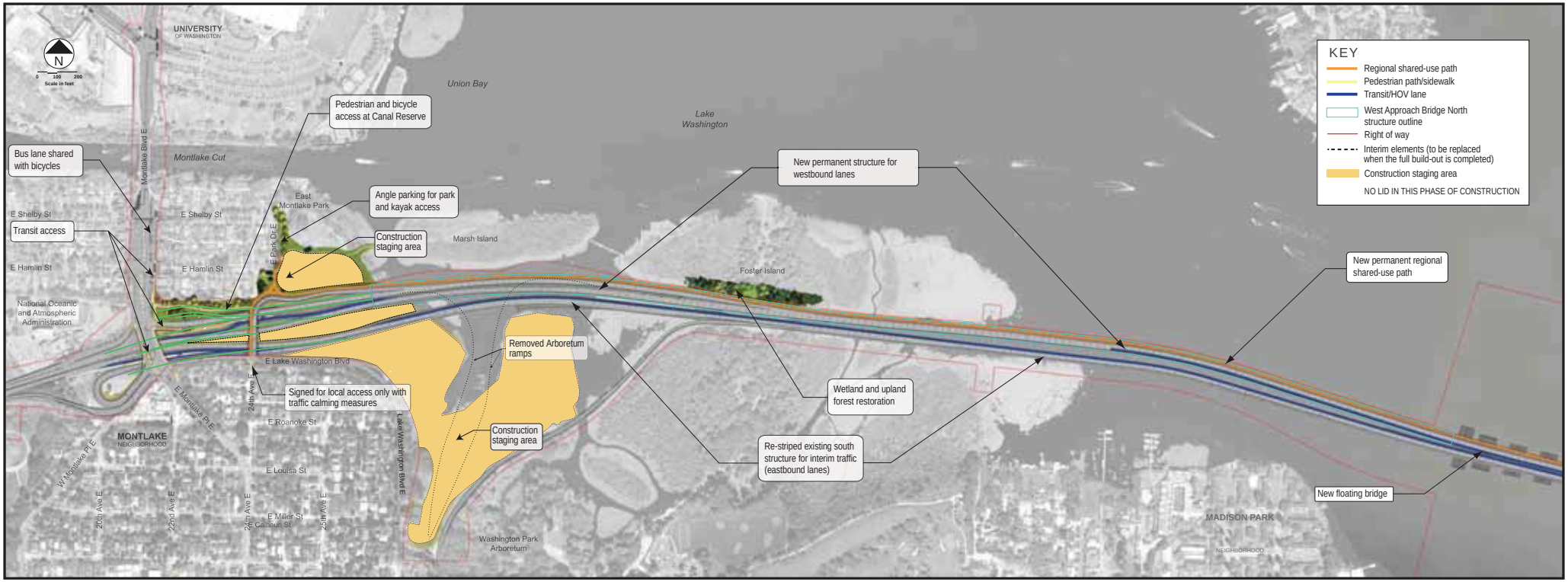
West Approach Bridge North Project overview



The Washington State Department of Transportation (WSDOT) continues to build the SR 520 corridor westward by constructing the West Approach Bridge North Project (WABN), which replaces one of the vulnerable corridor elements. WSDOT received a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to fund WABN construction.

To refine the federally approved baseline design, WSDOT convened the Seattle Community Design Process to hear from the public, agency partners, and design professionals, including the Seattle Design Commission (SDC).

WSDOT also collaborated with the city of Seattle through technical working groups focused on WABN design refinements. Our work resulted in a design that achieves the following:

Future Compatability

- Advances the next phase of full corridor build-out.
- Accommodates potential future light rail.
- Incorporates community input.
- WABN construction is coordinating with the design team of the West Approach Bridge South/Montlake Lid to ensure a seamless and efficient transition between phases.

Bridge and Corridor Safety

- Works to replace existing vulnerable structures on the west side.
- Incorporates corridor and local traffic mobility improvements.
- Extends a 6-lane corridor from Redmond to Montlake vicinity.
- Improves safety for pedestrians and bicyclists by completing the regional shared-use path from Redmond to Seattle.

