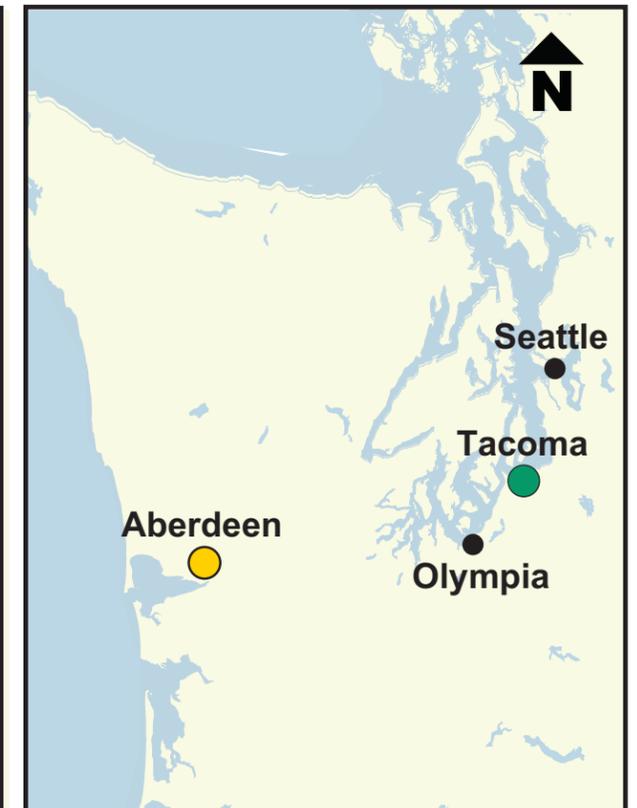
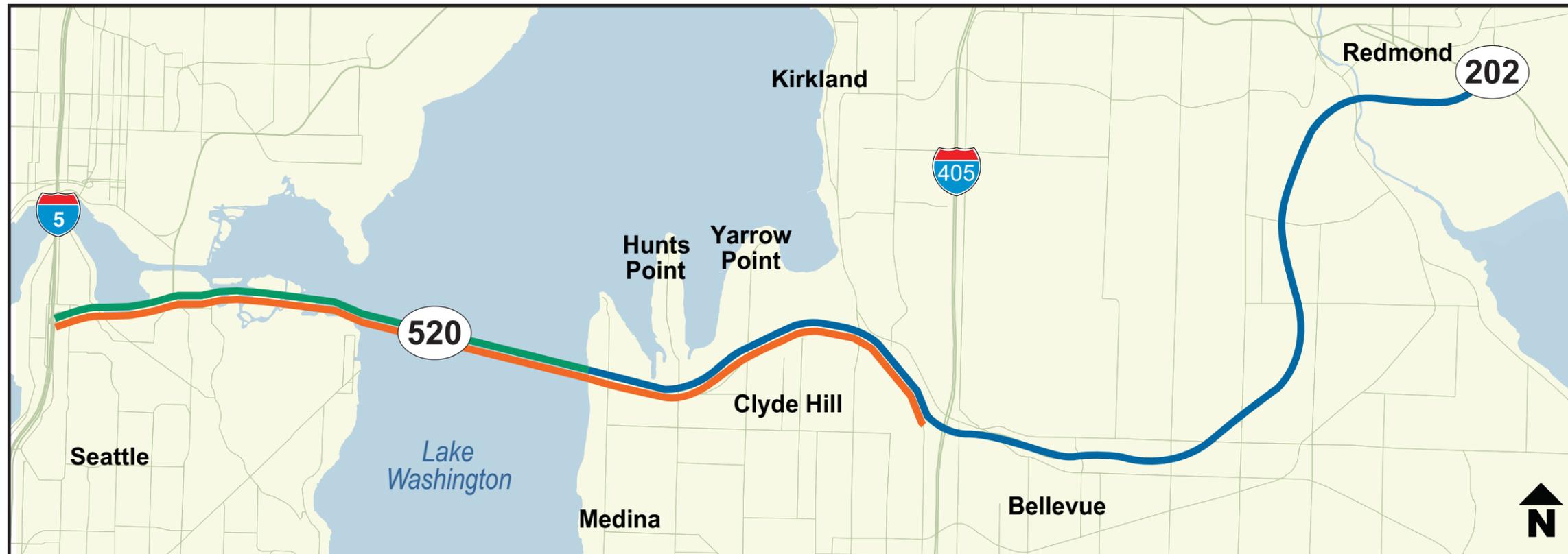


SR 520 Program overview

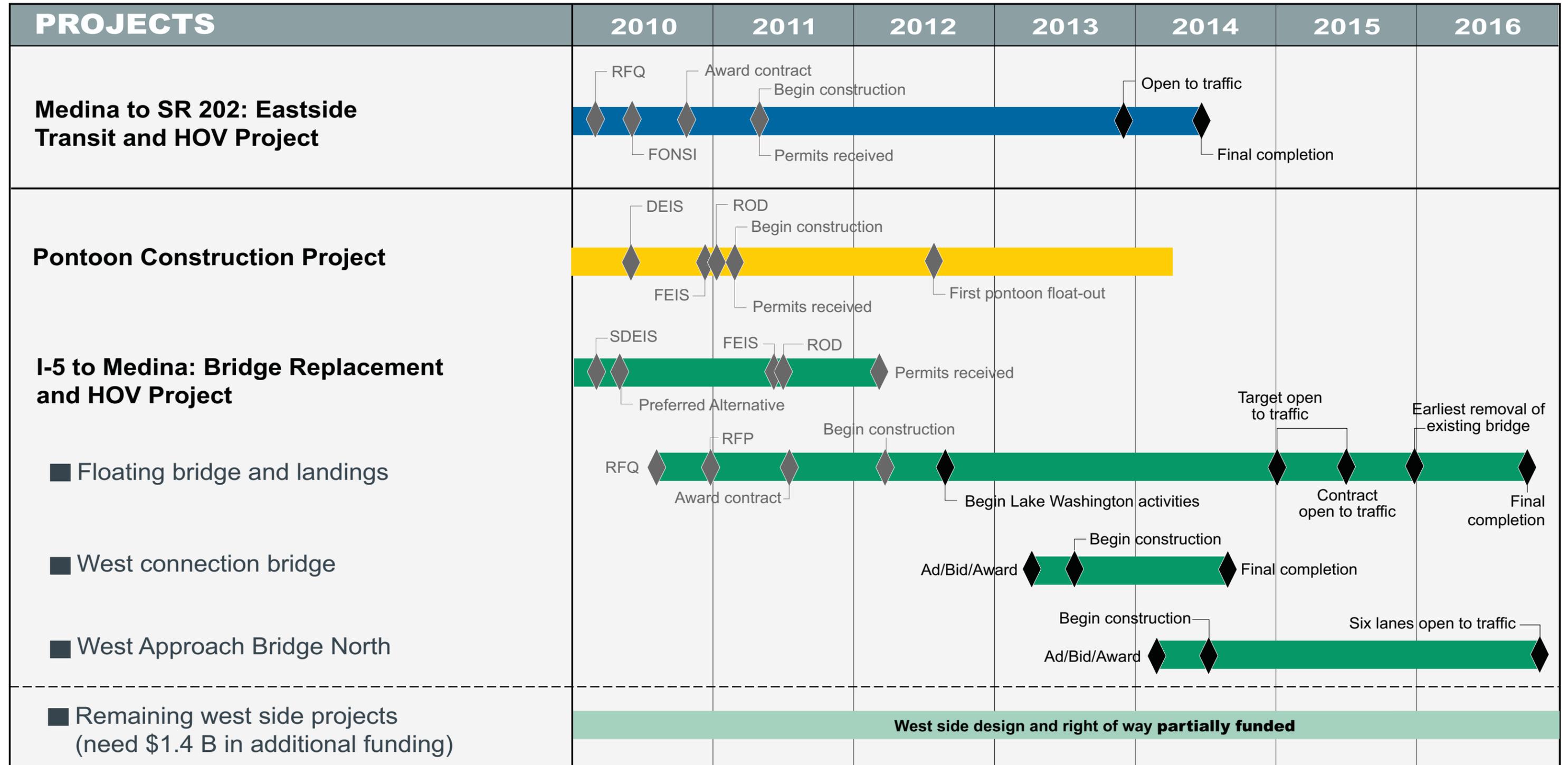
The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

-  **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** – Builds a new casting basin facility in Aberdeen and 33 concrete bridge pontoons to replace the existing SR 520 floating bridge.



