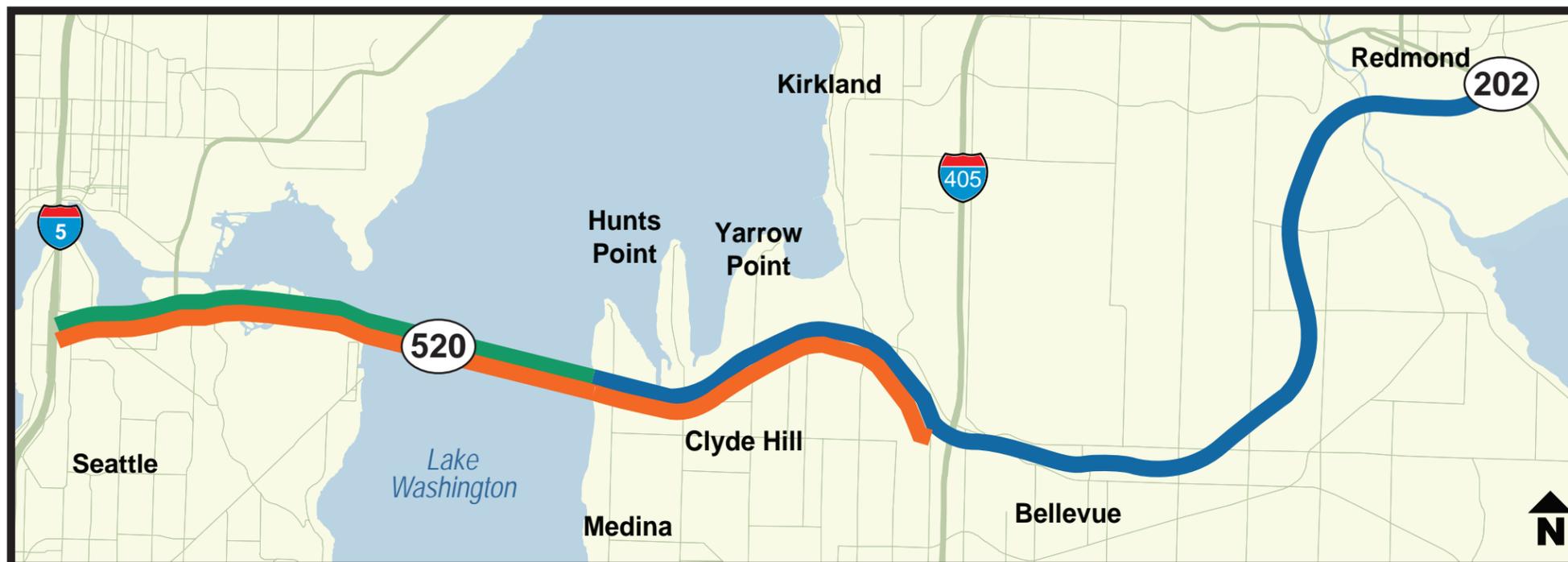


SR 520 Program description

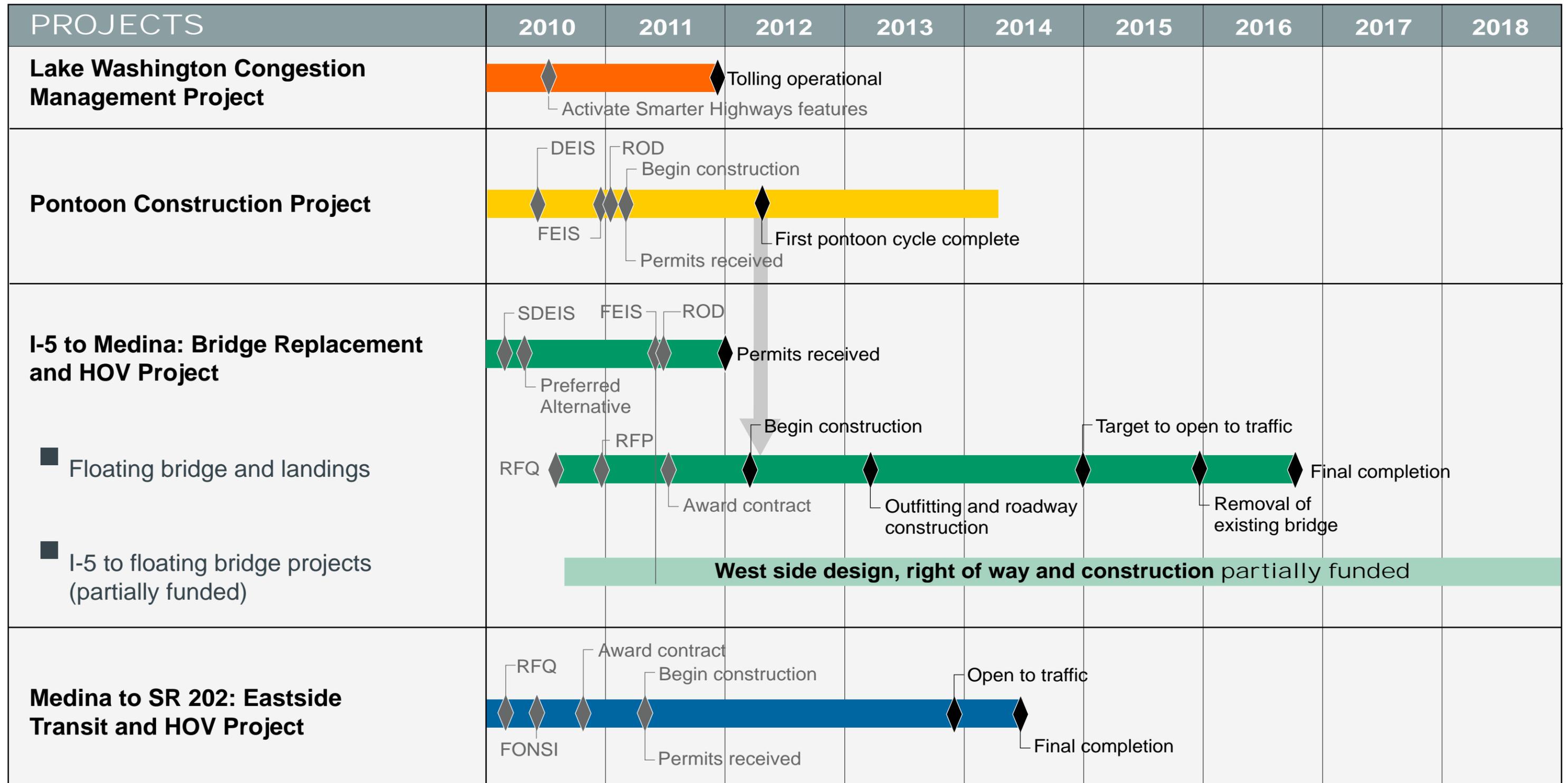
The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

-  **I-5 to Medina: Bridge Replacement and HOV Project** – Replaces the SR 520 floating bridge and landings, and interchanges and roadway 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.
-  **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.
-  **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.



