



# SR 520

## Bridge Replacement and HOV Project



The SR 520 corridor between Seattle and Redmond is at the heart of traffic congestion in the Puget Sound region. The SR 520 Bridge Replacement and HOV Project is looking at ways to improve the ability to move people and goods across Lake Washington. The fixed and floating spans of the Evergreen Point Bridge and Portage Bay Bridge, which are aging and vulnerable to storms and earthquakes, would be replaced. Consider:



- *The floating bridge's pontoons are subject to cracking and leaking.*
- *Its low position in the water make it susceptible to high, crashing waves during storms (see photo below).*
- *The hollow columns that support the fixed bridge segments could fail during an earthquake.*
- *The bridges, both the Portage Bay Bridge and the Evergreen Point Bridge are aging and nearing the end of their design lives.*
- *Continued maintenance to keep the bridges safe and functional will become increasingly expensive.*

### Did you know?

More than 120,000 cars and buses cross the lake on SR 520 everyday. That's nearly 150,000 people!

Sustained winds of 50 mph require opening the existing bridge to release pressure.

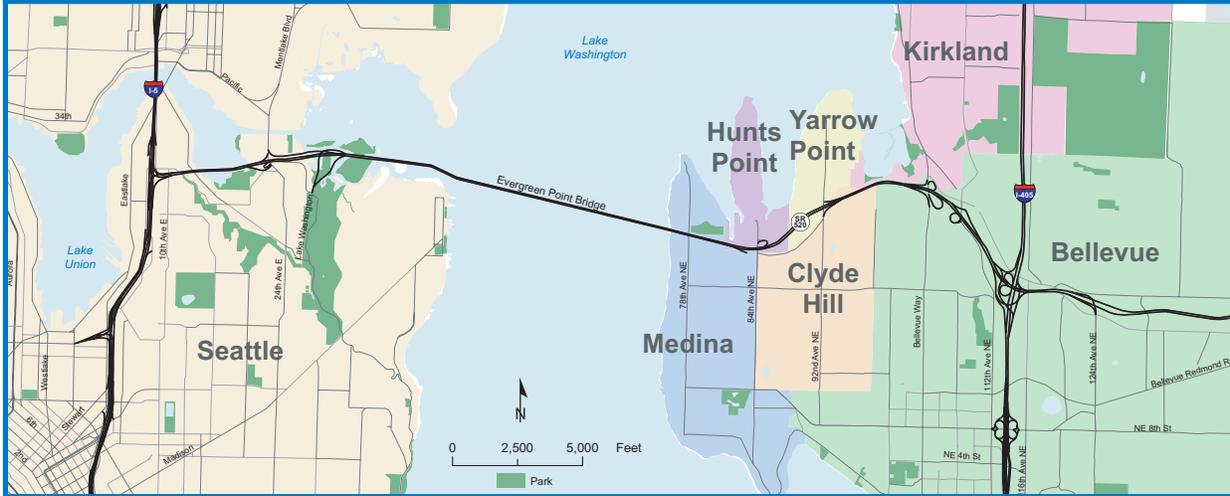


*Waves crash over SR 520 bridge during a winter storm.*

The Washington State Department of Transportation (WSDOT) and Sound Transit are leading the regional effort to replace the bridge. Currently, work is focused on evaluating alternatives for the draft environmental impact statement (EIS), due out in Summer 2005. The DEIS will likely include analysis of the four, six and eight lane options for replacing the floating bridge.

