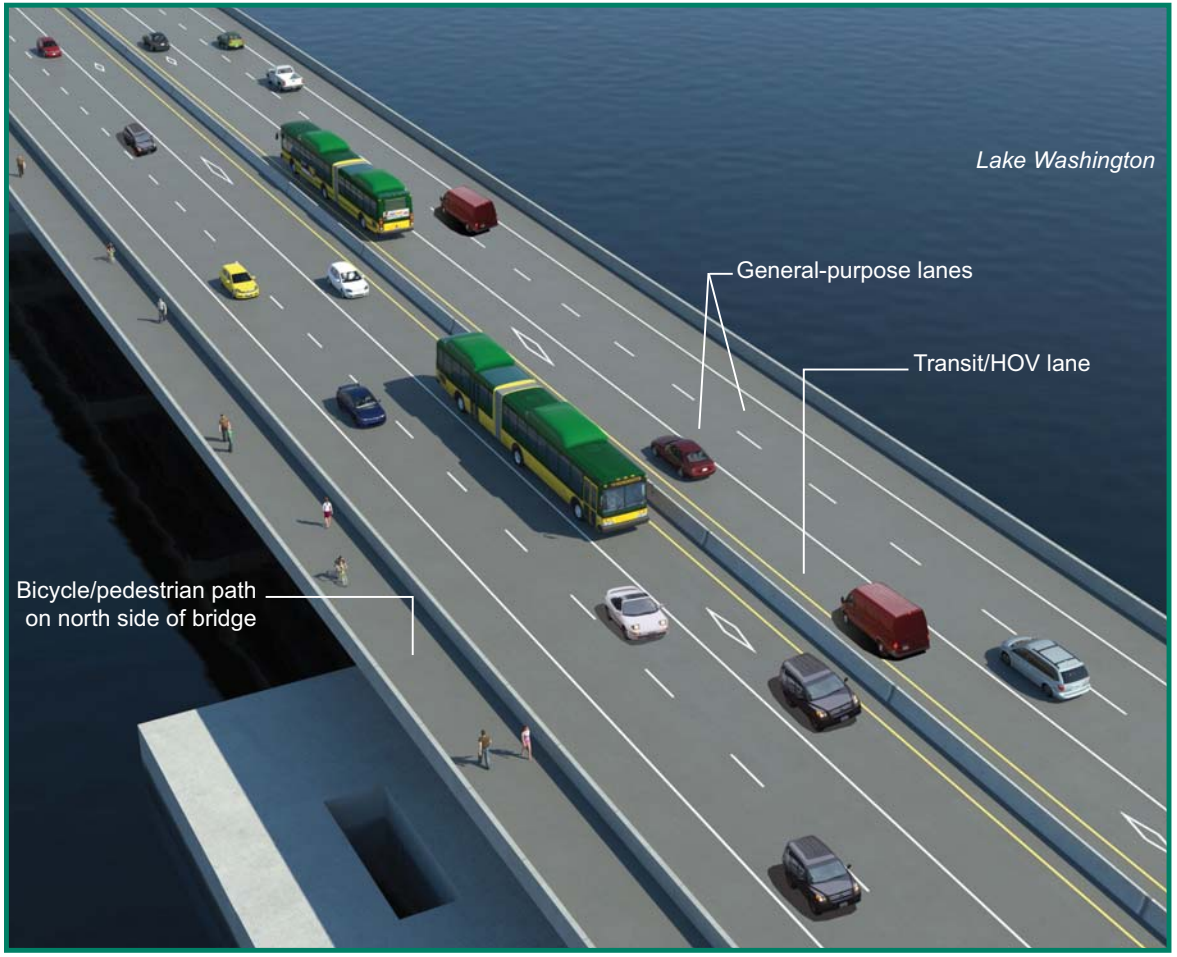
Project key features: Environment and community

- Landscaped lids over sections of the highway will reconnect neighborhoods divided by construction of the original roadway.
- A regional bicycle and pedestrian path across Lake Washington will add a connection to existing bicycle and pedestrian facilities to provide additional commuting and recreation options.
- Stormwater treatment will improve the quality of runoff from SR 520, which is currently not treated.
- Noise reduction features that could include noise walls, quieter pavement, and/or emerging innovative noise reduction technologies.