SR 520 Program schedule

Updated: **Sept. 8, 2011**

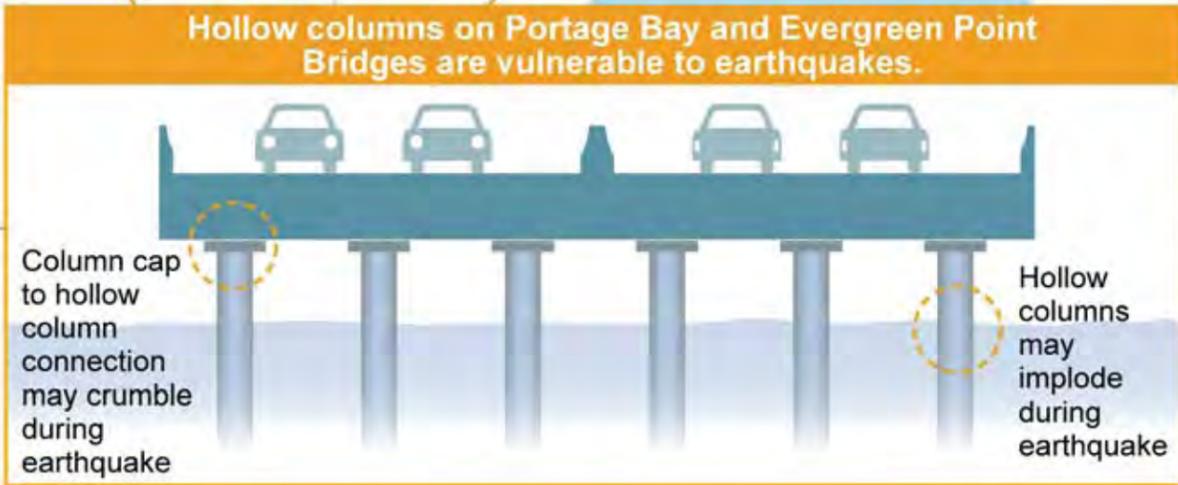
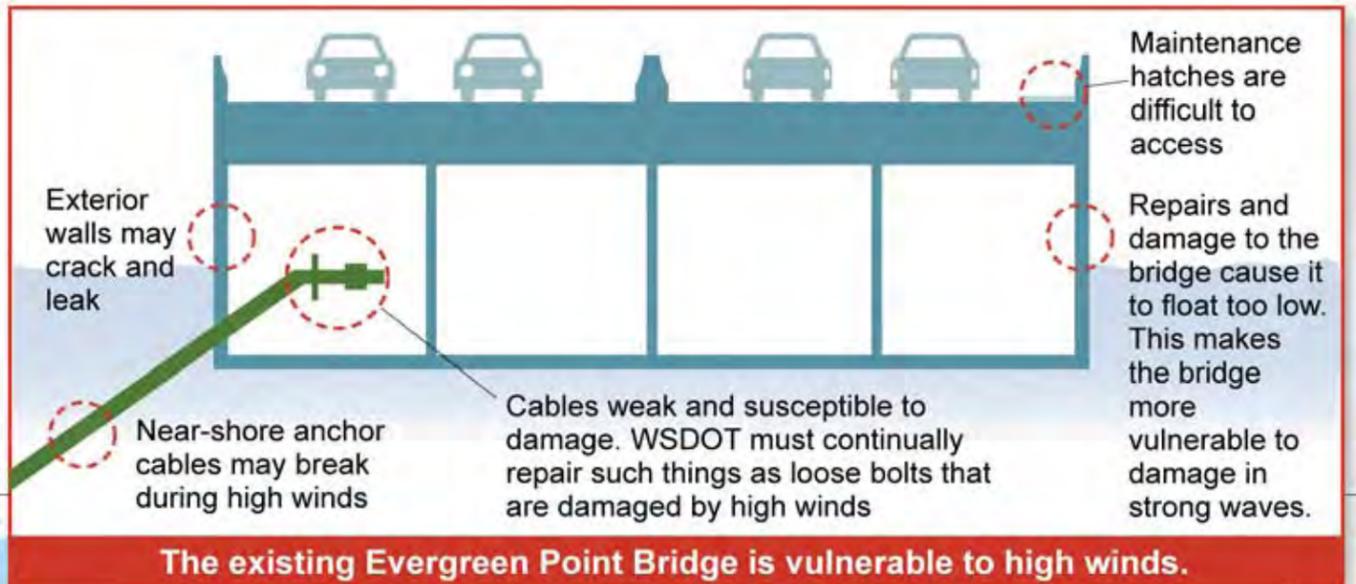


SR 520 vulnerability

The SR 520 floating bridge and structures are nearing the end of their design lives