

Wind and waves batter the SR 520 floating bridge in February 2007



What happens next?

2007 is a big year for the SR 520 program. We are expanding efforts in design, environmental coordination, financing, and public involvement. Activities include:

- Supporting the mediation process to determine the best interchange location and design in Seattle, as outlined in state Senate Bill 6099
- Continuing environmental analysis and the development of responses to Draft Environmental Impact Statement (EIS) comments for publication in the Final EIS
- Moving forward with design of the floating bridge and the Eastside portion of the corridor, including roadway and structure design as well as soil, stormwater, and lid analyses
- Completing a plan for traffic management in the event of a catastrophic bridge failure, including coordination with affected jurisdictions and local agencies
- Working with state and regional officials to further develop the program's financing plan

Why are these bridges so vulnerable?

The ever-present possibility of an earthquake in the Seattle area poses serious risks to the Portage Bay Bridge and the western approach to the Evergreen Point Floating Bridge. The hollow columns of SR 520 are as vulnerable to earthquakes as the Alaskan Way Viaduct. The new bridge will benefit from advances in knowledge about earthquakes and their effect on structures.

The floating bridge span across Lake Washington is equally vulnerable to wind and waves. The drawspan, anchor cables, and the pontoons could all break or crack during windstorms, which could cause the bridge to sink. The new structure will be designed to better handle the Northwest's winter weather, and will be able to withstand winds up to 95 mph.

For More Information

Project Web site:

www.wsdot.wa.gov/projectsSR520Bridge

Phone: (206) 770-3500

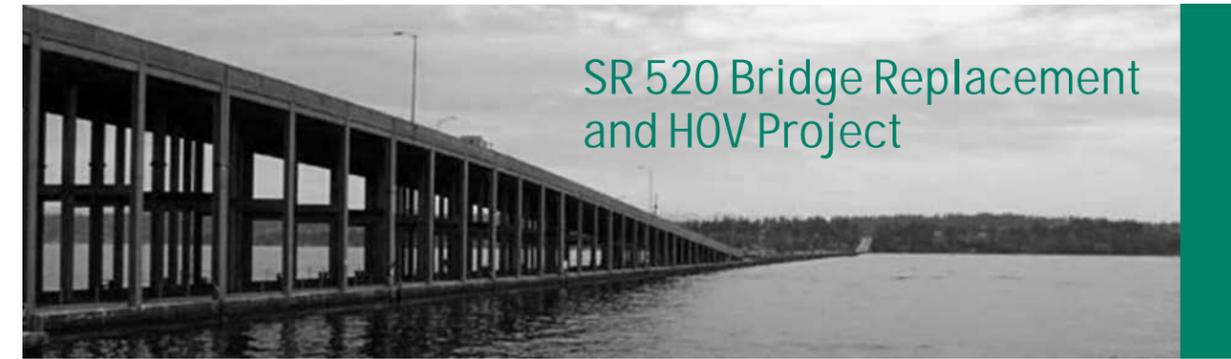
E-mail: SR520Bridge@wsdot.wa.gov



Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting Paul K. Krueger, Environmental Manager, at 206-770-3519. Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1

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SR 520 Bridge Replacement and HOV Project



Summer 2007

SR 520: Improving safety, reliability and mobility

SR 520 is a vital highway in the Puget Sound region, carrying more than 115,000 vehicles each day. Area residents use SR 520 to commute to work and school. Businesses depend on a reliable corridor for the delivery of goods and services. It is also a vital connection to cultural and recreational activities on both sides of Lake Washington. The project will replace SR 520 from I-5 to 108th Avenue Northeast, just west of I-405.

Adding HOV lanes

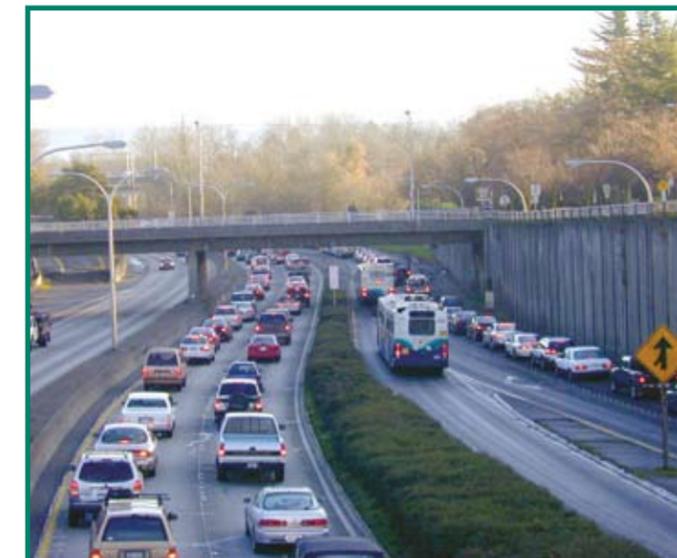
Four general-purpose lanes and two high-occupancy vehicle (HOV) lanes on the new SR 520 bridge will move thousands of people faster and more reliably between Redmond and Seattle. Including an HOV lane in each direction will save time, encourage carpools and help keep buses on schedule. This is the 4+2 replacement.

