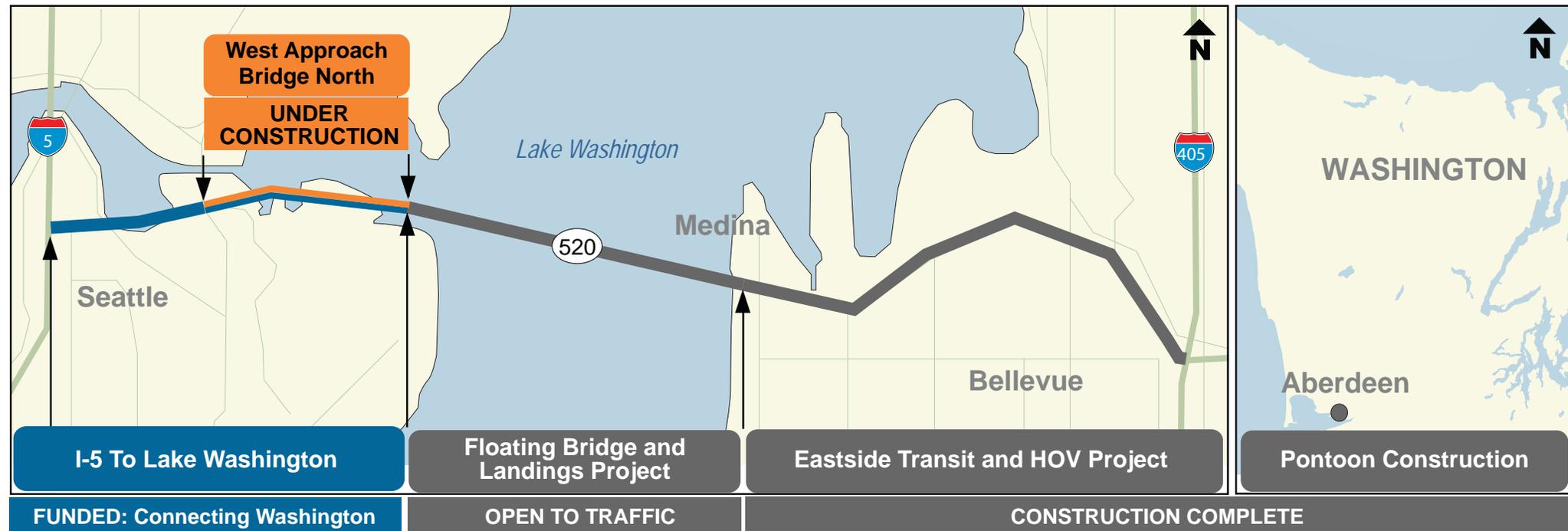


SR 520 Program overview and schedule



Eastside Transit and HOV Project: Opened 2014

Pontoon Construction in Aberdeen: Completed 2015

New Floating Bridge: Opened April 2016

West Approach Bridge North: Opening summer 2017

Remaining west side corridor: Fully funded, construction to begin by 2018

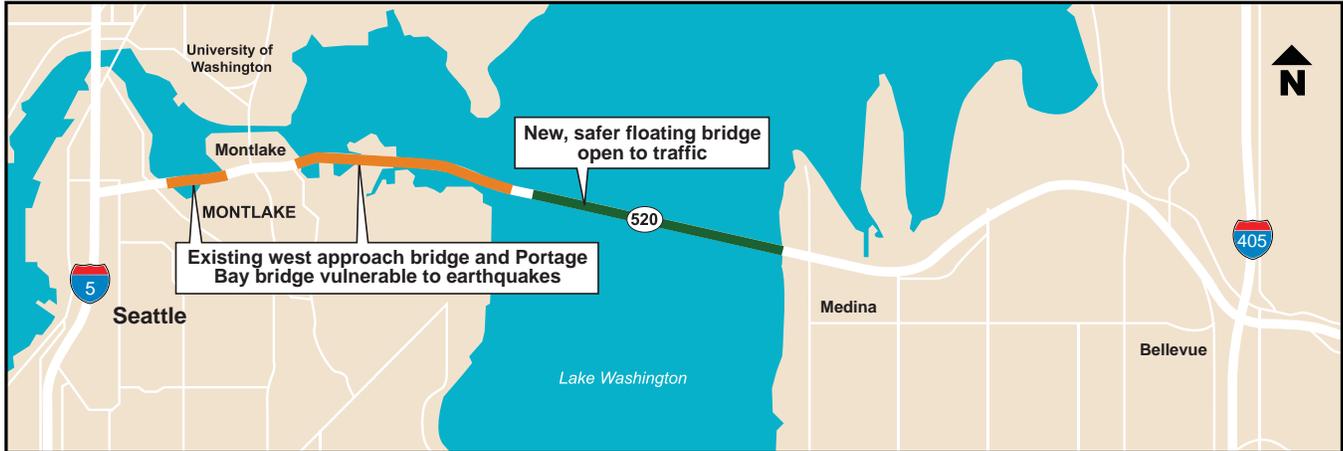
SR 520 Program cost and funding

SR 520 program cost estimate <i>Note: 2009 Legislative spending cap is \$4.65 billion</i>	\$4.56 B
Funding received <i>Note: Based on 2015 Legislative authorization</i>	\$4.56 B[*]
Funding sources (below)	
State funding (primarily Motor Vehicle Fuel Tax)	\$0.61 B
State funding (Connecting Washington Account)	\$1.64 B
SR 520 Account (tolling and future federal funds)	\$1.65 B
Federal TIFIA loan	\$0.30 B
Other federal funding	\$0.20 B
Deferred sales tax	\$0.16 B