SR 520 Program schedule

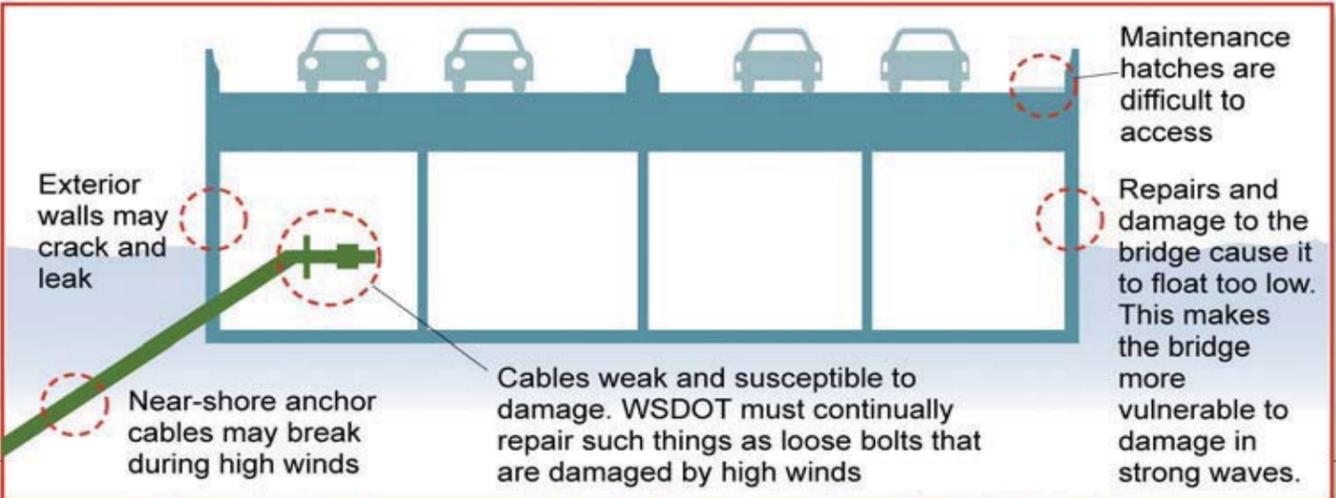
Updated: January 17, 2013



SR 520 vulnerability



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



Exterior walls may crack and leak

Near-shore anchor cables may break during high winds

Cables weak and susceptible to damage. WSDOT must continually repair such things as loose bolts that are damaged by high winds

Maintenance hatches are difficult to access

Repairs and damage to the bridge cause it to float too low. This makes the bridge more vulnerable to damage in strong waves.

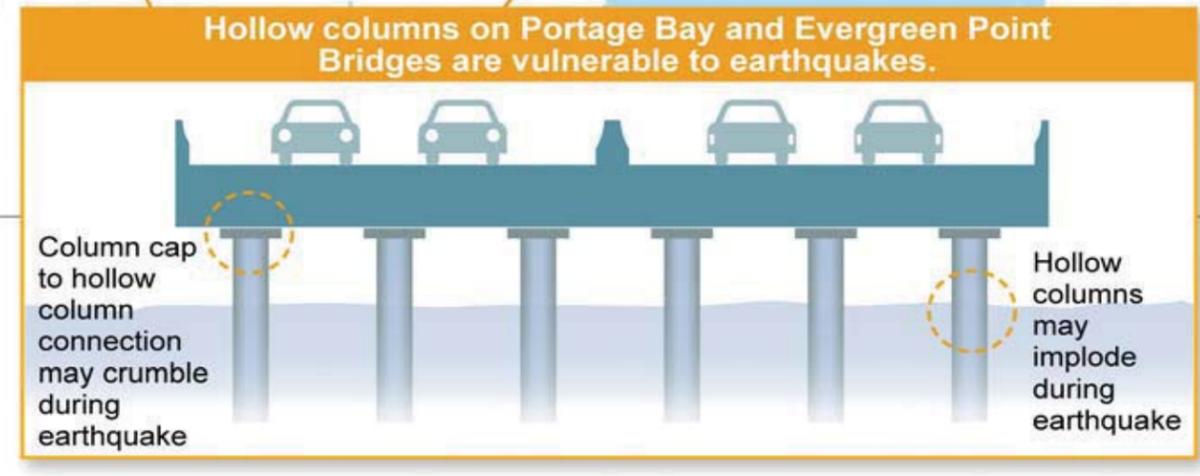
The existing Evergreen Point Bridge is vulnerable to high winds.



Legend:
Vulnerable to High Winds (Red)
Vulnerable to Earthquakes (Orange)

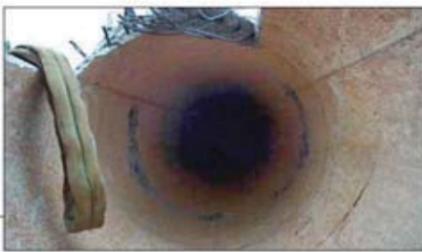
Map labels: Portage Bay, Union Bay, Lake Washington, SR 5, SR 520, SR 405, NORTH

Hollow columns on Portage Bay and Evergreen Point Bridges are vulnerable to earthquakes.



Column cap to hollow column connection may crumble during earthquake

Hollow columns may implode during earthquake

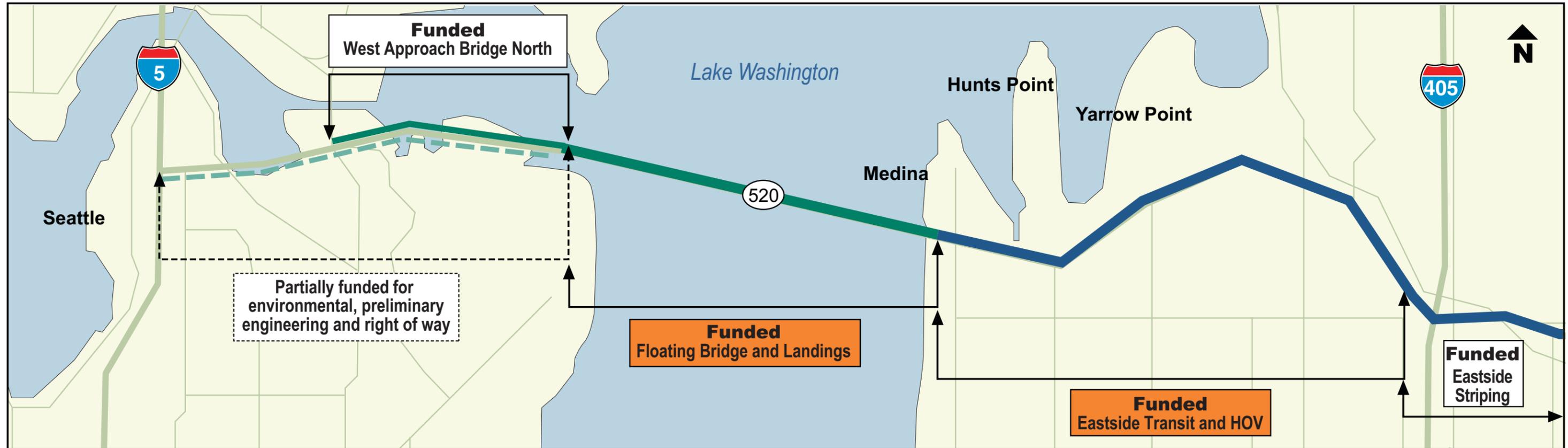


The inside of a hollow bridge support column that was damaged by a barge in 1999.

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

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

SR 520 Program costs and funding



Program cost estimate: \$4.128 billion (Oct. 2012)

Funded - Under construction	Funded - Not yet Under construction	Partially Funded
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What's funded:

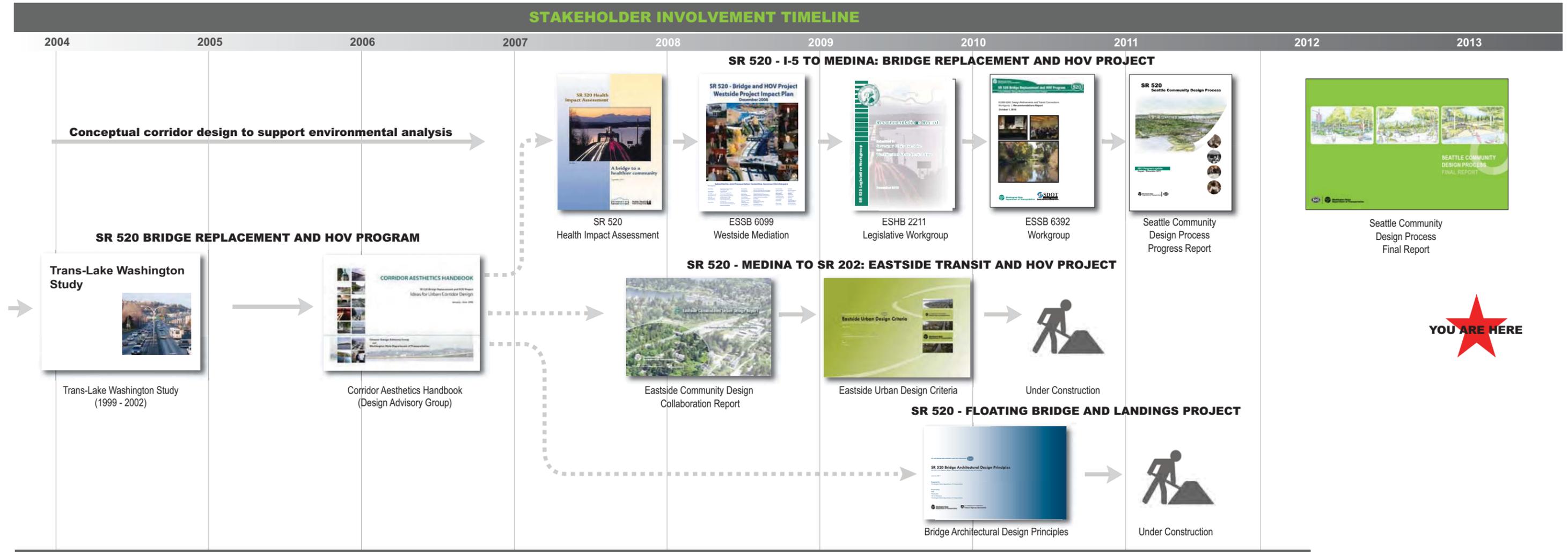
\$2.72 billion

- The new, safer SR 520 floating bridge
- Pontoon construction in Grays Harbor
- Eastside transit and HOV improvements
- The north half of the west approach bridge