Why select the 4+2 replacement?

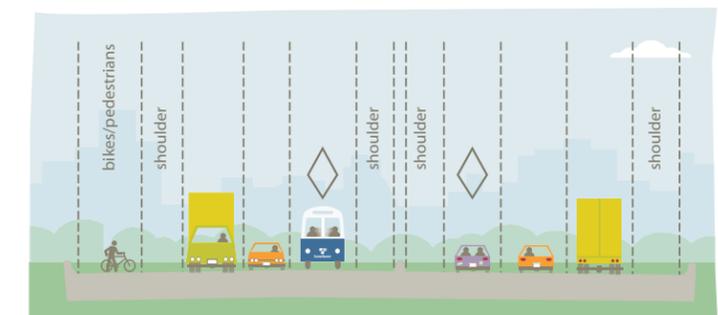
In December 2006, Governor Gregoire identified the 4+2 replacement as the alternative that provides significant improvements to mobility for transit riders in the SR 520 corridor.

The Governor, legislators, and local officials endorse the 4+2 replacement as the most viable option for providing a safer trip for all passengers and a more reliable trip across Lake Washington for buses and carpools. It also accommodates regional growth, with the pontoons designed to handle future high-capacity transit.

Several factors including public comment, regional transportation needs, and discussions with national experts led Governor Gregoire, state lawmakers, and local officials on both sides of Lake Washington to endorse the 4+2 replacement plan.

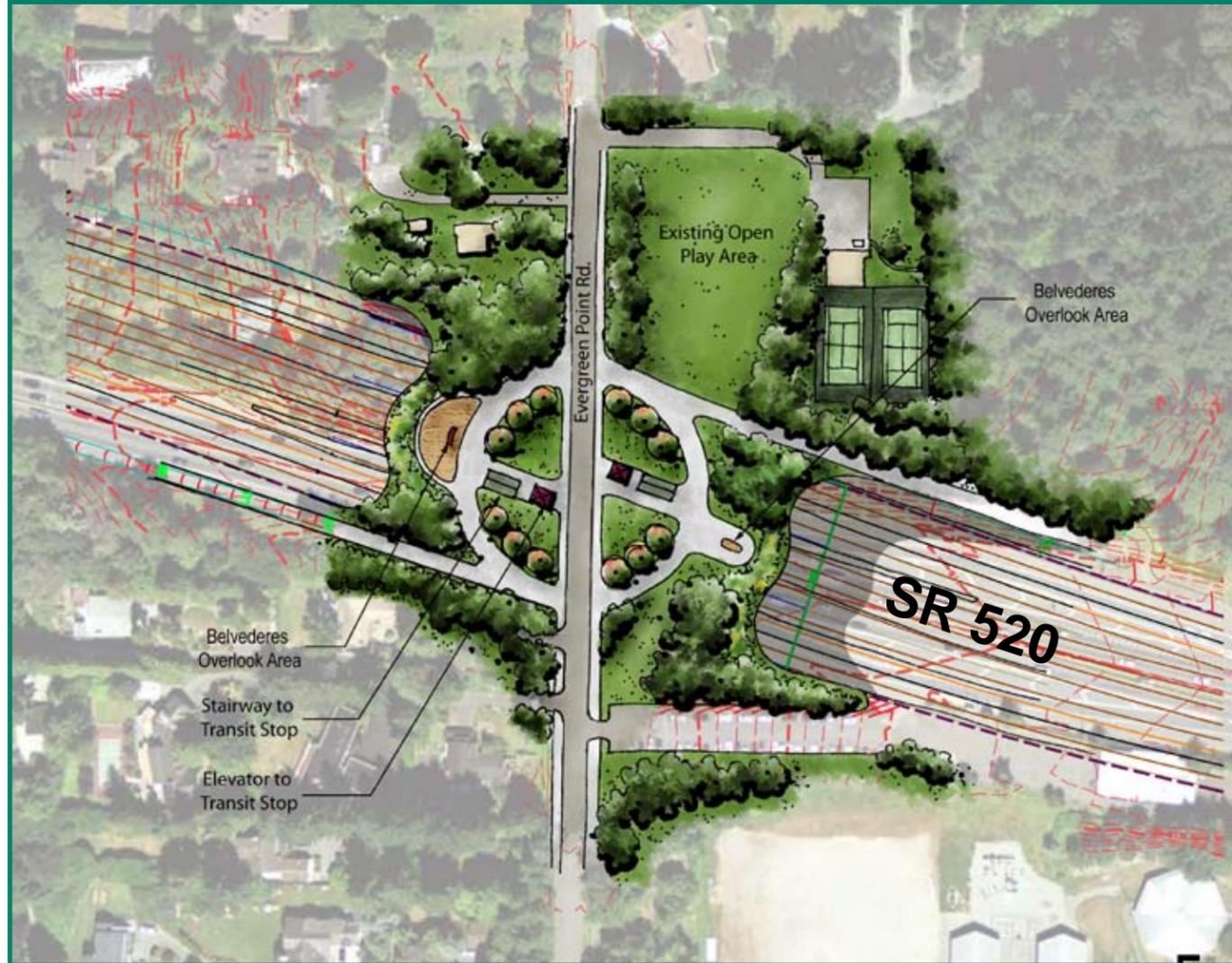


Congestion on SR 520 during the afternoon commute



Typical cross-section of the 4+2 replacement

Landscaped lids, as seen in this concept drawing of a proposed lid near Evergreen Point Road, will help reconnect neighborhoods; lids are planned on both sides of Lake Washington



How will the new SR 520 benefit the region?