and are at risk of catastrophic failure.



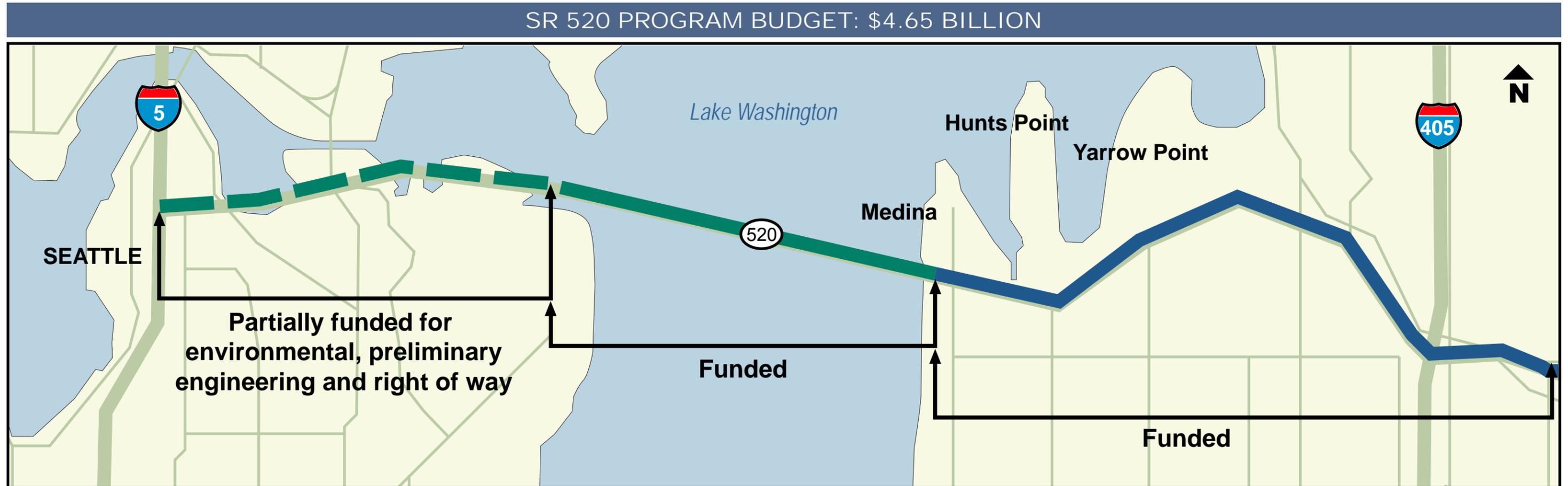
A torn cable joint found during a routine inspection in February 2006. The cables connect the floating bridge pontoons to their underwater lakebed anchors.