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Alternatives Description		Benefits	Cost and Schedule					
4-Lane	<ul style="list-style-type: none"> <li>Improves SR 520 between I-5 and 108th Ave NE</li> <li>Size pontoons to allow future high capacity transit (HCT)</li> <li>Rebuilds SR 520 floating bridge and approaches</li> <li>Expands roadway shoulders</li> <li>Adds bicycle/pedestrian lane</li> <li>Replaces and widens Portage Bay Bridge</li> <li>Removes "ramps to nowhere" in Arboretum area</li> <li>Adds noise walls</li> <li>Adds HOV ramp access to I-5 express lanes in A.M. Peak to downtown Seattle</li> <li>Rebuilds transit stops on the outside at Montlake, 76th, and 92nd</li> <li>Electronic tolling</li> </ul>	<ul style="list-style-type: none"> <li>Significantly reduces seismic and storm damage risks</li> <li>Expands commuter choices (vanpools and commute reduction programs)</li> <li>Improves safety and reliability</li> <li>Creates new bicycle and pedestrian link across Lake Washington</li> <li>Reduces water pollution from stormwater</li> <li>Reduces noise pollution</li> <li>Could physically support future HCT across the floating bridge</li> </ul>	<table border="1"> <tr> <th>Construction Duration</th> <th>Cost Range</th> </tr> <tr> <td>6-8 years</td> <td>\$1.6 - \$1.9 billion</td> </tr> </table>	Construction Duration	Cost Range	6-8 years	\$1.6 - \$1.9 billion	
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6-8 years	\$1.6 - \$1.9 billion							
<p><b>Option:</b> Without expanded pontoons</p>	(Graphic is the same as the 4-Lane)	<table border="1"> <tr> <th>Construction Duration</th> <th>Cost Range</th> </tr> <tr> <td>6-8 years</td> <td>\$1.5 - \$1.8 billion</td> </tr> </table>	Construction Duration	Cost Range	6-8 years	\$1.5 - \$1.8 billion		
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6-8 years	\$1.5 - \$1.8 billion							
6-Lane	<p><b>In addition to elements described in the 4-lane alternative:</b></p> <ul style="list-style-type: none"> <li>Expands SR 520 to six lanes between I-5 and 108th Ave NE, adding one HOV lane each direction</li> <li>Adds auxiliary lanes between I-405 and 124th Ave NE</li> <li>Adds reversible HOV access to I-5 express lanes to downtown Seattle in A.M. and P.M. peak</li> <li>Includes five approximately 500-foot lidded sections of freeway at Roanoke, Montlake, 76th, 84th, and 92nd</li> <li>Rebuilds transit stops on the inside at Montlake, 76th, and 92nd</li> </ul>	<p><b>In addition to benefits described in the 4-lane modified alternative:</b></p> <ul style="list-style-type: none"> <li>Improves speed and reliability of transit and HOV through dedicated lanes</li> <li>Expands current highway capacity</li> <li>Accommodates increased cross-lake travel via transit, vanpools, and carpools</li> <li>Reconnects neighborhoods with lids</li> <li>Completes HOV system on SR 520 between Seattle and Redmond</li> </ul>	<table border="1"> <tr> <th>Construction Duration</th> <th>Cost Range*</th> </tr> <tr> <td>6-8 years</td> <td>\$2.1 - \$2.5 billion</td> </tr> </table>	Construction Duration	Cost Range*	6-8 years	\$2.1 - \$2.5 billion	<p>* Does not yet include improvements through Portage Bay for extension of HOV from Montlake to I-5</p>
	Construction Duration	Cost Range*						
6-8 years	\$2.1 - \$2.5 billion							
<p><b>In addition to elements described in the 6-lane alternative:</b></p> <ul style="list-style-type: none"> <li>Expands SR 520 to eight lanes between I-5 and Bellevue Way, adding one general purpose and one HOV lane in each direction</li> <li>Adds a tunnel under Montlake Cut connecting SR 520 to NE Pacific Street</li> </ul>	<p><b>In addition to benefits described in the 6-lane alternative:</b></p> <ul style="list-style-type: none"> <li>Expands current general purpose highway capacity</li> </ul>	<table border="1"> <tr> <th>Construction Duration</th> <th>Cost Range</th> </tr> <tr> <td>7-9 years</td> <td>\$2.9 - \$3.4 billion</td> </tr> </table>	Construction Duration	Cost Range	7-9 years	\$2.9 - \$3.4 billion		
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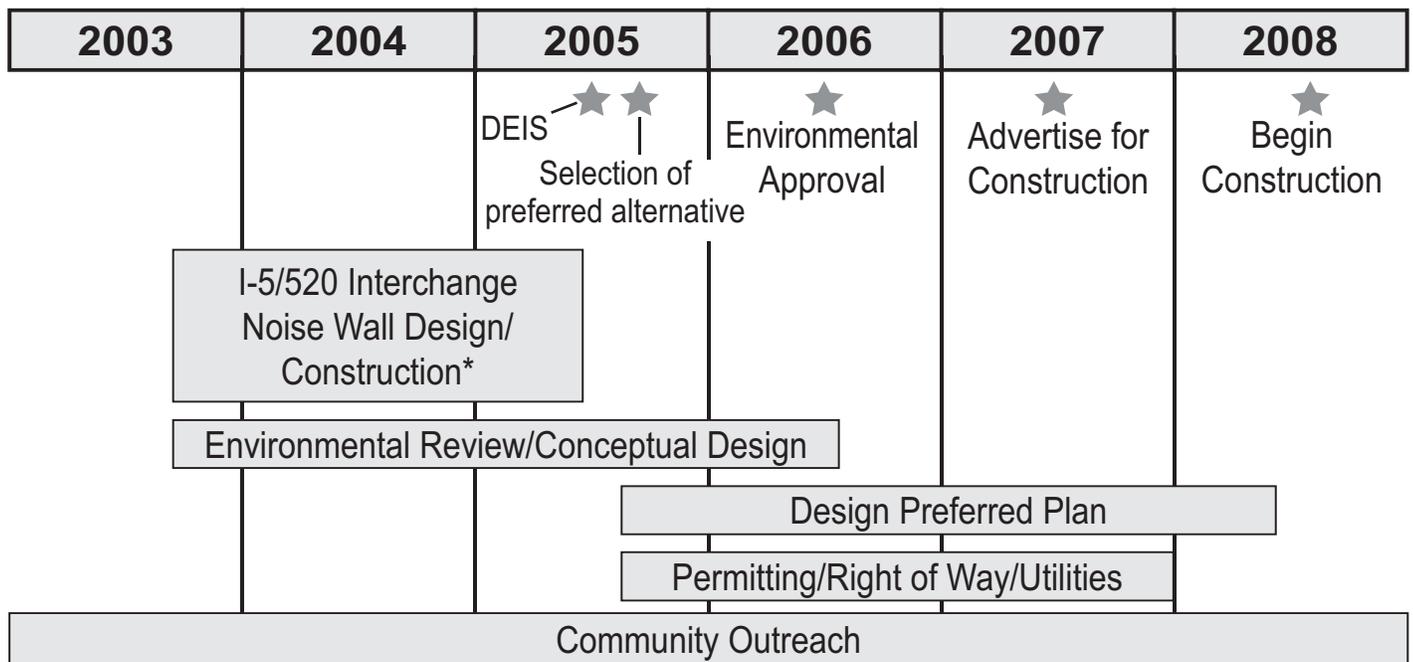
## Funding

