

The 'Rest of the West' takes shape, construction to start in 2018

The state Legislature's 2015 Connecting Washington transportation package provides \$1.6 billion, spread over seven biennia, to fully fund the completion of important safety and mobility improvements on SR 520's westernmost segment between I-5 and Lake Washington – the "Rest of the West."

This Seattle leg of SR 520 reconstruction will replace two vulnerable, hollow-column highway bridges, complete the corridor's new transit/HOV system between I-5 and I-405, and extend a new, cross-lake bicycle/pedestrian path to north Capitol Hill and across I-5.

Also included is construction of community-connecting lids over SR 520 in Seattle's Montlake and Roanoke neighborhoods, a second bascule bridge across the Montlake Cut, and improvements to local parks and natural areas.

WSDOT plans to complete these improvements in three phases. A request for proposals for the first stage – the Montlake Phase – will be issued in early 2017, with construction starting in 2018.

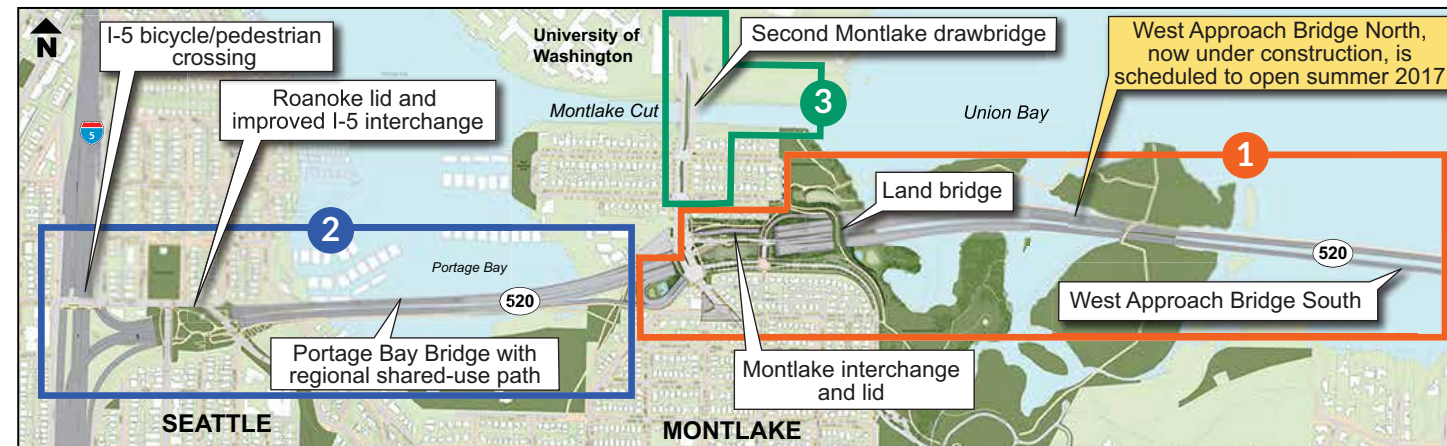


An artist rendering of a new Montlake lid, looking west toward Portage Bay.



A rendering of a new bicycle/pedestrian "land bridge," east of the lidded Montlake interchange.

Project phasing in Seattle



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

For more information

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SR 520 Program Website:
wsdot.wa.gov/projects/sr520bridge