The inside of a hollow bridge support column that was damaged by a barge in 1999.

SOURCE: Photos from <http://www.wsdot.wa.gov/Projects/SR520Bridge/Photos/Damage.htm>.

SR 520 Program costs and funding



What's funded: \$2.43 billion

- The new, safer SR 520 floating bridge
- Pontoon construction in Grays Harbor
- Eastside transit and HOV improvements
- Environmental review, design and right of way from I-5 to the floating bridge

Pontoon Construction Project

- WSDOT is moving forward with pontoon construction to restore the SR 520 floating bridge in the event of a catastrophic failure, or to store the pontoons until they are needed for the planned bridge replacement.
- The \$367.3 million Pontoon Construction Project broke ground in February 2011 at a 55-acre site in Aberdeen.
- The project contractor, Kiewit-General Joint Venture (K-G) is on schedule to build a new casting basin facility and pontoons that will be used to replace the SR 520 floating bridge.



Project schedule:

- Construction start: Spring 2011
- Project complete: 2014

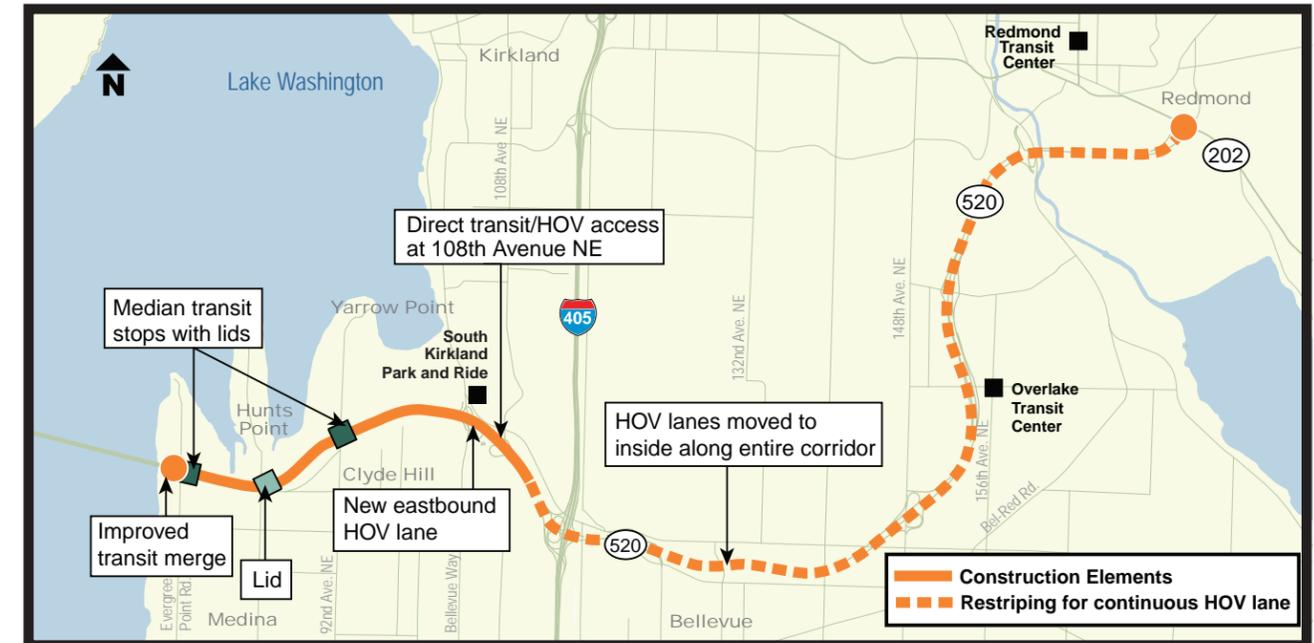
Medina to SR 202: Eastside Transit and HOV Project

We are moving forward with transit and HOV improvements on the Eastside, including:

- Inside 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 108th Avenue Northeast for carpools and transit.
- Improvement of the Evergreen Point Road Park and Ride.
- Regional bicycle and pedestrian path with connections to local trails.