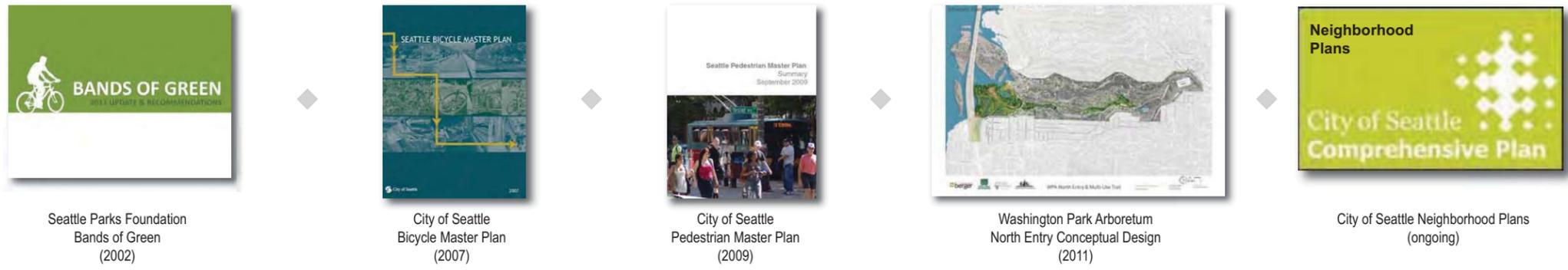
The Washington State Legislature set a \$4.65 billion budget for the SR 520 Program in 2009.

SR 520 corridor design history

STAKEHOLDER INVOLVEMENT TIMELINE



OTHER DESIGN RESOURCES INFORMING SR 520 I-5 TO MEDINA BRIDGE REPLACEMENT AND HOV PROJECT



SR 520 sustainability

The SR 520 Bridge Replacement and HOV Program is the first program in the U.S. working to implement measurable sustainability criteria across an entire corridor. These criteria seek to improve the environmental, social, and economic welfare of communities affected by construction and operation of public infrastructure.

SR 520 Golden Thread

The SR 520 Program includes a **Golden Thread of Sustainability**, four key sustainability goals that are woven through the design, construction, and operation of the new SR 520 corridor. These goals are:

- ◆ Reuse, reduce, or recycle construction materials
- ◆ Reclaim existing sites and facilities for new uses
- ◆ Reduce greenhouse gases during construction and for the life of the corridor
- ◆ Improve access for all users to transportation options and community space

Eastside Transit and HOV Project

- ◆ Enhance public open space.
- ◆ Improve transit access and quality of experience.
- ◆ Recycle construction materials.
- ◆ Improve fish passage.
- ◆ Provide continuous HOV lanes.



Rendering of Evergreen Point Road lid with improved transit operations and new open space.

Floating Bridge and Landings

- ◆ Reduce stormwater pollution discharges to the lake.
- ◆ Minimize in-water impacts.
- ◆ Reduce construction duration.
- ◆ Increase structural durability and life-cycle costs.
- ◆ Reuse and recycle materials.
- ◆ Decommission the existing floating bridge.
- ◆ Use existing industrial sites.



New and wider culverts will provide better fish passage on the Eastside.

Westside Design and Construction

- ◆ Assure integration of urban and sustainability design principles.
- ◆ Increase transit and HOV access.
- ◆ Increase access to public open space.
- ◆ Reduce infrastructure impacts on the natural environment.
- ◆ Reduce construction-related noise and pollution.



Pontoon construction under way at an existing site in Tacoma.



Rendering of the new path on the floating bridge that will connect cyclists and pedestrians to regional trails on both sides of Lake Washington.

SR 520 construction around the state

SR 520 construction activities are taking place at multiple locations in Washington state.

A. Grays Harbor
(Feb. 2011 – 2014) **349 direct jobs**
Jan. 2013

- Pontoon construction
- Pontoon moorage
- Casting basin construction

B. Port of Tacoma
(Nov. 2011 – early 2014) **174 direct jobs**
Dec. 2012

- Pontoon construction
- Pre-cast concrete elements
- Pontoon moorage and outfitting



Crews on site in Kenmore.



Pontoon progress in Tacoma.

C. Kenmore
(Feb. 2012 – early 2014) **24 direct jobs**
Dec. 2012

- Anchors
- Pre-cast concrete element
- Deck sections

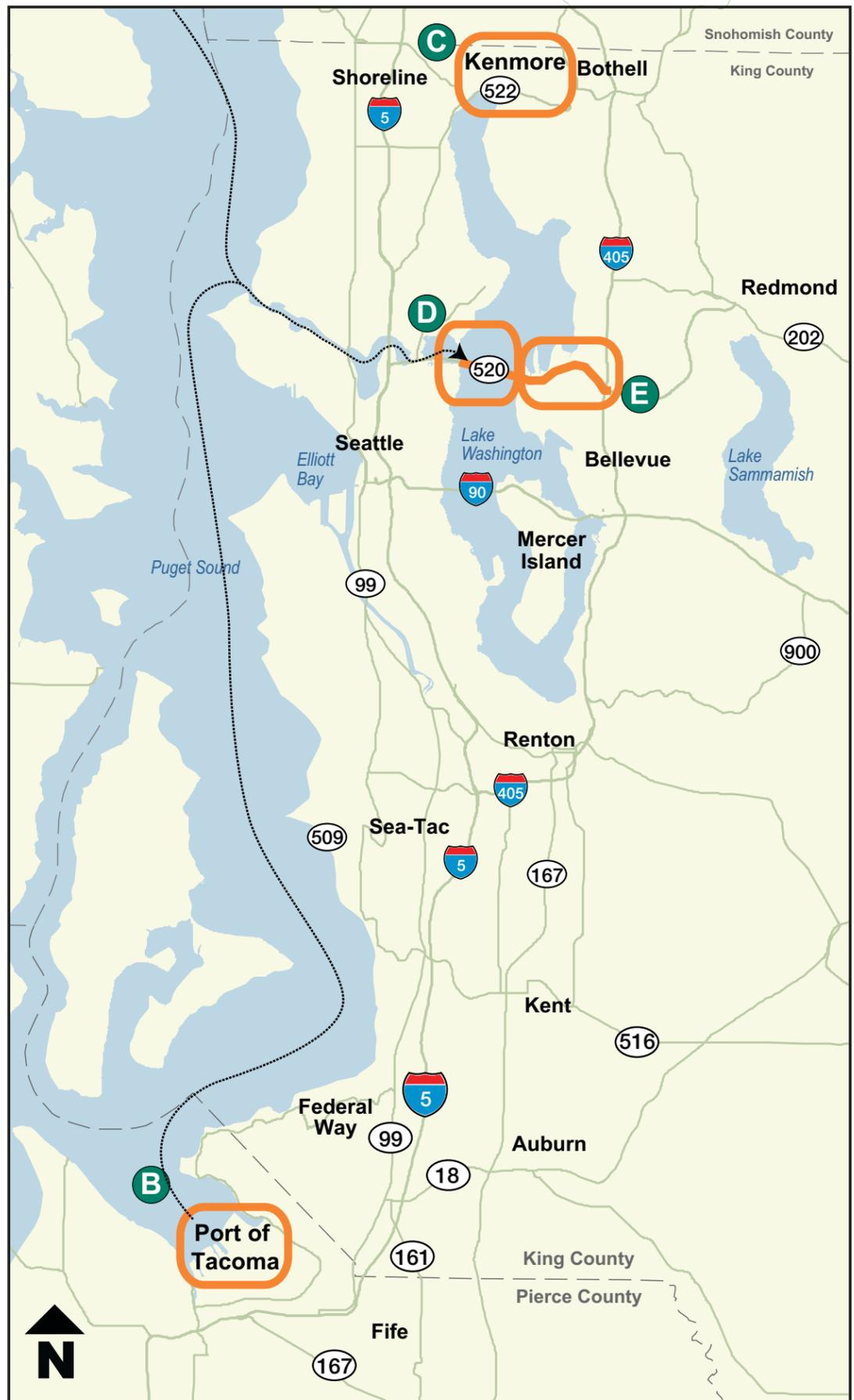
D. Lake Washington
(Spring 2012 – 2016) **254 direct jobs**
Dec. 2012

- Bridge assembly
- Bridge Maintenance Facility
- East and West Approach connections
- Decommission existing bridge

E. Eastside
(Spring 2011 – Winter 2014) **207 direct jobs**
Dec. 2012

- Lid construction
- Highway widening
- Culvert installation

TOTAL 1,008 direct jobs
Winter 2013



In addition to direct employment listed above, SR 520 construction creates opportunities for vendors, suppliers and other services like restaurants and retail.

