

Program overview

2011

The SR 520 floating bridge is a vital link across Lake Washington, connecting more than 190,000 people every day to key population and employment centers, including downtown Seattle, the University of Washington, downtown Bellevue and Microsoft in Redmond. The SR 520 bridge and structures are vulnerable to earthquakes and windstorms, and are at risk of collapse if they are not replaced.

Improving and replacing the SR 520 corridor is critical to keeping the traveling public safe while keeping people and goods moving.

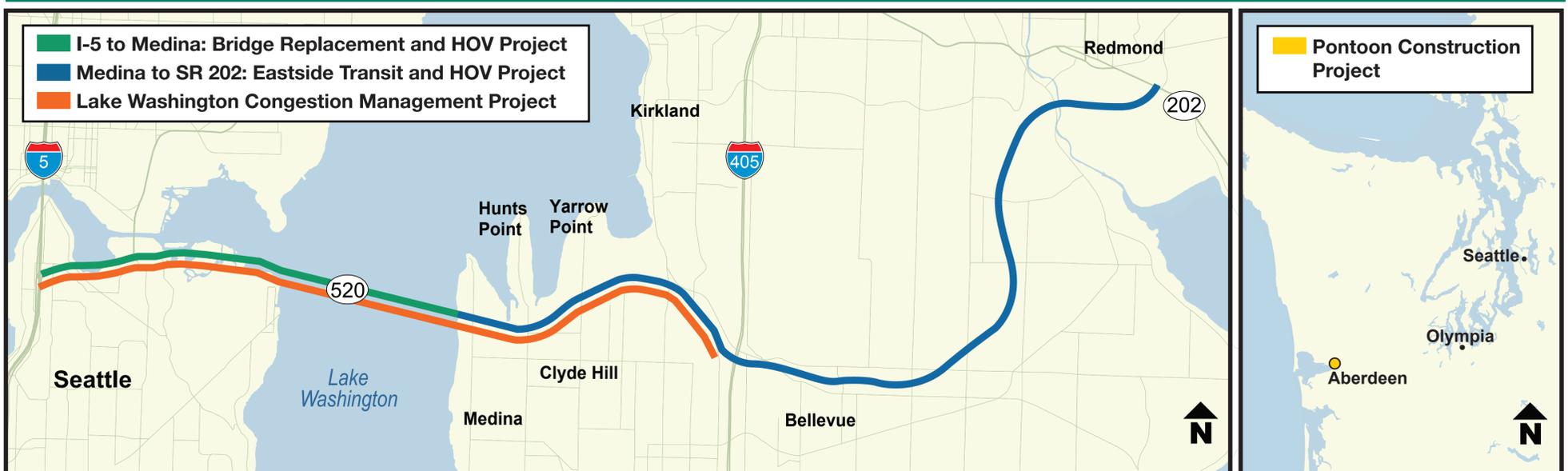
The SR 520 program enhances safety by replacing the aging floating bridge and keeps the region moving with key system improvements throughout the corridor from I-5 in Seattle to SR 202 in Redmond.

- **I-5 to Medina: Bridge Replacement and HOV Project**
 Replaces the SR 520 floating bridge, approaches and roadway with six lanes between I-5 and the eastern shore of Lake Washington.
- **Medina to SR 202: Eastside Transit and HOV Project**
 Completes and improves the transit and HOV system from Evergreen Point Road in Medina to the SR 202 interchange in Redmond.
- **Pontoon Construction Project**
 Advances pontoon construction to restore the floating section of the SR 520 bridge in the event of a catastrophic failure and to store those pontoons until needed.
- **Lake Washington Congestion Management Project**
 Implements tolls on the existing SR 520 floating bridge and activates Smarter Highways features from I-5 to I-405.

Program schedule

- 2010 - Activate Smarter Highways traffic management features.
- 2011 - Begin construction in Grays Harbor.
- 2011 - Begin construction of the Eastside Transit and HOV Project.
- 2011 - Begin tolling the existing bridge.
- 2012 - Begin construction of new floating bridge.
- 2014 - Target to open new floating bridge to drivers.