Project schedule:

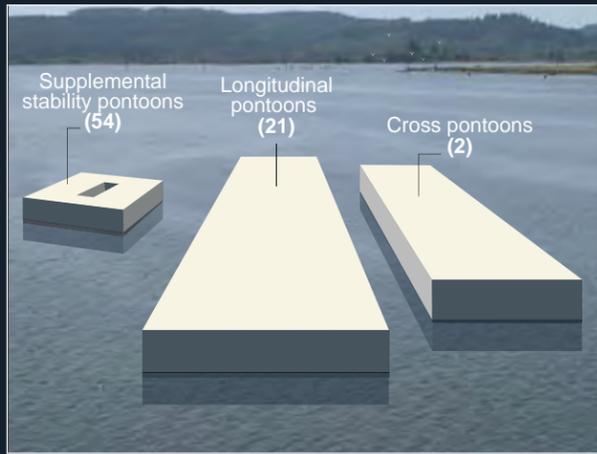
- Construction start: Spring 2011
- Open to traffic: Late 2013



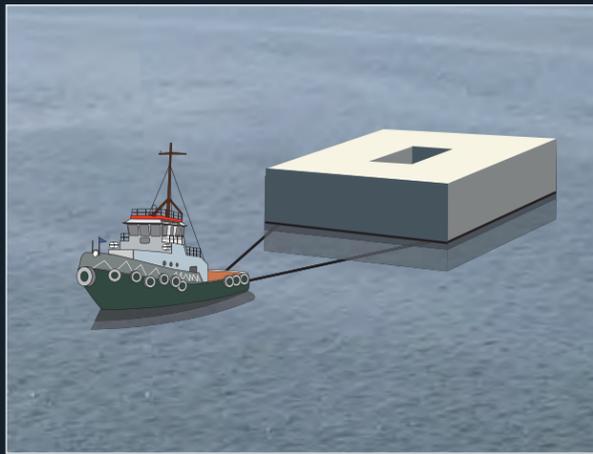
Environmental and community enhancements:

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

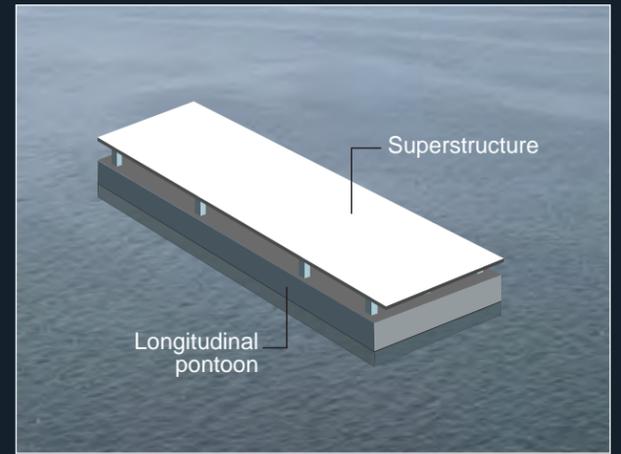
How will WSDOT build the new SR 520 floating bridge?



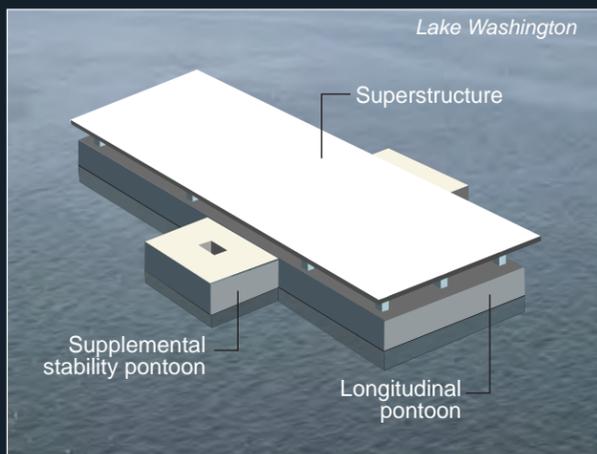
1 Build the necessary pontoons and anchor cables.