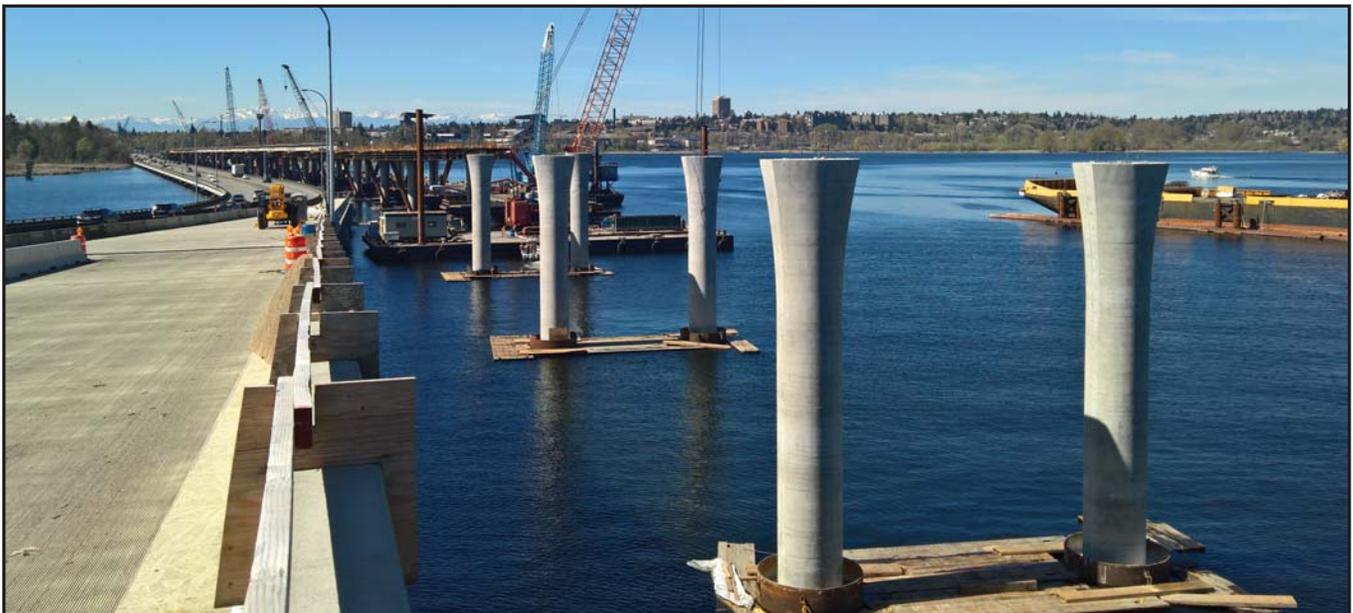
Updated: December 2015

* Includes \$1.64 billion in new revenue authorized in 2015 via ESSB 5988,
 Includes \$14 million authorized in 2015 via 2ESHB 1299,
 Includes \$10 million in existing agency resources authorized in 2014 via ESSB 6001.

Replacing vulnerable bridge structures



The existing Portage Bay Bridge and west approach bridge sit on old hollow columns that are at risk of structural failure during an earthquake.



Columns recently built for the new West Approach Bridge North are significantly stronger and better designed to withstand a seismic event.

Eastside Transit and HOV Project Recap

Major improvements on the Eastside included building:

- Transit/HOV lanes in both directions through the entire Eastside corridor.
- Wider, safer shoulders.
- Median transit stops at Evergreen Point Road and 92nd Avenue Northeast.
- Direct-access ramp to and from 108th Avenue Northeast for carpools and transit.
- Regional bicycle and pedestrian path with connections to local trails.

Environmental and community enhancements include:

- Wider, fish-friendly culverts.
- Noise reduction techniques.
- Stormwater treatment and detention facilities.
- New lids at Evergreen Point Road, 84th Avenue Northeast and 92nd Avenue Northeast.



Commuters began using the new median transit stop on SR 520 at Evergreen Point Road in mid-2014.



View, looking south, of the new Evergreen Point Road lid in Medina, which features public open space and a median transit stop along SR 520.