All towing will occur in designated shipping lanes.

Construction notification information

WSDOT offers several options to stay up to date on the latest construction information:

Online:

- **Seattle Area Traffic:**
<http://www.wsdot.com/traffic/seattle/default.aspx>
 - Live traffic maps, cameras and alerts
- **Upcoming SR 520 full highway closures:**
<http://bit.ly/520Closures>
 - Upcoming weekend closure dates and detour maps
- **Eastside Construction What's Happening Now:**
<http://bit.ly/520EastsideConstruction>
 - Upcoming highway lane and ramp closures, nighttime noise and construction notices
- **Floating Bridge Construction What's Happening Now:**
<http://bit.ly/520BridgeConstruction>
 - News about work happening on Lake Washington and in Medina, Kenmore and Tacoma
- **SR 520 Drawspan Information:**
<http://bit.ly/drawspan>
 - Allowable opening hours and how to request an opening

On your phone or email:

- **Sign up for email or text alerts:**
<https://public.govdelivery.com/accounts/WADOT/subscriber/new?>



Scan here with a QR code
reader on your
smartphone to sign up for
SR 520 alerts

- **SR 520 construction hotlines:**
 - Eastside: 425-998-5200
 - Floating bridge: 425-576-7098

On social media:

- **WSDOT Twitter:**
 - @wsdot: Statewide news and information
 - @wsdot_traffic: Puget Sound area traffic updates
- **WSDOT Facebook:**
<http://www.facebook.com/wsdot>

On the road:

- Smarter Highways and other electronic message signs on SR 520, I-5, I-90 and I-405

Environmental benefits of the SR 520 program



Stormwater treatment will improve the quality of runoff from SR 520, which is currently untreated. The facility shown is already collecting runoff from the Eastside construction zone and, when complete, will include dense plantings to help screen it from nearby homes.



A regional bicycle and pedestrian path across Lake Washington will add a connection to existing bicycle and pedestrian facilities to provide additional commuting and recreation options between the Eastside and Seattle.



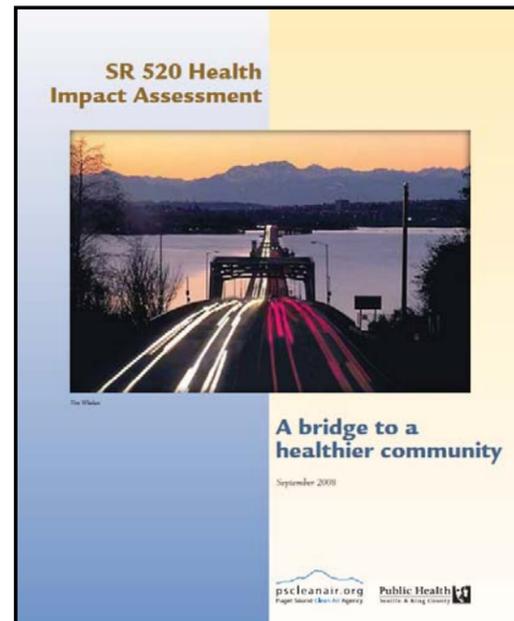
Features such as noise walls on the Eastside and 4-foot traffic barriers on the west side will help reduce noise along the corridor.



Fish-friendly culverts on the Eastside improve fish passage for migrating salmon.



Landscaped lids over sections of the highway will reconnect neighborhoods divided by construction of the original roadway. This photo shows construction of a lid in progress at Evergreen Point Road on the Eastside.



In 2008, WSDOT and regional partners published the Health Impact Assessment, a report that recommended elements for creating healthy communities in the SR 520 corridor.

SR 520 program mitigation and community improvements



Why does WSDOT provide mitigation?

- WSDOT must comply with a variety of local, state and federal regulations that require mitigation for the anticipated environmental effects of the SR 520 program.
- We anticipate there will be effects to wetlands, aquatic habitat, parks, cultural resources and historic properties.
- Where possible, we adjusted the project design to avoid or minimize effects to these resources. When identifying mitigation, we first evaluated opportunities around the SR 520 corridor, and then sought off-site mitigation for remaining needs.

What mitigation is complete or under way?

- Evans Creek, wetland mitigation near the City of Redmond for the Eastside Transit and HOV Project.
- Grass Creek, improvements to wetland and aquatic resources at Grass Creek in Grays Harbor County for the Pontoon Construction Project.
- Implementation of the Floating Bridge and Landings Community Construction Management Plan, Arboretum traffic calming and the Montlake Triangle Project at the University of Washington.

What additional mitigation is planned?

- Wetland and aquatic: Yarrow Creek, South Lake Washington shoreline restoration, Cedar River Elliott Bridge Reach, East Approach, WSDOT Peninsula, Union Bay Natural Area, Bear Creek, Magnuson Park, Taylor Creek and Seward Park.
- Parks: Arboretum Multi-Use Trail, Arboretum Creek and Azalea Way Pond improvements, Foster Island improvements, development of the Bryant Building site as a public park, partnering with the city of Seattle to transfer the WSDOT peninsula to the Arboretum, Arboretum North Entry, Arboretum Waterfront Trail, and trail improvements in the Portage Bay area.
- Cultural and historic improvements: Community Construction Management Plans for each construction phase, historic documentation and interpretive signage.

Note: Mitigation measures and other commitments made by the SR 520 program are described in the:

- I-5 to Medina: Bridge Replacement and HOV Project Record of Decision - www.wsdot.wa.gov/projects/sr520bridge/EIS.htm
- Eastside Transit and HOV Project Finding of No Significant Impact - www.wsdot.wa.gov/projects/sr520bridge/EastsideEA.htm
- Pontoon Construction Project Record of Decision - www.wsdot.wa.gov/projects/sr520/pontoon/EIS.htm

- LEGEND:**
- SR 520 corridor
 - Wetland and aquatic mitigation
 - Parks mitigation

Pontoon Construction Project Mitigation



Grass Creek

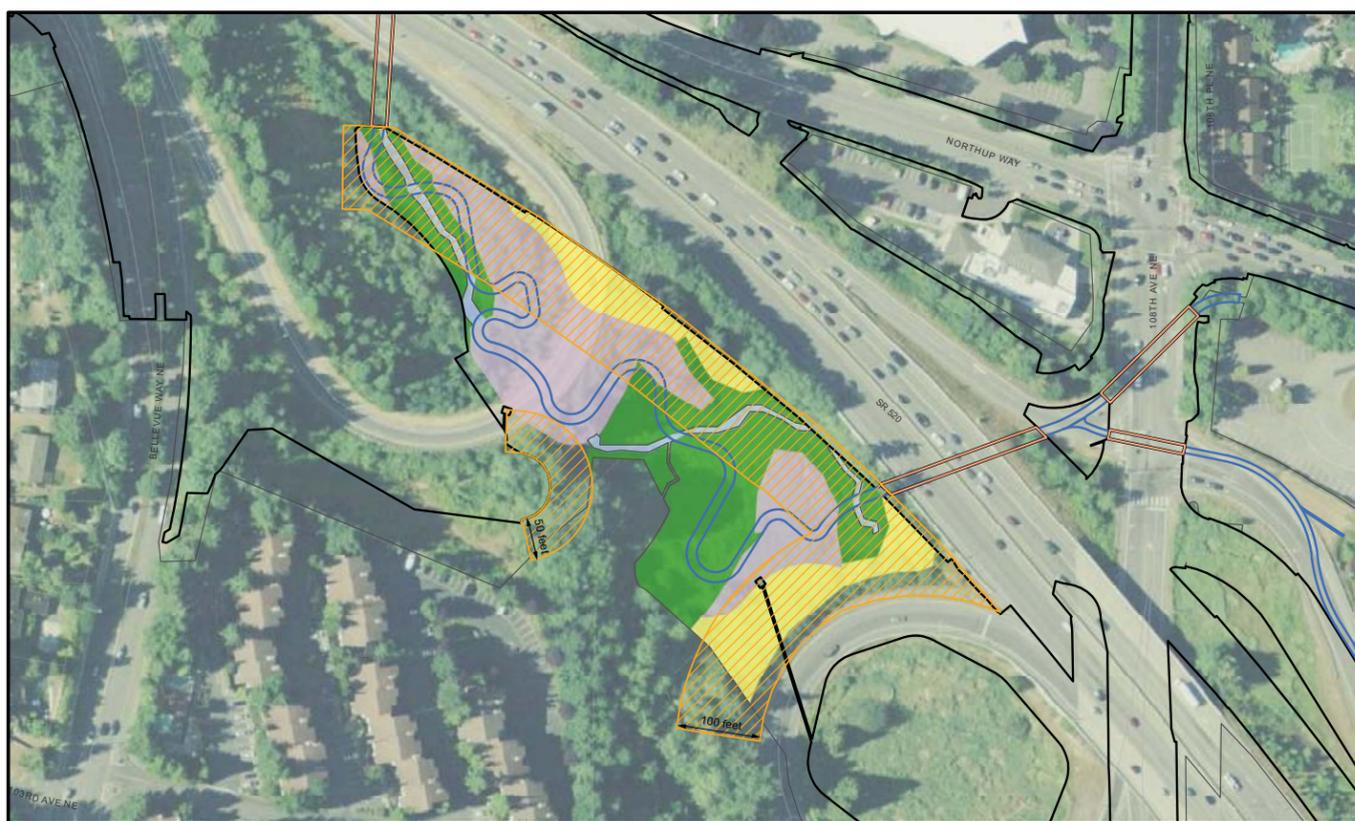
WSDOT has removed portions of an earthen dike and reestablished tidal channels at the Grass Creek site to reconnect and restore natural tidal influence to the site. The work at Grass Creek restores and protects a variety of wetlands and shoreline habitats, mitigating environmental effects of the Pontoon Construction Project. Crews have completed the mitigation work on this site and WSDOT is currently monitoring to ensure plants are established.