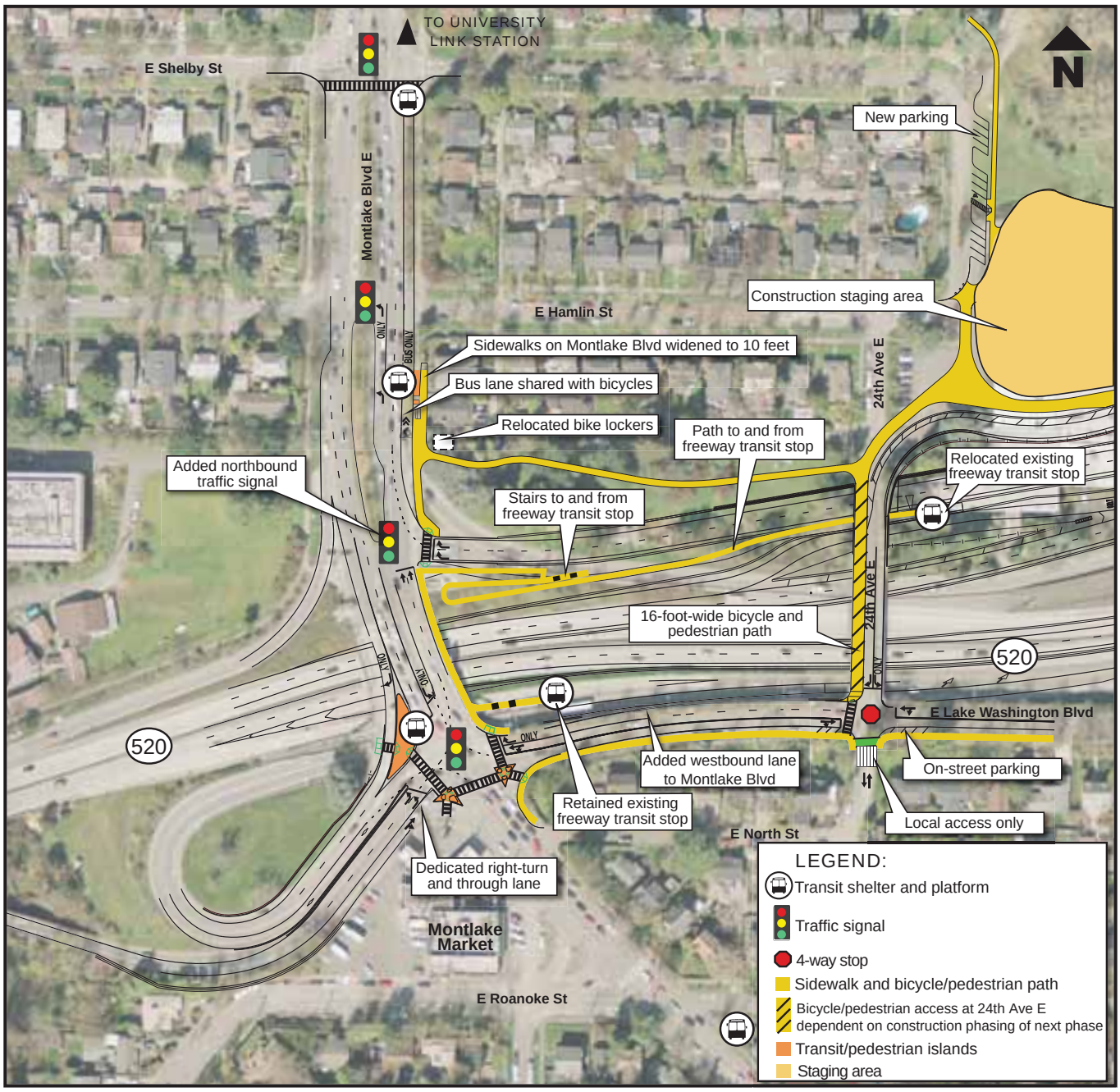
Construction Period

Construction started in fall 2014, with the new bridge scheduled to open to traffic in summer 2017.

Community and Environmental Benefits

- Advances aquatic, wetland and parks mitigation.
- Constructs the permanent regional shared-use path between Redmond and Seattle.
- Improves bicycle and pedestrian connectivity.
- Maintains existing bus service and access.
- Improves transit connectivity and reliability by extending the HOV/transit lane to Seattle.
- Reduces concrete volumes by nearly 50 percent as a result of baseline design refinements.