SR 520 Bridge Replacement and HOV Program

Floating bridge Grand Opening celebration: April 2-3, 2016



New floating bridge open to traffic



Design-build overview

Legislative direction for design-build

- The Legislature has strongly encouraged WSDOT to pursue design-build method for large projects over \$2 million in value, including the 520 Rest of the West (RCW 47.20.785).

Design-build versus design-bid-build

Design-build

- Design build is a contracting method in which WSDOT completes a preliminary design, releases a Request for Qualifications (RFQ) followed by a Request for Proposals (RFP), and selects a contractor based the best apparent value which is determined by price as well as technical credits determined by their design proposal.
- After a contractor is hired, they will complete both the final design and the construction of the project.
- The Eastside and Floating Bridge projects were built with the design-build method.

Design-bid-build

- Design-bid-build means WSDOT completes the plans to 100 percent level, then hires a contractor (based on low bid) to build the project.

The next two phases of construction along the SR 520 corridor are planned to be design-build (DB), pending future WSDOT assessments. The second bascule bridge delivery method will be assessed in the future.

Benefits and considerations

Benefits of design-build:

- Construction activities are highly specialized and a design-build approach can be beneficial in developing the best construction methodology.
- Opportunity for greater innovation and efficiencies with one combined designer and builder.
- Can shorten the final design process/timeline, allows some work to start early.
- Allows for potentially faster project delivery by consolidating designers, subcontractors, fabricators.
- Allows the project to move into construction more rapidly.

Considerations of design-build:

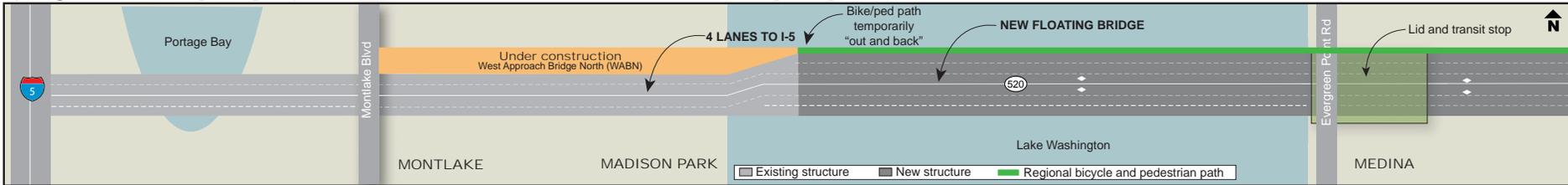
- The details of the final design are not 100 percent complete when the contract is awarded.



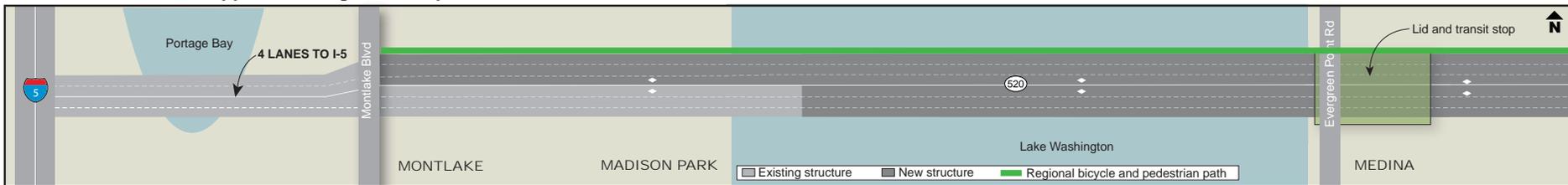
Keeping traffic flowing on SR 520 in phases

Note: Illustration of SR 520 mainline operations. Ramps and interchanges are not detailed.

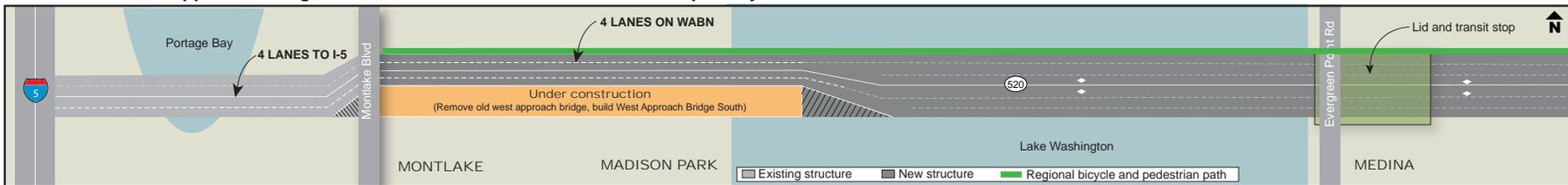
Spring 2016: **Floating Bridge Open To Traffic - 6 Lanes to the West End of the Floating Bridge**



Summer 2017: **West Approach Bridge North Open To Traffic - 6 Lanes to Montlake**



Late 2018: **West Approach Bridge South Under Construction - 4 Lanes Temporarily Shifted to WABN Structure**



Note: Other mainline traffic sequencing to I-5 to be determined.

Upon Full Corridor Completion - **6 Lanes to I-5**