Eastside Transit and HOV Project Mitigation



Evans Creek

WSDOT is providing wetland mitigation near the City of Redmond. The mitigation work will strengthen the local natural environment by improving the quality of wetland habitat. Improvements will mitigate for a loss in wetlands and stream habitat resulting from the construction of the Eastside Transit and HOV Project. WSDOT expects work to be completed by spring 2014 and then will begin monitoring the site.



Yarrow Creek

Wetland and stream restoration at the Yarrow Creek site will mitigate for effects from the Eastside Transit and HOV Project. Actions will include removing fill to create and enhance wetlands, relocating and lengthening a section of the Yarrow Creek, planting with native species, and creating habitat diversity. WSDOT crews will begin construction at this site in summer 2013.

Figure 5
Yarrow Creek Mitigation Plan

Medina to SR 202: Eastside Transit and HOV Project

I-5 to Medina: Bridge Replacement and HOV Project Mitigation

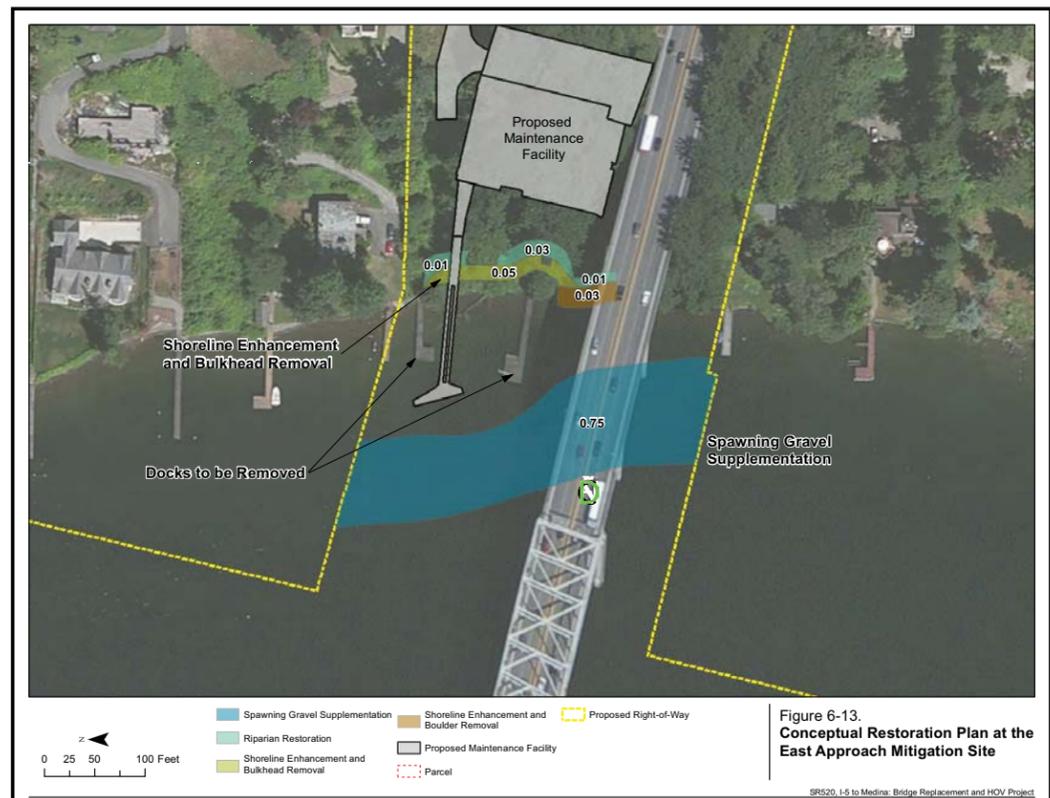
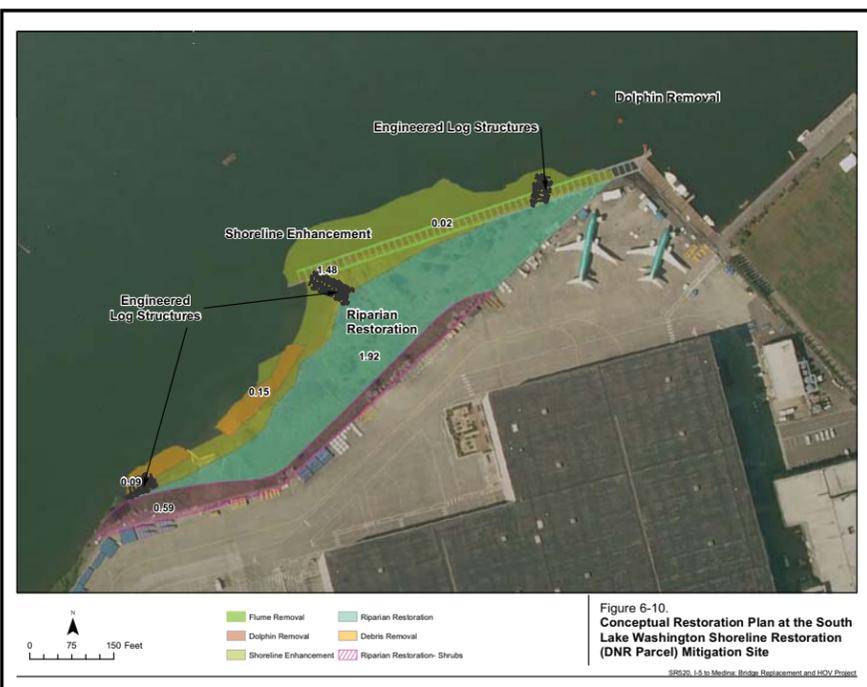
Bear Creek

WSDOT is providing funding to the city of Redmond to implement aquatic mitigation at the Bear Creek site. Actions such as stabilizing the bank, adding stream gravel and wood, and planting along the creek will help address habitat diversity needs identified in the WRIA 8 Chinook Salmon Recovery Plan. The city of Redmond plans to begin construction summer 2013.



South Lake Washington

WSDOT is funding aquatic mitigation at a property on South Lake Washington owned by the Washington State Department of Natural Resources (DNR). DNR is designing and will construct the mitigation, with the intent to improve water quality and restore salmon habitat. DNR plans to begin construction at this site summer 2013.



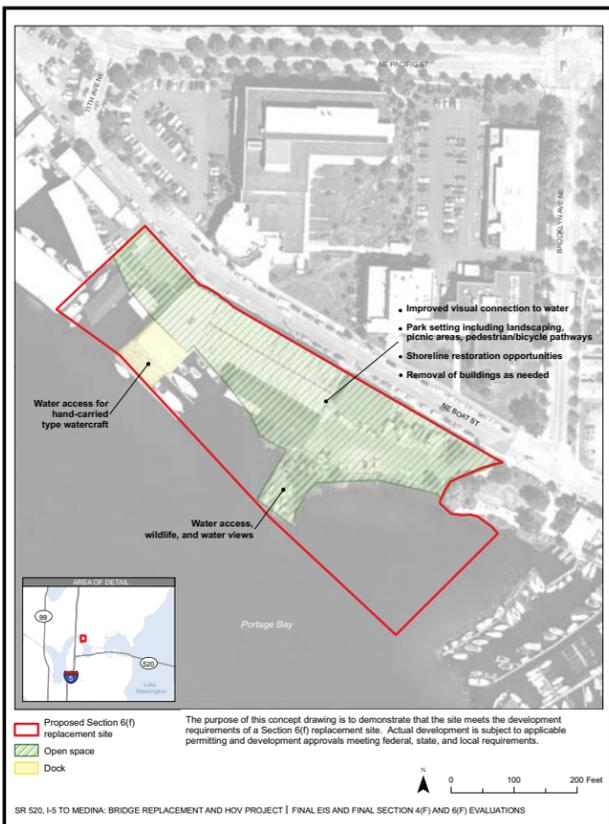
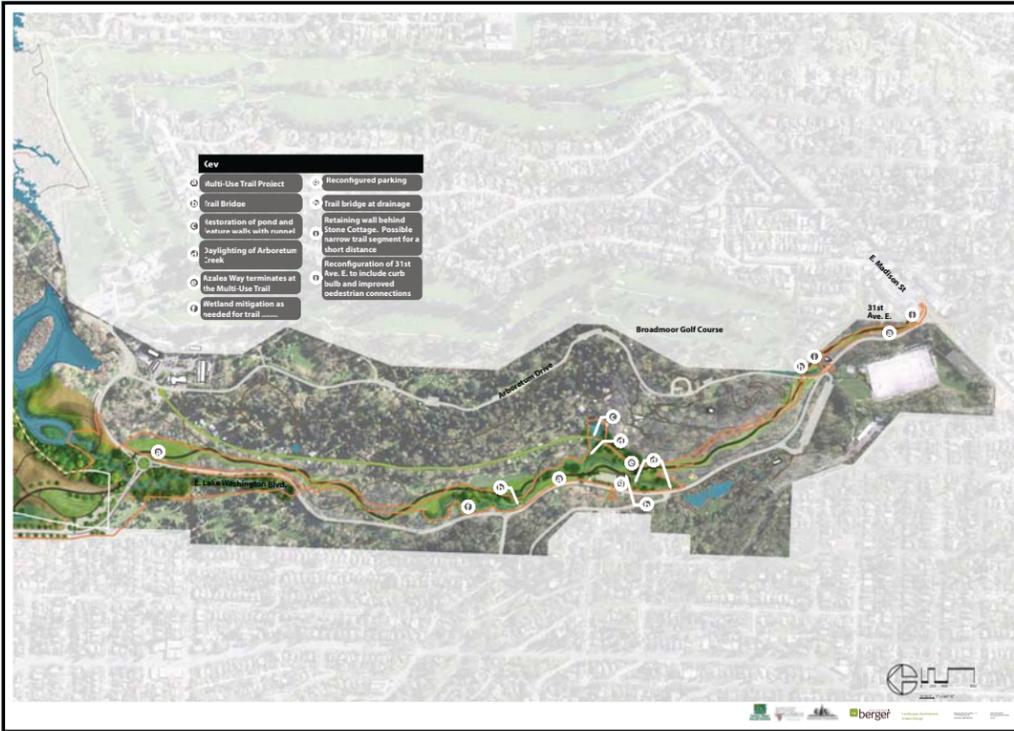
East Approach

