

What are the current program costs?

In 2009, the Washington State Legislature established a program spending cap of \$4.65 billion. In 2015, the cost to design and construct all corridor improvements was estimated at \$4.56 billion. The 2015 Washington State Legislature allocated \$1.64 to finish the remaining bridge and roadway improvements.

What does the budget look like?

The Washington State Legislature has secured a variety of state and federal funding sources, including tolling the existing floating bridge, to help pay for the SR 520 program.

SR 520 program spending cap (2009)	\$4.65 B
SR 520 program cost estimate	\$4.56 B
Funding received to date	\$4.56 B
State funding (Nickel and TPA)	\$2.15 B*
Federal funding	\$0.2 B
SR 520 Account (tolling and future federal funding)	\$1.65 B
TIFIA loan	\$0.30 B
Deferred sales tax	\$0.26 B

* Includes \$1.64 billion in new revenue authorized in 2015 via ESSB 5988; \$15 million authorized in 2015 via 2ESHB 1299; \$10 million in existing agency resources authorized in 2014 via ESSB 6001.

Key improvements for SR 520's west side segment:

- A new Portage Bay Bridge, built to current seismic requirements
- A new Montlake interchange and lid with direct-access for transit and HOV
- The south (eastbound) half of the new west approach bridge, built to current seismic requirements
- A new ramp for transit and carpools to reach the I-5 express lanes
- Extension of a new bicycle and pedestrian path along SR 520, with connections to existing local trails



Final SR 520 floating bridge pontoons B, C, and D were bolted together and anchored on Lake Washington on July 8, 2015. (Credit: Aequalis Photography).

For more information:

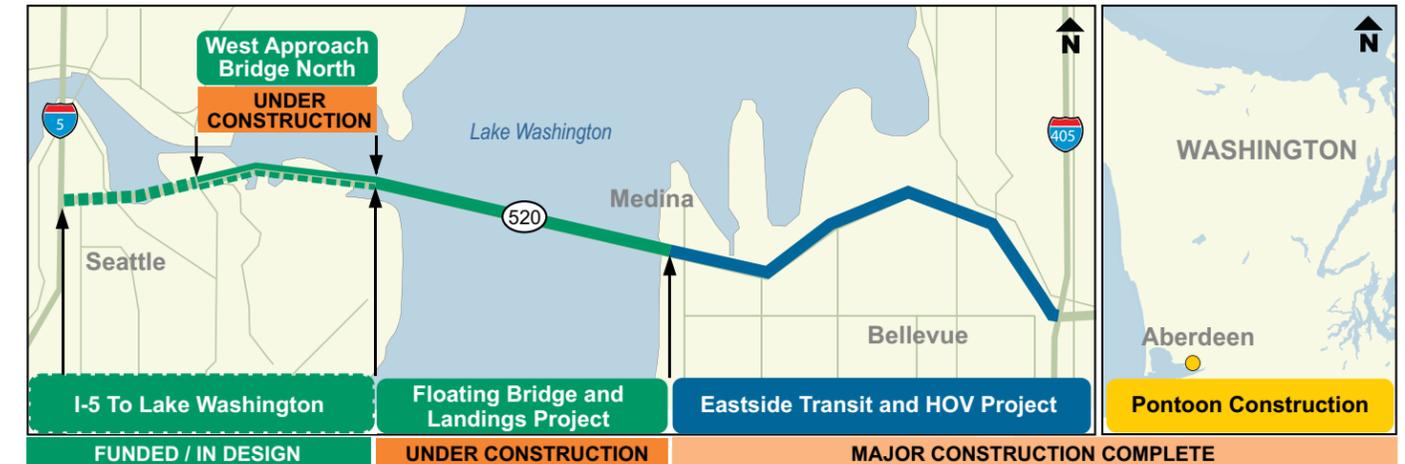
Visit: www.wsdot.wa.gov/projects/SR520Bridge
E-mail: SR520Bridge@wsdot.wa.gov
Call: 1-888-520-NEWS (6397)
Mail: Washington State Department of Transportation SR 520 Bridge Replacement and HOV Program 999 3rd Avenue, Suite 2200 Seattle, WA 98104

Construction Hotline: 206-708-4657

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Enhancing safety and reliability on SR 520



What is the SR 520 Program?

SR 520 connects thousands of people to a regional community and economy every day. Area residents use the corridor to commute to work, school and recreation, while businesses depend on a reliable corridor to deliver and receive goods and services.

The SR 520 program will enhance safety by replacing the aging floating bridge and keep the region moving with vital highway and transit facility improvements throughout the corridor.

