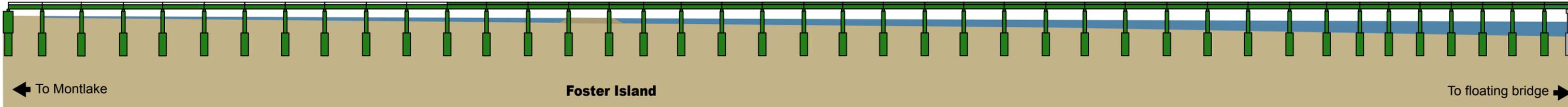


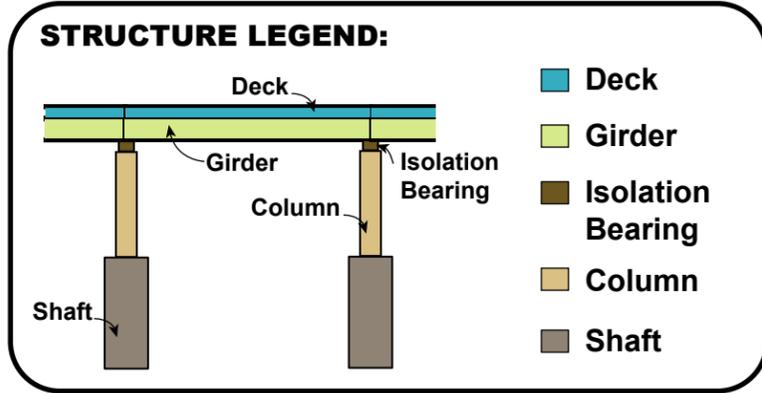
Construction progress on the West Approach Bridge North

January 2017



PROGRESS KEY: ■ Complete ■ Under construction To be constructed

Note: This graphic is for illustrative and tracking purposes only. It is not to scale and is in profile view.



- BY THE NUMBERS:**
- 99 of 99 casings complete
 - 99 of 99 shafts complete
 - 95 of 95 columns complete
 - 108 of 108 bearings complete
 - 353 of 353 girders complete
 - 30 of 41 sections of roadway deck complete



Casings

A bridge casing is a large steel pile that provides the permanent mold for the bridge's concrete foundation. After a casing is fixed into a lakebed, crews drill out soils, place metal rebar inside for strength and then fill the casing with concrete to create the shaft.



Shaft installation

This large machine drills soils out of the casing before crews place metal rebar inside for added strength. Once the rebar is placed inside, crews fill the casing with concrete to create the shaft.



Rebar cage

Rebar cages are used to strengthen the foundation and columns of the West Approach Bridge North (WABN). All 194 rebar cages are tied by hand.



Ramp removal

In order to build the WABN project, crews will remove and replace the westbound SR 520 off-ramp to Lake Washington Boulevard and the westbound SR 520 off-ramp to Montlake Boulevard. Crews will also remove the never-completed R.H. Thomson "Ramps to Nowhere" to restore the Arboretum to a more park-like setting.



Columns

The current west approach bridge's hollow columns are vulnerable to earthquake. All new WABN columns will be strengthened with rebar and filled with concrete. WSDOT also worked with the Seattle Design Commission to incorporate fluted columns into the WABN design for aesthetic appeal.



Bearings

The current west approach bridge structure does not use bearings, which makes it vulnerable to earthquakes. The new WABN structure will use isolation bearings to allow each section of the bridge to move independently as needed during an earthquake.



Girders

More than 350 girders will be set in place before the bridge deck is poured to create a new roadway for drivers.



Roadway deck

Crews will pour 41 sections of roadway deck to complete the 1.2-mile-long WABN structure. After the deck has been poured, crews will grind, pave and stripe the deck before opening the bridge to traffic.