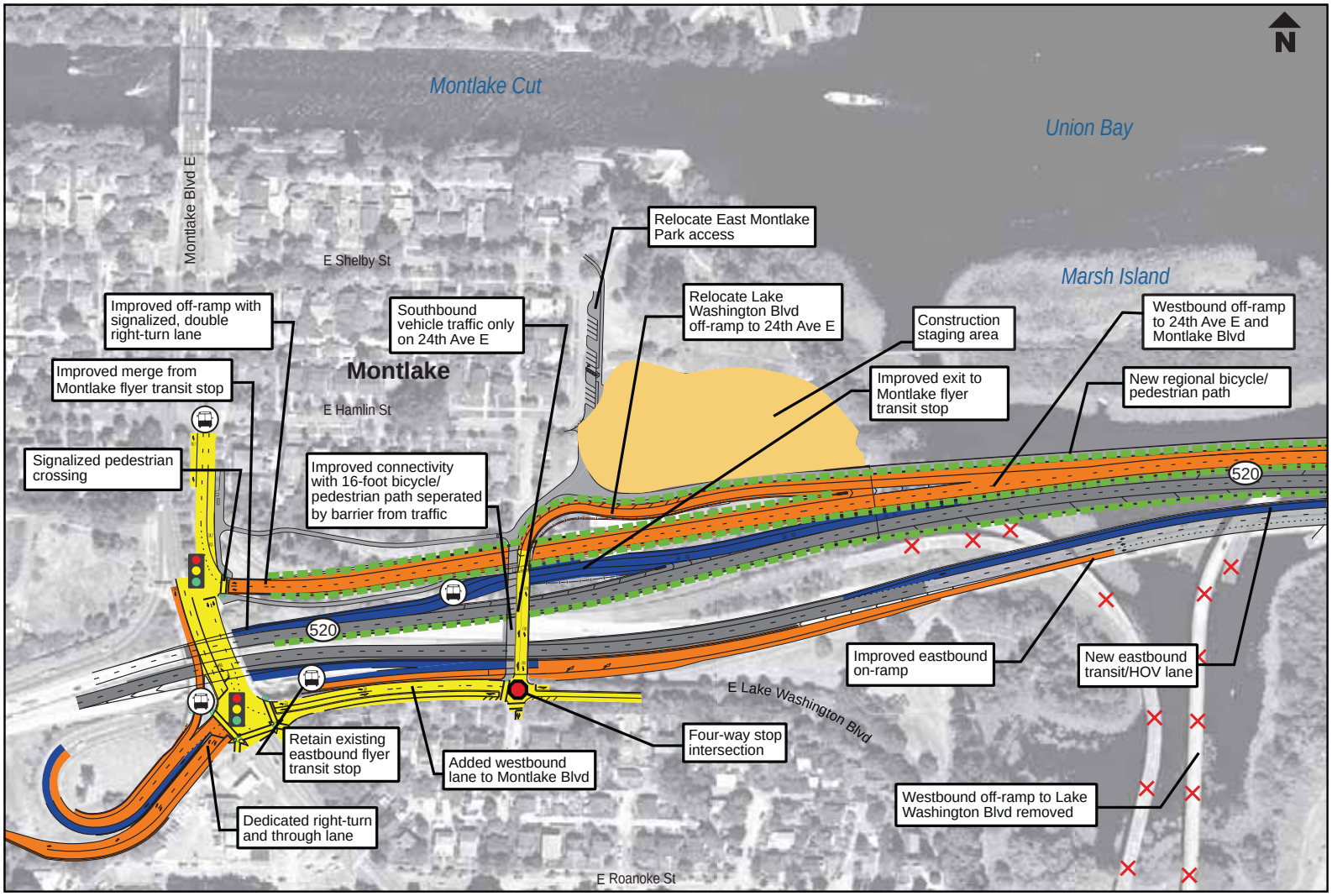
West Approach Bridge North Project key improvements to Montlake Boulevard East and 24th Avenue East



Note: Curb ramps and pedestrian refuge islands updated to meet ADA standards.

Vicinity map

Key features of the West Approach Bridge North Project



Noise reduction strategies

West Approach Bridge North noise-reduction strategies include the following:

- 4-foot concrete traffic barriers (taller than standard barrier)
- Encapsulated bridge joints
- Quieter concrete pavement on the new bridge

LEGEND

- Construction staging area
- SR 520 highway
- On- and off-ramps
- Local arterials
- Transit/HOV ramps
- Removal of on- and off-ramps
- 4-way stop
- Traffic signal
- Bus stop
- 4-foot continuous concrete traffic barriers