Program map

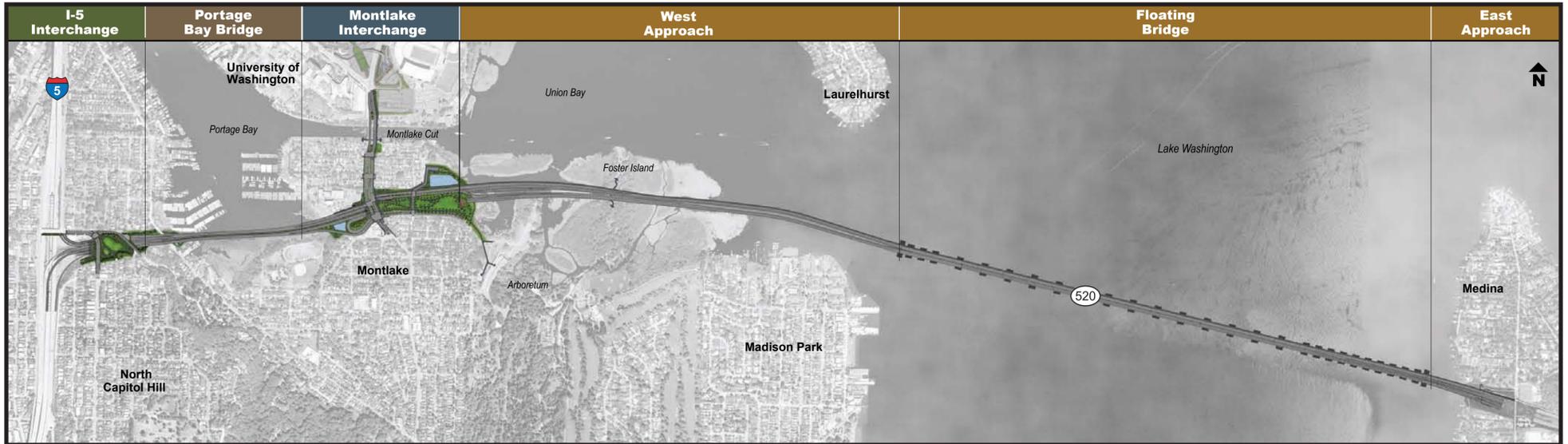


Costs and funding

SR 520 program budget		\$4.65 B
Funding received to date		\$2.43 B
State funding (Nickel and Transportation Partnership Program)	\$0.55 B	
Federal funding	\$0.01 B	
SR 520 Account (tolling and future federal funding)	\$1.75 B	
Deferred sales tax	\$0.12 B	
Unfunded need (includes \$0.15 B in deferred sales tax)		\$2.22 B

Note: The west side of the corridor, from I-5 to the floating bridge, is not currently funded for construction. We are continuing to advance the design.

Project overview



Portage Bay Bridge



Montlake Interchange



Floating Bridge

What are the key features of the project?

The I-5 to Medina Bridge Replacement and HOV Project includes a new floating bridge and highway with six lanes, including two general-purpose lanes and a new transit/HOV lane in each direction. Adding transit/HOV lanes make travel in the corridor faster and more reliable for buses and carpools and supports regional plans for completing the HOV system.

The project also takes key steps to get ready for future light rail, help manage traffic in the Arboretum and transform the future corridor from I-5 to Montlake into a city parkway with landscaped lids and medians.

How will the project improve safety and mobility?

- The new, safer SR 520 bridges and structures will be less vulnerable to windstorms.
- New Portage Bay Bridge and west and east approach bridges designed to current seismic standards.
- Four general-purpose lanes and two HOV lanes, providing increased mobility and reliability for transit and carpools and general-purpose vehicles.
- Wider shoulders and improved curves for greater safety and improved reliability.
- A second Montlake bridge across the Montlake Cut that provides additional capacity for buses, carpools, bicycles and pedestrians.
- A reversible transit/HOV ramp to the I-5 express lanes; headed from the Eastside to downtown Seattle in the morning and from downtown Seattle to the Eastside in the evening.

How will the project enhance the environment and surrounding communities?

- Landscaped lids over sections of the highway to reconnect neighborhoods divided by construction of the original roadway.
- A regional bicycle and pedestrian path across Lake Washington with connections to existing bicycle and pedestrian facilities.
- Stormwater treatment to improve the quality of runoff from SR 520, which is currently not treated.
- Noise reduction features, which could include noise walls and/or quieter pavement.
- Updates to the Montlake interchange, including the creation of an urban interchange at Montlake Boulevard.

Environment

Protecting the environment

WSDOT is committed to enhancing safety and delivering transportation solutions while minimizing effects on the community and natural surroundings. As we move forward with planning and construction, we must carry on our responsibility to closely investigate possible environmental effects of the program.

Why is the environmental review process important?

Environmental review is a critical step in the process of designing and constructing an SR 520 program that minimizes effects on the community and the environment. The environmental review process also provides agency decision-makers with important environmental information needed to make decisions regarding conditioning and issuing permits for construction.

Which environmental topics does WSDOT evaluate?

- Air quality
- Community effects
- Construction effects
- Economics
- Energy
- Environmental justice
- Fisheries
- Geology and soils
- Hazardous materials
- Historical and archaeological resources
- Land use
- Mitigation
- Navigable waterways
- Noise
- Public services and utilities
- Recreation
- Transportation
- Tribal fisheries and cultural resources
- Visual quality
- Water resources
- Wetlands
- Wildlife

What are the key environmental benefits of the I-5 to Medina project?

- Improves water quality in Lake Washington with the addition of stormwater treatment.
- Provides noise reduction strategies along the highway.
- Connects communities with lids spanning the freeway in the 10th Avenue E. and Montlake areas.
- Provides enhanced pedestrian and bicycle connectivity throughout the corridor connecting to existing regional and local facilities.
- Provides reliable transit connectivity throughout the corridor.
- Improvements to the Arboretum and a new park along the Ship Canal to mitigate for effects on project area parks and trails.
- Enhances wetlands and aquatic habitat in the Lake Washington watershed.
- Improvements to Yarrow Creek and culverts to make them fish passable.



The new SR 520 will provide improvements to the Arboretum and a new park along the Ship Canal to mitigate for effects to project area parks and trails.



Water lilies beneath the existing SR 520 ramps. The ramps will be removed as part of the I-5 to Medina project, allowing us to restore the park area and reduce traffic through the Arboretum.

I-5 to Medina Project Timeline