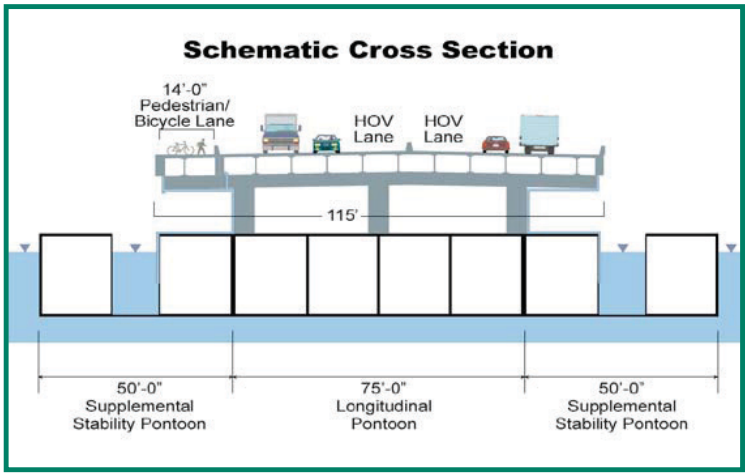
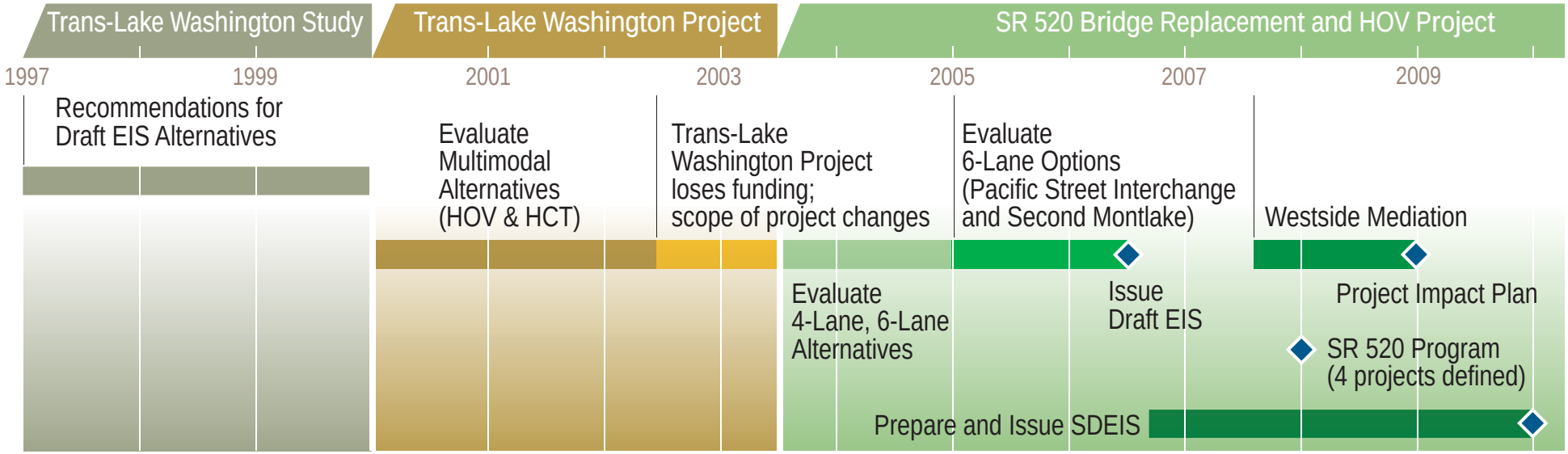


Bird's eye perspective of proposed I-5/ Roanoke and 10th Avenue/Delmar Drive lids looking northeast, compared to a photo of the existing interchange.

The new SR 520 floating bridge



The new SR 520 floating bridge will have two general-purpose lanes and one transit/HOV lane in each direction, and a bicycle and pedestrian path on the north side of the bridge.



Project history