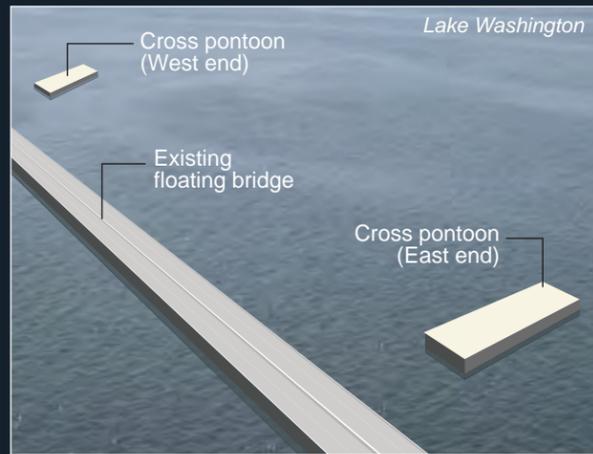
2 Tow pontoons from construction facilities to the Lake Washington area.



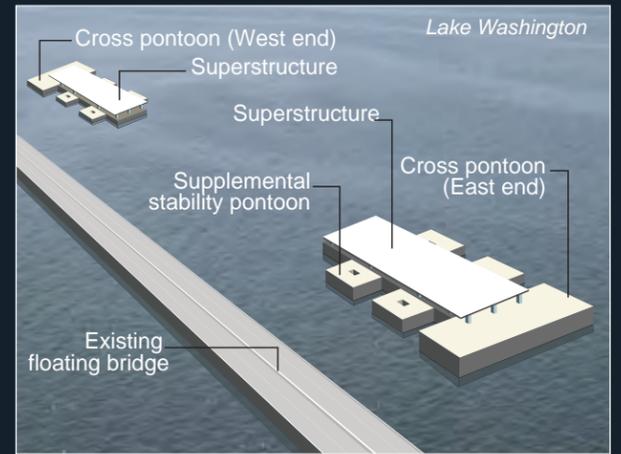
3 Outfit pontoons with a new roadway superstructure on top of each pontoon.



4 Connect supplemental stability pontoons to longitudinal pontoons.



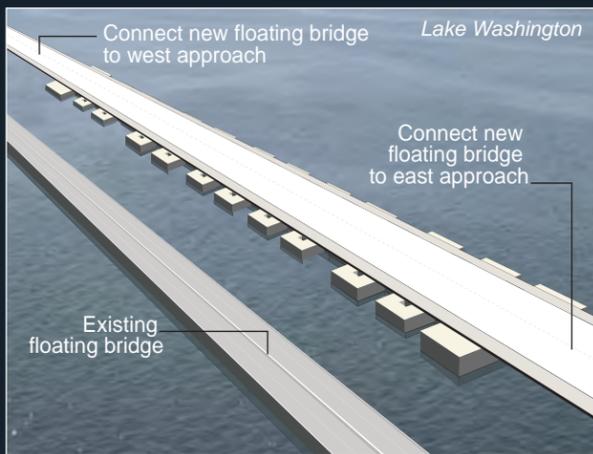
5 Anchor cross pontoons to lakebed to create the east and west ends of the new floating bridge.