The 2003 transportation “Nickel” Package passed by the Washington State Legislature in Spring 2003 provides \$55.8 million for environmental review, right-of-way acquisition, and design for the SR 520 project. Also included is funding for noise wall construction at the I-5 and SR 520 interchange. Additional funding will be needed to begin construction of the bridge

and approaches. Funding a project of this size, no matter which alternative is chosen, is going to require assistance from the local, state and federal levels. WSDOT and Sound Transit will continue to develop a funding package that is realistic. Funding sources could include the Regional Transportation Investment District (RTID) and tolling.

## Progress Toward Construction

WSDOT and Sound Transit are moving toward constructing the SR 520 Bridge Replacement and HOV Project as soon as possible. The schedule below highlights the major milestones if funding becomes available.



\*separate project funded in the 2003 “Nickel” Package

## For More Information

Visit the website at

[www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)

Call the information line at 206-781-3922

Send an e-mail to [SR520Bridge@wsdot.wa.gov](mailto:SR520Bridge@wsdot.wa.gov)

Send a letter to:

SR 520 Bridge Replacement and HOV Project Office  
c/o Julie Meredith  
414 Olive Way, Suite 400  
Seattle, WA 98101-1209

## We need your help!

WSDOT will be holding public meetings over the next few years. We want to hear what you have to say about the alternatives we’re considering. Watch for dates in your area by checking the project website or calling the information line!