As part of the Floating Bridge and Landings contract, WSDOT will supplement lake bed gravel along the shoreline, remove an existing bulkhead and rubble, and restore and plant the shoreline area beneath the East Approach within WSDOT right of way. This in-corridor mitigation is intended to provide aquatic benefits such as beach spawning habitat for sockeye salmon. Construction at this site is anticipated to begin in summer 2014.

I-5 to Medina: Bridge Replacement and HOV Project Mitigation

Arboretum – Currently Funded

Construction of the West Approach Bridge North will affect areas within the Arboretum that are protected under Section 4(f) of the Department of Transportation Act. In order to offset these effects, WSDOT is funding improvements to the Multi-Use trail, which will provide an important bicycle and pedestrian corridor connecting East Madison Street to the Montlake and University of Washington areas. Improvements to Arboretum Creek, Azalea Way Pond and Foster Island are also included in this phase of mitigation in the Arboretum. Funding of these elements was included in a recently-signed agreement between WSDOT and the Arboretum and Botanical Garden Committee. Seattle Parks will further develop the design of these elements this year and anticipates starting construction in summer 2014. WSDOT has also provided funding to the Seattle Department of Transportation to implement traffic calming measures in the Arboretum, which was complete in 2012.

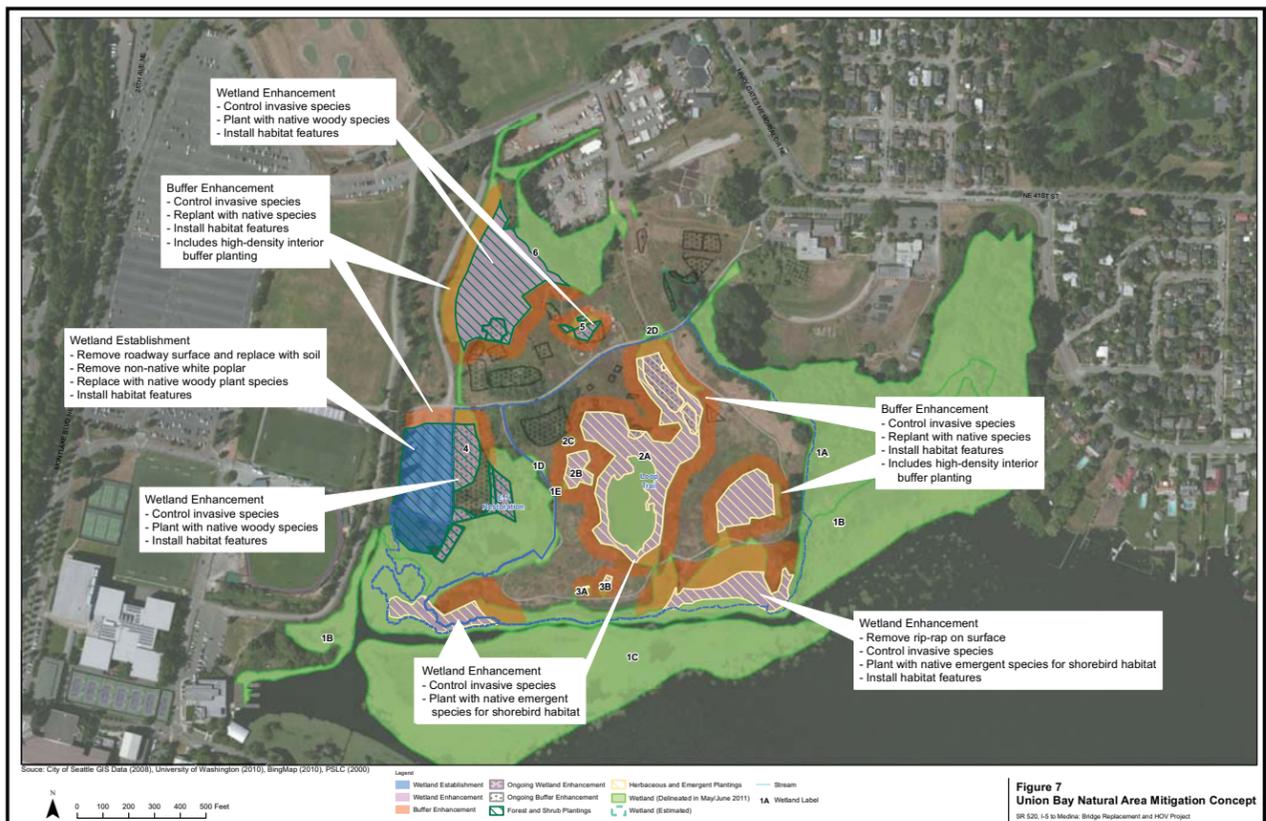


Bryant Building Site

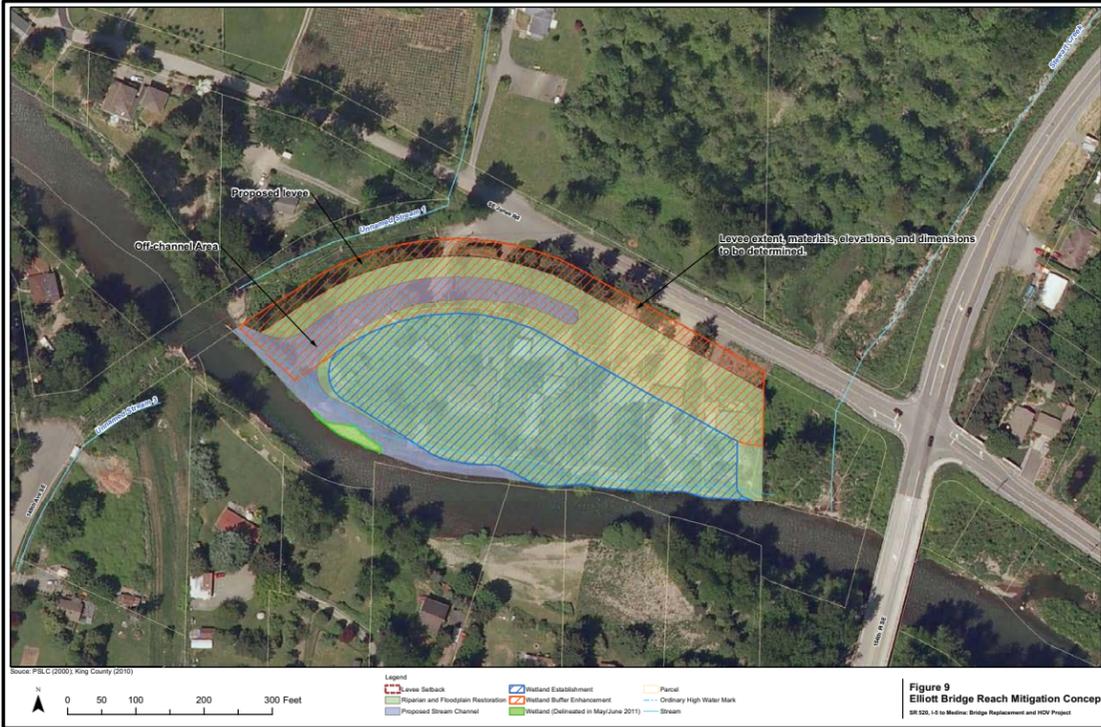
Construction of the West Approach will affect public park areas protected by the Land and Water Conservation Fund Act. As replacement for the affected property, the SR 520 Program is planning to fund the development of a new park at the Bryant Building Site through collaboration with the City of Seattle and University of Washington. The facility will provide enhanced views, a greater sense of connection to the waterfront for bicyclists and pedestrians on the nearby streets and Burke-Gilman Trail, water access for boaters, and a casual open space for other users. The City of Seattle will lead the development process of this new park and will engage in public outreach in the coming year as they work towards development of conceptual design for this area.