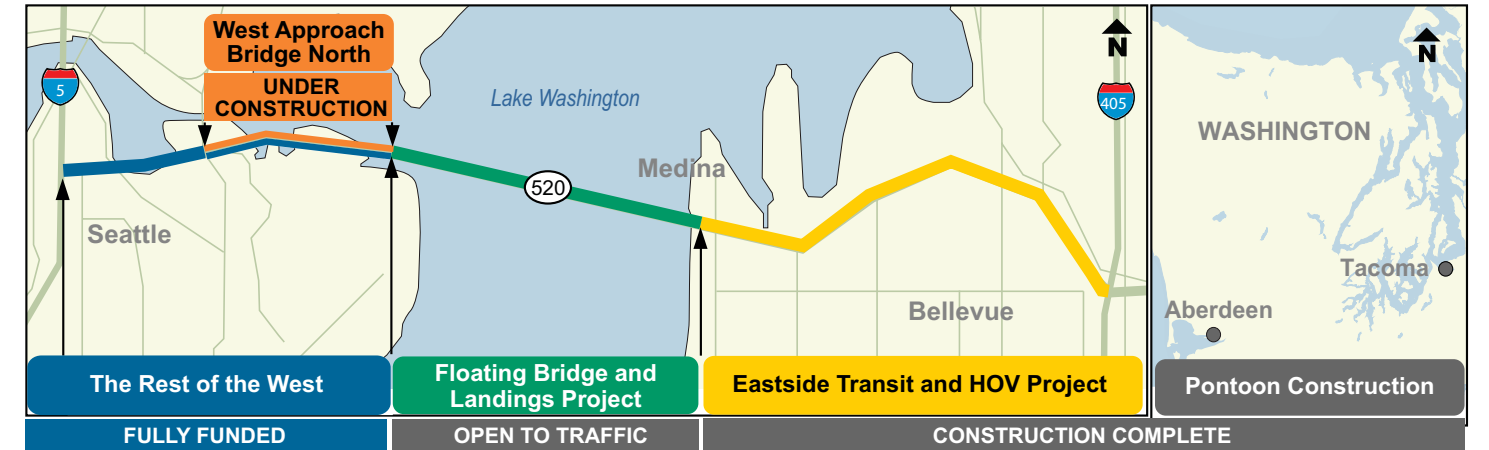
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SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Construction moves westward on SR 520



SR 520 program creates jobs

At the peak of construction, approximately 1,300 people – engineers, ironworkers, heavy-equipment operators, welders, carpenters, electricians, concrete specialists and other skilled workers – have been involved in constructing the new SR 520.

Most of these people work within the highway corridor itself, while hundreds of others built key bridge and highway components in other locations: Aberdeen and Tacoma for pontoons, and Kenmore for bridge anchors and precast, concrete roadway deck sections.



Crews hand tie rebar cages that will strengthen concrete columns for the West Approach Bridge North.



February 2017 view of West Approach Bridge North construction across Union Bay.

Reaching major milestones on the road to a new SR 520

Construction is steadily progressing on building a safer, more reliable SR 520 between Seattle and the Eastside. The Washington State Department of Transportation (WSDOT) and our contractors are making headway on all fronts, from opening the highway's major Eastside improvements in 2014 to completing the world's longest floating bridge in 2016 to preparing for a 2018 start of construction on "the Rest of the West" in Seattle.

As of February 2017:

- The Eastside's new HOV lanes, median transit stops, direct-access ramps for buses and carpools, and 14-foot-wide bicycle/pedestrian path are all open.
- The new SR 520 floating bridge opened to traffic in April 2016 with six lanes, shoulders for disabled vehicles, and an extension of the highway's bicycle/pedestrian path.
- The West Approach Bridge North, which will carry three lanes of westbound traffic from the new floating bridge to Seattle's Montlake area, is on track for completion in summer 2017.