Major SR 520 construction projects

- **Eastside Transit and HOV Project:** Completes and improves the transit and HOV system on the Eastside of SR 520. Eastside construction began in April 2011 and all major improvements opened in 2014.
- **Pontoon Construction:** Builds 33 concrete pontoons in Aberdeen and 44 in Tacoma for the new SR 520 floating bridge. Pontoon construction began in February 2011 and ended in March 2015.
- **Floating Bridge and Landings Project:** Replaces the SR 520 floating bridge, approaches and roadway between I-5 and the eastern shore of Lake Washington. Floating bridge construction began in early 2012. The new bridge is scheduled to open in spring 2016.
- **West Approach Bridge North Project:** Builds the north half of the new west approach bridge, providing a seismically safe structure and extending the transit/HOV system and bicycle/pedestrian path into Seattle. Construction is now underway on the new West Approach Bridge North, which is scheduled to open in summer 2017.
- **I-5 to Lake Washington:** Complete the corridor's highway and transit improvements all the way to I-5, including extension of six lanes from Montlake to I-5. Work to complete the project's final designs is underway; the construction schedule is in development.

How will the new corridor be different from today's corridor?



Conceptual rendering of the new floating bridge, which includes two general-purpose lanes and one transit/HOV lane in each direction and a bicycle/pedestrian path.

Today's SR 520	New SR 520
The floating bridge is vulnerable to wind and waves.	The new floating bridge is designed to withstand sustained winds of up to 89 mph.
SR 520 structures are vulnerable to earthquakes.	SR 520 structures are being designed to better withstand earthquakes.
Two general-purpose lanes in each direction, and no transit/HOV lanes.	Two general-purpose lanes and one transit/HOV lane in each direction will move more people and goods.
Floating bridge drawspan openings delay traffic.	New floating bridge does not need a drawspan.
No shoulders means disabled vehicles block traffic, causing congestion.	New shoulders will allow disabled vehicles to pull out of traffic.
Vehicles entering or exiting the highway can slow traffic on surface streets.	Rebuilt overpasses and on- and off-ramps throughout the project area will improve traffic flow.
No bicycle/pedestrian access across Lake Washington.	Bicycle/pedestrian path will offer new commuting choices.
Existing highway limits neighborhood connections.	Community-connecting lids will reconnect neighborhoods, improve transit access and increase recreation options.
Noise from the highway reaches local neighborhoods and parks.	New noise-reduction solutions and techniques will lower highway noise for nearby neighborhoods and parks.
Untreated water runs off SR 520 into Lake Washington and streams.	Polluted runoff will be captured and filtered before being released into Lake Washington and streams.
Culverts prevent fish from migrating upstream.	New roadway structures and fish-friendly culverts will remove fish migration barriers.
Buses are stuck in general-purpose traffic.	Improved transit service moves through the corridor with greater reliability in the transit/HOV lanes.

How the SR 520 program considers the environment



Wetland area near the current SR 520 west approach bridge.

The Washington State Department of Transportation strives to deliver effective transportation solutions while minimizing effects on the community and natural surroundings. Each project of the SR 520 program has completed an environmental review process.

Environmental topics evaluated include:

- Air quality
- Construction effects
- Environmental justice
- Fisheries
- Geology and soils
- Hazardous materials
- Historical and archaeological resources
- Noise
- Tribal fisheries and cultural resources
- Visual quality
- Water resources
- Wetlands
- Wildlife

Completing the environmental process allowed WSDOT to acquire permits and move the SR 520 program into construction.

WSDOT is also implementing environmental mitigation projects to offset the impacts of construction. These projects are helping improve wetlands and water resources, enhance fish and wildlife habitats, and provide other ecological benefits. Mitigation projects are located around the SR 520 corridor and across the state, from Evans Creek in Redmond to Grass Creek in Grays Harbor County. WSDOT typically monitors the improvements for 10 years to ensure their long-term success.

Public involvement in the program

Public involvement is an important aspect of the SR 520 program. Comments and questions from community members, residents, businesses, local



organizations, and lawmakers have helped to design a better SR 520 for drivers, transit riders, and corridor neighbors. We provide regular project updates at summer fair and festival events, open house meetings, the program website, email updates, and a 24-hour staffed construction hotline. Visit us online at:

www.wsdot.wa.gov/Projects/SR520Bridge.

Program timeline

- **2011** - Construction began on a new pontoon site and pontoons in Grays Harbor.
- **2011** - Construction began on the Eastside Transit and HOV Project.
- **2011** - Tolling began on the existing bridge.
- **2012** - Construction began on the new floating bridge.
- **2014** - Began construction on north half of the west approach bridge.
- **2015** - Complete all Eastside highway improvements.
- **2016** - New floating bridge opens to traffic.
- **2017** - West Approach Bridge North opens to traffic.

Construction of the remaining west side segments in Seattle are fully funded and in the design phase.



Commuters began using the new median transit stop on SR 520 at Evergreen Point Road in 2014.