Union Bay Natural Area

WSDOT plans to construct wetland mitigation at the University of Washington's Union Bay Natural Area. This partnership will allow the University to implement their Union Bay Natural Area Management Plan and WSDOT to meet part of our compensatory wetland mitigation requirements. WSDOT and the University are working collaboratively to develop the design with a plan to begin construction as early as summer 2014.

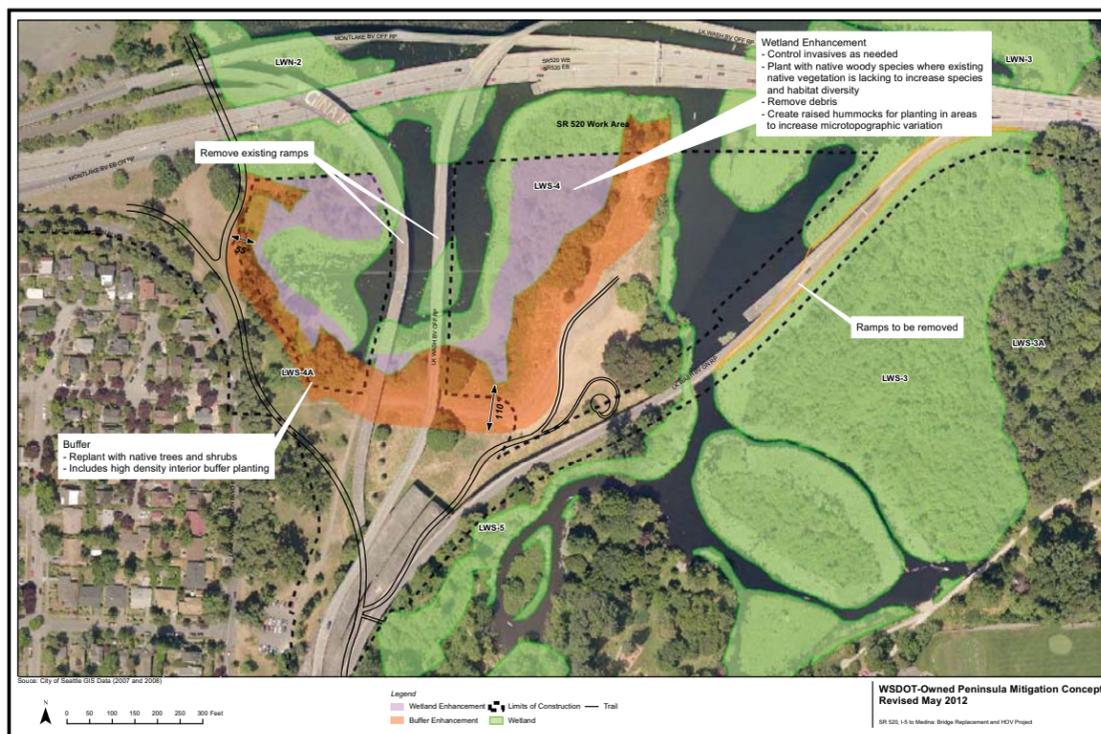


I-5 to Medina: Bridge Replacement and HOV Project Mitigation



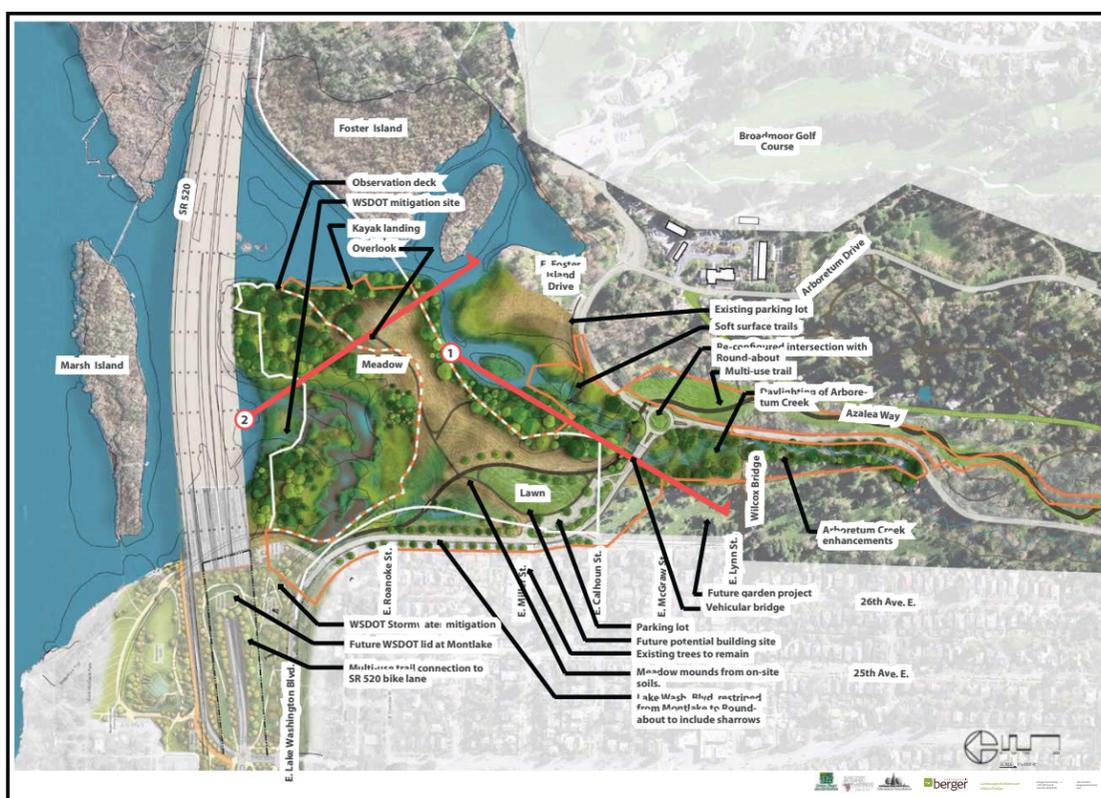
Cedar River Elliott Bridge Reach

WSDOT plans to provide both wetland and aquatic mitigation at the Cedar River Elliott Bridge Reach site. The site is owned by King County, and will address needs identified in the WRIA 8 Chinook Salmon Recovery Plan. WSDOT and King County are currently partnering to refine the design of this site and determine the best method for implementation, and anticipate beginning construction at this site in 2015.



WSDOT-Owned Peninsula Wetland Mitigation

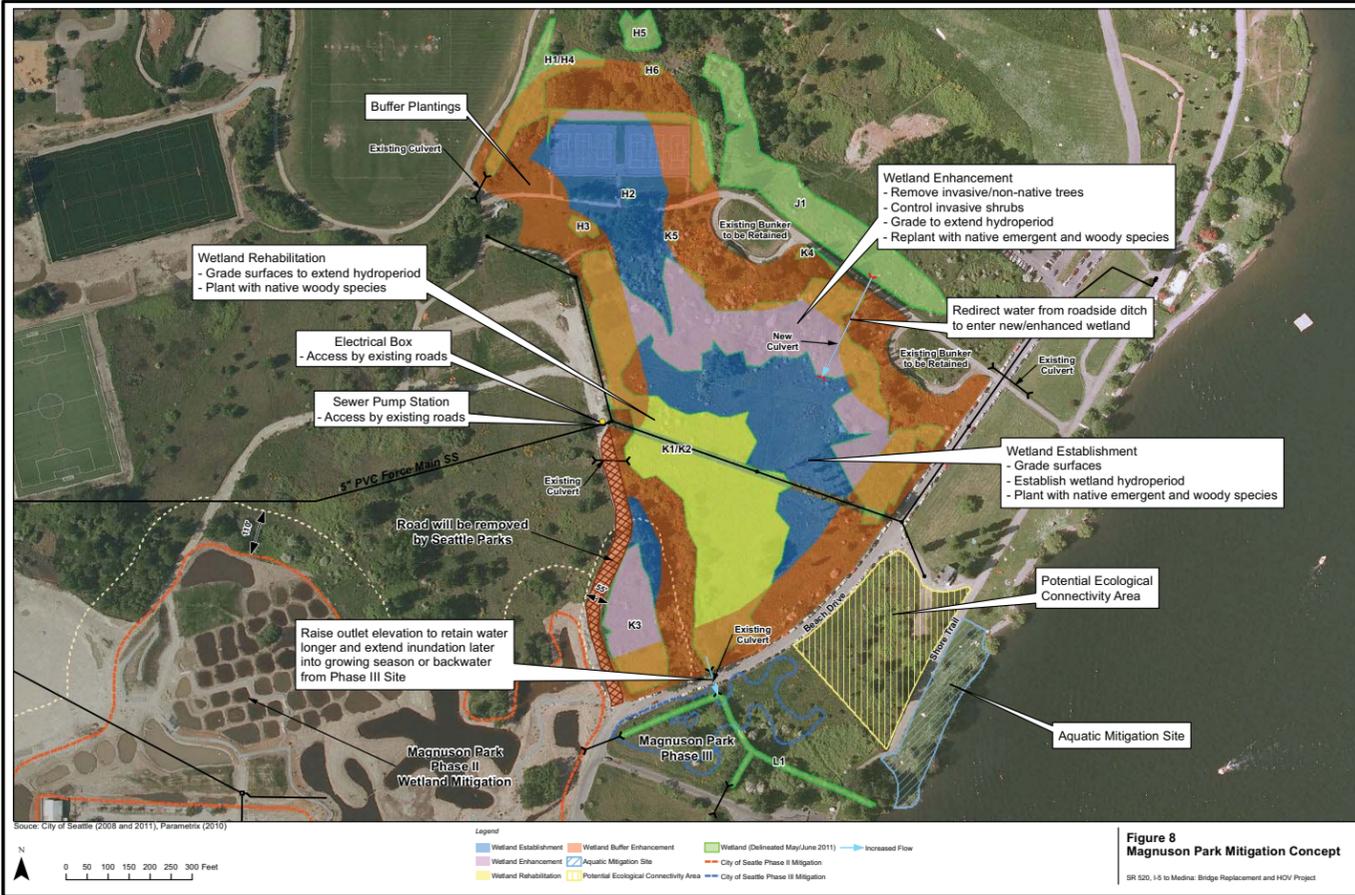
After completion of the West Approach Bridge North construction, WSDOT plans to provide wetland mitigation in an area within the WSDOT-owned peninsula by removing debris, planting native species, and controlling invasive species as needed.