A new SR 520 will benefit the region in the following ways:

- Rebuilding the Portage Bay and Evergreen Point bridges to current standards will improve safety by reducing seismic and storm risks
- Adding an HOV lane in each direction will improve transit reliability and bus and carpool travel times and will complete the HOV system between Seattle and Redmond
- Improved shoulders between I-5 and Bellevue Way Northeast will improve safety and travel times by allowing disabled vehicles to pull out of traffic
- Building a new bicycle/pedestrian path across Lake Washington will add commuting choices

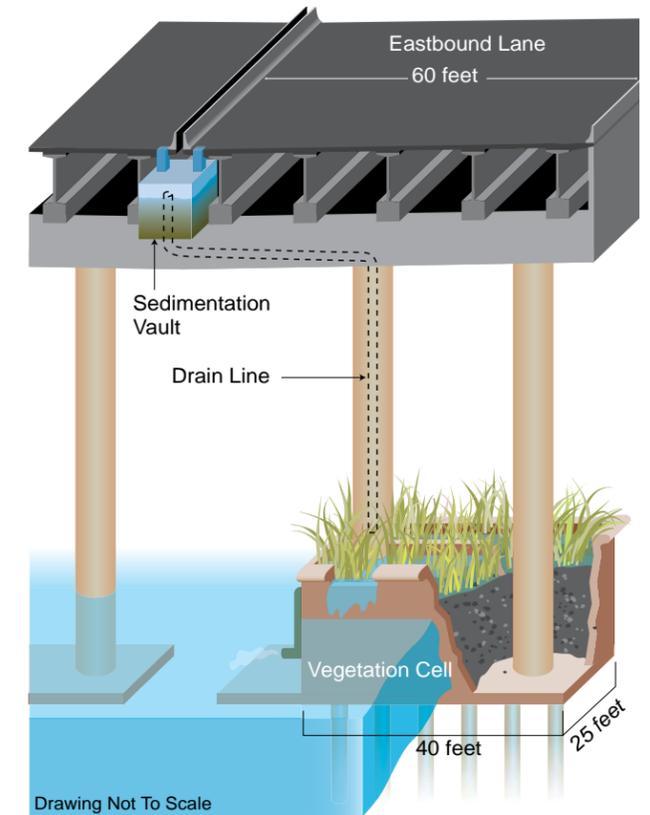
How will the new corridor improve neighborhoods?

The new corridor will improve neighborhoods in the following ways:

- Landscaped lids covering portions of SR 520 will reconnect neighborhoods on both sides of the highway
- Sound walls will reduce noise generated by highway traffic for nearby communities and parks
- Quieter pavement technology is being tested to determine its potential in reducing highway noise in the Puget Sound region

How will the SR 520 program improve water quality?

Today, stormwater flows from the SR 520 bridge into Lake Washington untreated. Stormwater treatment features, like the one built into the bridge column to the right, improve our water quality by treating stormwater before it enters the lake.



Stormwater treatment wetland at bridge column

How much will the SR 520 program cost?

WSDOT update program costs in September 2006. The likely cost of the 4+2 corridor with the Montlake Interchange is \$3.90 billion; and with the Pacific Street Interchange, \$4.38 billion. These are the two main interchange options on the west side for which cost estimates have been developed.

The biggest factor in rising costs is delay. The longer it takes to start construction, the more costs will be affected by inflation and price increases.

How will we pay for this program?

State, regional, and local lawmakers are working to develop a finance plan to present to Governor Gregoire by January 2008. Recently, the Regional Transportation Investment District proposed a funding package that includes the following:

Federal sources.....	\$311 million
State gas taxes.....	\$560 million
State pooled fund.....	\$600 – 1,000 million
RTID "Roads & Transit" package.....	\$1,100 million
Tolling.....	\$700– 1,200 million
Finance costs savings & sales tax transfer.....	Up to \$340 million
TOTAL.....	\$3.30 - \$4.40 billion

How is the public involved in this program?

Residents and commuters in the Puget Sound region have participated in every stage of the program. In 2006, the SR 520 team discussed the program with thousands of people at community events and neighborhood meetings. Each event was an excellent opportunity to provide program updates and receive public input. We continue to meet with community organizations throughout the SR 520 corridor to discuss the program.

Look for program booths at upcoming community fairs and festivals. You can check for our current schedule on the program Web site at: www.wsdot.wa.gov/projects/SR520Bridge.

Project staff answering questions at a public event



Is your organization interested in the SR 520 program?

If so, we would like to discuss the program with your group. E-mail us at SR520Bridge@wsdot.wa.gov to schedule a briefing or invite us to your community event.