6 Connect pontoons across Lake Washington and secure them with anchors.



7 Complete construction on lanes, shoulders, barriers and the bicycle/pedestrian path.



8 Connect new floating bridge to east and west approach bridges.

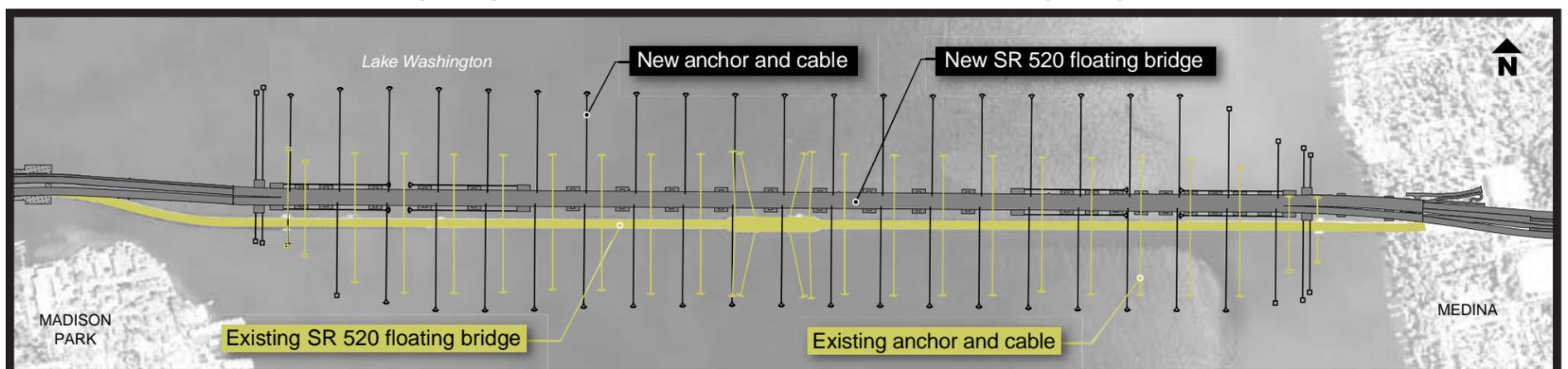


9 Open new floating bridge to traffic.

Note: Construction sequencing will be determined by the design-build contractor.

Where will WSDOT connect the new floating bridge?

As shown below, the new floating bridge will be installed to the north of the existing bridge.



SR 520 Program construction update

Eastside construction

- Construction began in April 2011.
- Crews have completed three fish-passage culverts, Bellevue Way overpass demolition and Evergreen Point Road lid staging.



Culvert installation on SR 520 near Bellevue Way



Crews repaved the highway after a weekend construction closure.



A median work zone to prepare for the new Evergreen Point Road lid.

Pontoon construction

- Construction began in Aberdeen in February 2011.
- The pontoon casting basin is nearly complete and work is starting on the first cycle of pontoons.



The casting basin under construction in Aberdeen. Photo credit: Soundview Aerial Photography



Crews smooth concrete on the casting basin floor.



Crews tie rebar on a casting basin wall.

I-5 to Medina: Bridge Replacement and HOV Project

We will build a safer, more reliable SR 520 corridor from I-5 to Medina with the following features:

- New bridge structures over Portage Bay and Lake Washington that can withstand earthquakes and windstorms.
- A six-lane corridor with two general-purpose lanes and one transit/HOV lane in each direction.
- Community-connecting lids at 10th Avenue East and Delmar Drive East, and at Montlake Boulevard.
- Improved transit operations throughout SR 520 and on Montlake Boulevard.
- A 14-foot-wide bicycle/pedestrian path on the new floating bridge that connects to local and regional trails in Seattle.



Project schedule:

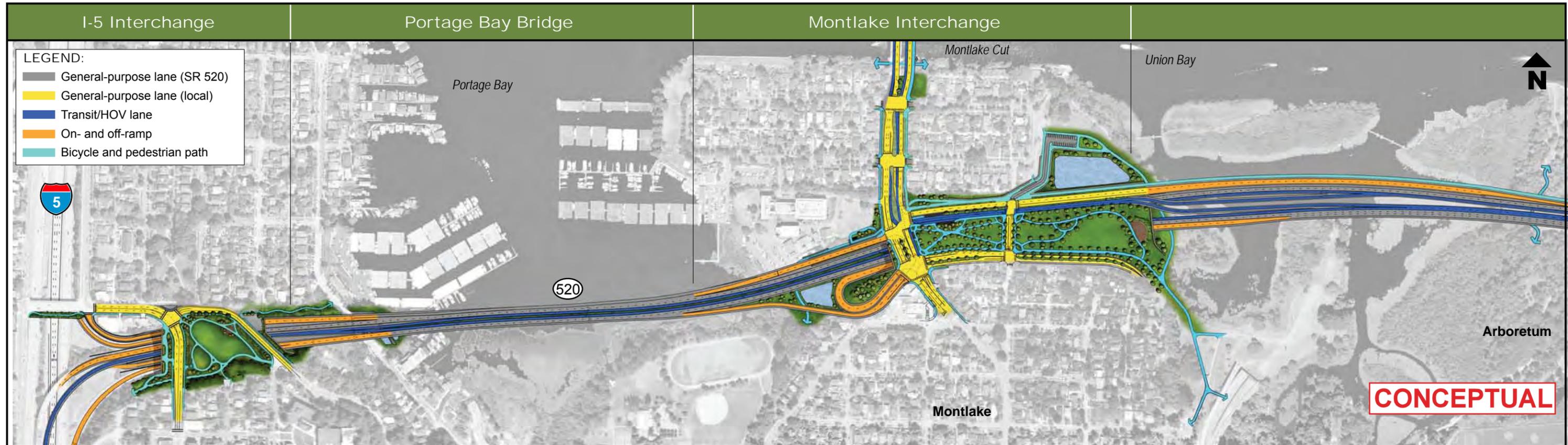
Floating bridge construction

- Construction start: 2012 on Lake Washington
- Open to traffic: As soon as late 2014

I-5 to floating bridge

- Unfunded for construction

I-5 to Medina Project - Preferred alternative



Key Features

Lowers floating bridge and maintains navigation access

- Lowers floating bridge to approximately 20 feet above water in the middle of the lake, compared to previously evaluated options.
- Provides 44-foot clearance at west high rise and 70-foot clearance at east high rise to maintain navigational clearance.