New floating bridge provides safer travel across Lake Washington

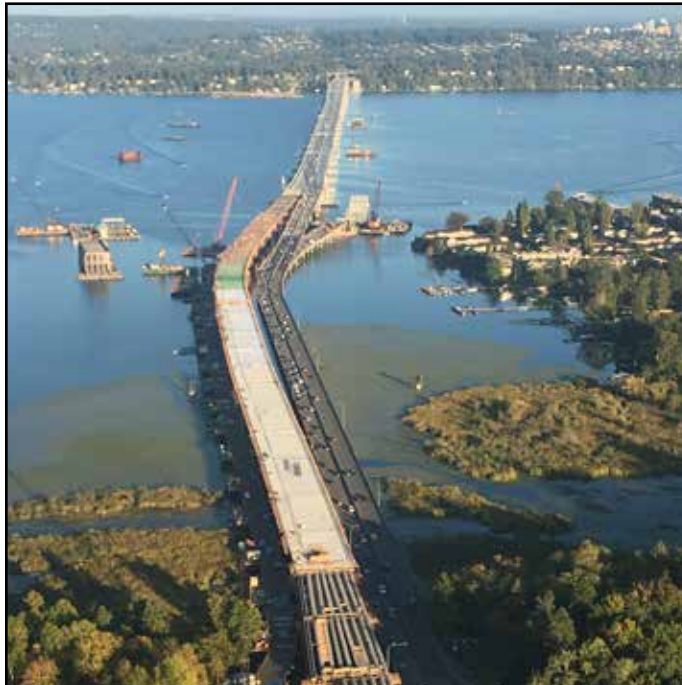


The world's longest floating bridge opened to traffic in April 2016. The new, six-lane SR 520 floating bridge replaced the structurally vulnerable, four-lane floating bridge that had served the region since 1963. The new bridge features shoulders for disabled vehicles, a transit/HOV lane in each direction, a bicycle and pedestrian path, and a bridge maintenance facility under the east approach structure in Medina.

Built to last at least 75 years, the new bridge is much stronger, capable of withstanding sustained winds of up to 89 mph. The new structure consists of:

- 77 pontoons that support the floating roadway.
- 58 anchors – some weighing more than 400 tons – that hold the bridge's pontoons in place.
- 331 girders that support the bridge's high-rise roadway.
- 776 precast, concrete panels that form the bridge's low-rise roadway deck.
- 27 cast-in-place deck spans that form the high-rise roadway deck.
- 771 columns that support the bridge deck.

Highway improvements underway in Seattle's Montlake area



The new West Approach Bridge North, under construction between Montlake and the new floating bridge, is scheduled to open to traffic in 2017.

SR 520 construction moved onshore in Seattle in fall 2014 when crews began building the first of two replacement bridges for the highway's seismically vulnerable west approach bridge.

Studies indicate the current west approach – a fixed, four-lane structure supported by hollow columns more than five decades old – could fail in a severe earthquake. To enhance public safety and mobility, two three-lane, solid-column approach bridges will be built to connect SR 520's new, six-lane floating bridge with Seattle's Montlake area.

WSDOT is now building the first of the two replacement structures – the West Approach Bridge North. This approach bridge – scheduled to open to traffic in summer 2017 – will extend SR 520's bicycle and pedestrian path, linking local and regional trails on both sides of Lake Washington.

The bridge project also includes significant environmental enhancements in the Arboretum and sites along Union Bay, Foster Island, the Montlake Cut, south Lake Washington, and other locations.

SR 520's Eastside segment features transit and HOV improvements

All major improvements to SR 520's Eastside corridor were completed in 2014. They include:

- An expanded, six-lane Eastside segment, with two general-purpose lanes and one transit/HOV lane in each direction, and a new, regional bicycle and pedestrian path alongside. The new HOV lanes opened in September 2014.
- Median transit stops at Evergreen Point Road and 92nd Avenue Northeast for safer, speedier bus travel. Both stops opened to transit riders in summer 2014.
- Stormwater drainage and detention facilities to capture highway runoff before it reaches local streams and Lake Washington.
- Lidded overpasses at Evergreen Point Road, 84th Avenue Northeast and 92nd Avenue Northeast, a wider Bellevue Way bridge and a new overpass at 108th Avenue Northeast.
- Noise walls and retaining walls throughout the corridor.
- Eight fish-friendly culverts – six run underneath the highway – to aid fish migration.



The Evergreen Point Road lid includes a median transit stop (upper left), one of two on the Eastside corridor.



New culverts built under SR 520 are designed to aid fish migration.

New floating bridge supported by biggest, heaviest pontoons ever built

In March 2015, workers finished constructing the last of 77 large, concrete pontoons that support and stabilize the new SR 520 floating bridge. The 21 largest pontoons – 360 feet long, 75 feet wide, three stories high, and 11,000 tons – were built in Grays Harbor. Most of the 54 smaller pontoons – 2,500 to 2,800 tons each – were built in Tacoma.



Pontoon F, the final pontoon needed for the new floating bridge, travels through the Seattle ship canal in April 2015 en route to Lake Washington. The new floating bridge opened to traffic in April 2016.