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

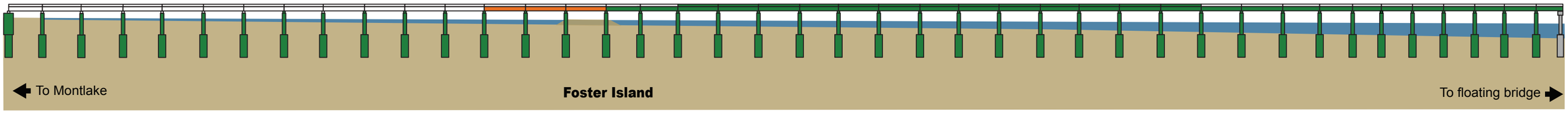
West Approach Bridge North Project

STATE ROUTE 520

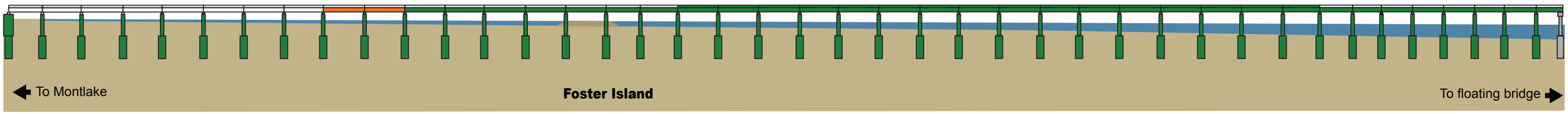
Construction progress on the West Approach Bridge North

November 2016

Beginning of October:



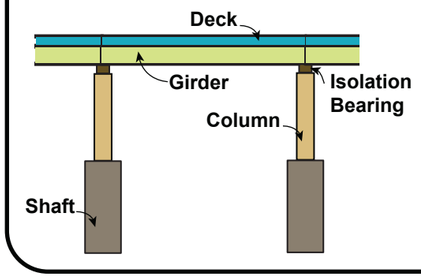
End of October:



PROGRESS KEY: Complete | Under construction | To be constructed | New floating bridge structure

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

STRUCTURE LEGEND:

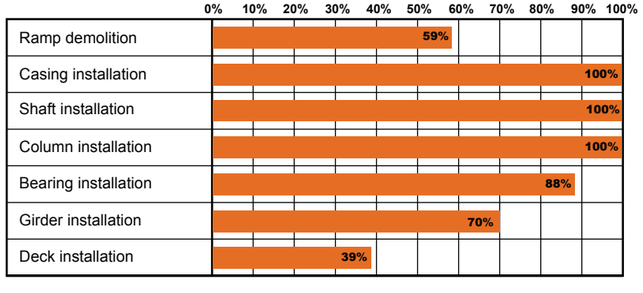


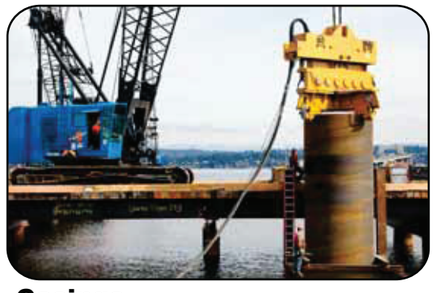
- Deck
- Girder
- Isolation Bearing
- Column
- Shaft

BY THE NUMBERS:

- 99 of 99 casings complete
- 99 of 99 shafts complete
- 95 of 95 columns complete
- 95 of 108 bearings complete
- 248 of 353 girders complete
- 16 of 41 sections of roadway deck complete

WABN PROGRESS



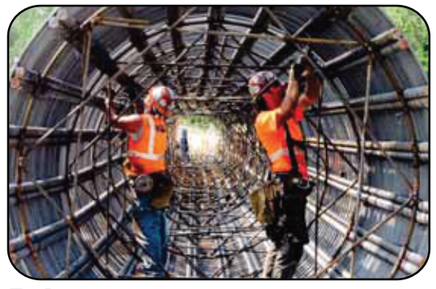


Casings

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.

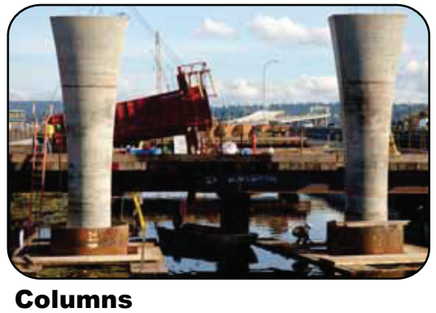


Rebar cage

Rebar cages are used to strengthen the foundation of the West Approach Bridge North (WABN) before concrete is poured to create a shaft. All 194 rebar cages are tied by hand.

Ramp removal

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



Columns

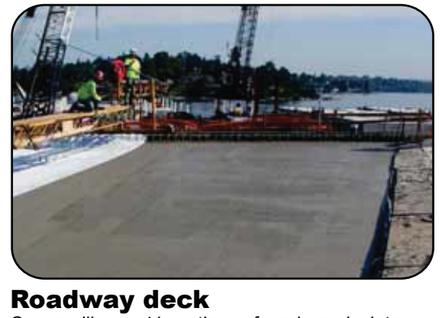
The current west approach bridge's hollow columns are vulnerable to earthquake. All new WABN columns will be strengthened with rebar and filled with concrete. WSDOT also worked with the Seattle Design Commission to incorporate fluted columns into the WABN design for aesthetic appeal.

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