Ready for light rail when the region chooses to fund it in the future

- Provides a space between west approach bridges for future light rail connection to the University Link station.
- Designs transit/HOV direct-access ramps at Montlake Boulevard that can accommodate future light rail.
- Floating bridge allows for conversion of transit/HOV lane to light rail.
- Supplemental pontoons can be added to accommodate additional weight of light rail in the future.

Restores park area and connections next to the Washington Park Arboretum

- Removes existing ramps in the Arboretum.
- Minimizes effects on Foster Island by having fewer columns compared to previously evaluated options.
- Raises profile of SR 520 over Foster Island compared to existing condition to improve pedestrian connection.
- Maintains recreational access to Union Bay.
- Replaces parkland converted to highway use.

Creates pedestrian-friendly urban interchange at Montlake Boulevard

- Provides extended lid from Montlake Boulevard east to the shoreline to reconnect the Montlake neighborhood and maximize open space and pedestrian/bicycle connections.
- Consolidates westbound off-ramps and transit/HOV direct-access ramps to north side of lid.
- Narrows on- and off-ramps compared to previously evaluated options by designing to city street standards beginning at east edge of the lid.

Provides transit connections and priority

- Provides transit/HOV direct-access ramps and transit priority from SR 520 at key intersections.
- Provides regional bus stops on Montlake lid to facilitate access from Seattle neighborhoods to the Eastside.
- Adds second Montlake Bridge, allowing for two dedicated transit/HOV lanes across the Montlake Cut.
- Connects to a pedestrian/bicycle overcrossing from the Montlake Triangle to the University Link station.
- Converts two lanes on Montlake Boulevard to transit/HOV lanes.

Reduces width and noise from Portage Bay Bridge

- Uses westbound shoulder between Montlake and I-5 as a managed lane during peak periods.
- Operates traffic at 45 mph.
- Designs SR 520 from Montlake to I-5 as a parkway.

Second bascule bridge planning

What is it?

- The I-5 to Medina project preferred alternative includes construction of a second Montlake bascule bridge.
- The City of Seattle is leading an effort with WSDOT and Metro to establish a joint decision-making process to decide whether to construct and timing to construct the second Montlake bascule bridge.
- This effort will consider initial metrics that could trigger construction of the second Montlake bridge:
 - Transit travel time and reliability
 - Bicycle and pedestrian path usability
 - SR 520 operations

What are the next steps?

- The City of Seattle and WSDOT are currently developing a plan and will share more detailed information with agency partners and the public in early 2012.



View of the existing Montlake bridge.

Neighborhood Traffic Management Plan

What is it?

- SDOT and WSDOT are developing a Neighborhood Traffic Management Plan for the Seattle neighborhoods around the SR 520 project area.

What is the purpose?

- To identify solutions to neighborhood traffic concerns related to the SR 520 project.

What will it do?

- Engage the communities in the process of identifying issues and solutions through an advisory group.
- Define traffic management measures to proactively reduce SR 520 project construction effects and develop long-term traffic management strategies.
- Work in conjunction with the SR 520 project preferred alternative and existing City of Seattle traffic management practices.

What are the next steps?

- A timeline and schedule for the Neighborhood Traffic Management Plan will be complete by the end of 2011.
- In 2012, look for more information about how to get involved in the community advisory group and other public outreach opportunities for the plan.
- SDOT and WSDOT are also working together to implement traffic calming through the Arboretum in early 2012.





Permitting update

- For the past four years, WSDOT has worked with local, state and federal regulatory agencies to submit permit applications for the I-5 to Medina project.
- To date, permit applications have been submitted to the Army Corps of Engineers, the U.S. Coast Guard, the Department of Ecology, the Washington State Department of Fish and Wildlife, the city of Seattle and King County.
- Several permitting agencies require WSDOT to submit applications for the entire I-5 to Medina project, even though we do not yet have full project funding for all construction elements. The entire project must receive all required permits prior to constructing any single phase of the I-5 to Medina project.
- WSDOT anticipates receiving all project permits by early 2012.