Arboretum - Future Mitigation

In addition to providing funding for mitigation measures associated with the West Approach Bridge North, an agreement recently signed between WSDOT and the Arboretum and Botanical Garden Committee also creates a contractual framework for a final phase of mitigation that will take place in the Arboretum once funding is secured for future SR 520 construction. These projects include shoreline restoration, the creation of a new North Entry to the Arboretum, a new roundabout at Foster Island Road and Lake Washington Blvd, and daylighting and restoring sections of Arboretum Creek. WSDOT is also working with Seattle Parks and Recreation to determine the best method for transferring the WSDOT-owned peninsula property to the city so it can be incorporated into the Arboretum.

I-5 to Medina: Bridge Replacement and HOV Project Mitigation

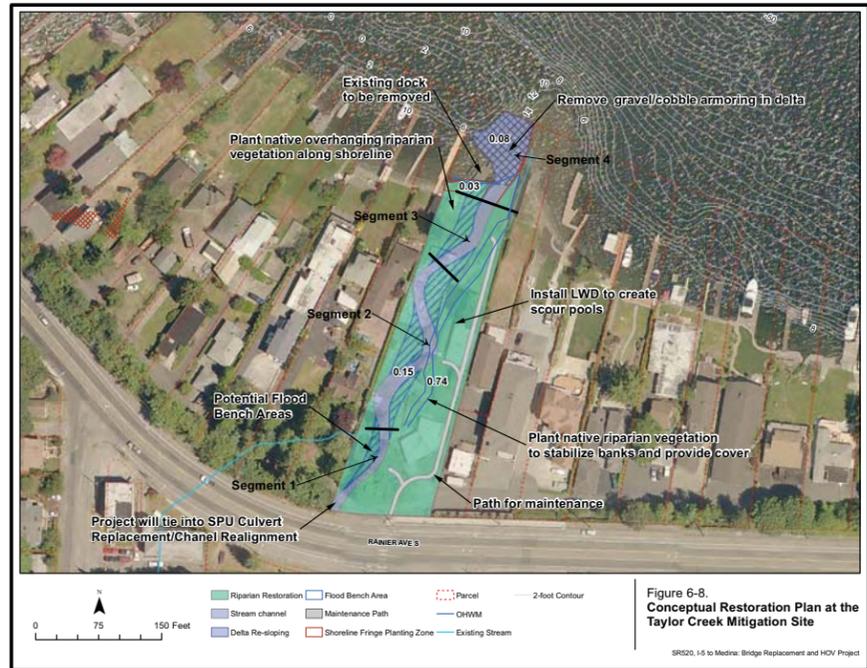


Magnuson Park

WSDOT plans to provide both aquatic and wetland mitigation at this site. Actions include creating two cove beaches separated by a vegetated area, removing an existing bulkhead and rubble, planting with native species, and establishing, rehabilitating and enhancing wetland areas. Mitigation at this site would occur with future construction phases.

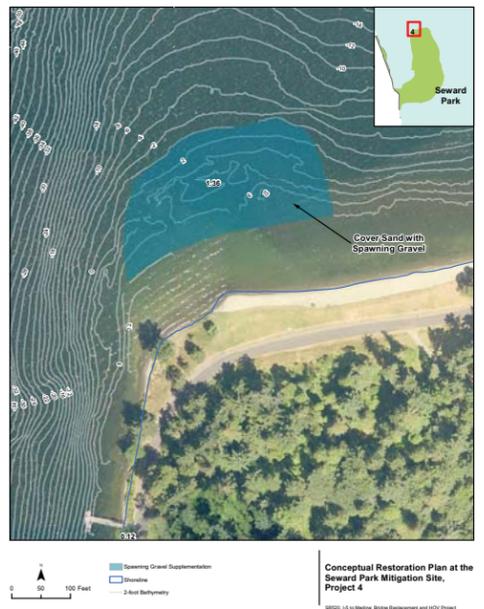
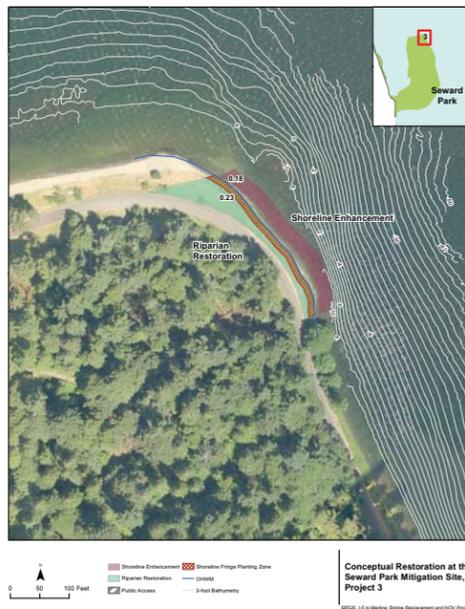
Taylor Creek

Seattle Public Utilities is developing plans to replace a culvert on Taylor Creek beneath Rainier Avenue South to restore fish passage. WSDOT's plan for mitigation would build on SPU's restoration concept through actions that will return a section of the creek to more natural conditions through channel, floodplain and riparian restoration. Mitigation at this site would occur with future construction phases.



Seward Park

Mitigation planned at Seward Park is intended to provide habitat for salmon. Activities will include bulkhead removal, re-grading, installing sand, gravel and wood, and planting with native plants. Mitigation at this site would occur with future construction phases.



SR 520 Program transit coordination

The new SR 520 corridor will be more reliable for all users, including drivers, transit riders, bicyclists and pedestrians. New SR 520 infrastructure will support regional transit plans developed by King County Metro and Sound Transit. Our current design will help connect transit riders to destinations throughout the region, including downtown Seattle, the University of Washington, Capitol Hill and communities on the Eastside.

We are continuing our collaborative process with King County Metro and Sound Transit to ensure the new SR 520 continues to be an important component of their regional transit plans.

Future SR 520 transit operations



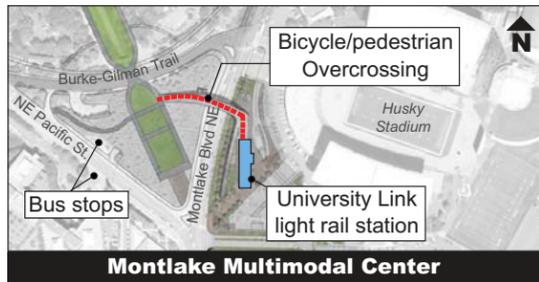
How will the new Montlake lid change transit operations?

Through discussions with local communities, we minimized the size of the new SR 520 highway by relocating the Montlake Freeway Transit Station to the top of the new Montlake lid. This will change future transit operations.

Downtown Seattle to Eastside: During peak hours, buses will not stop at the Montlake lid, providing more direct service. During off-peak hours, transit agencies could operate buses on top of the Montlake lid, providing service similar to today.

Capitol Hill to the Eastside: Riders will have a short walk from a new local bus stop to regional bus stops on the Montlake lid at all hours.

Capitol Hill to downtown Seattle: Riders can ride Link light rail or local buses.



How will the Montlake Multimodal Center operate in the future?

The Montlake Multimodal Center is a key regional transit destination with connections to the University of Washington, UW Medical Center, local and regional buses, regional bicycle and pedestrian trails and the University Link light rail station that will connect to Capitol Hill and downtown Seattle.

We've worked closely with King County Metro, Sound Transit, the University of Washington and the Seattle Department of Transportation to prioritize safe, efficient connections for pedestrians and bicyclists to reach their destinations.

Together, these agencies have designed a grade-separated overcrossing that will allow pedestrians and bicyclists to travel through the Montlake Multimodal Center without having to cross busy streets or wait at crosswalks.

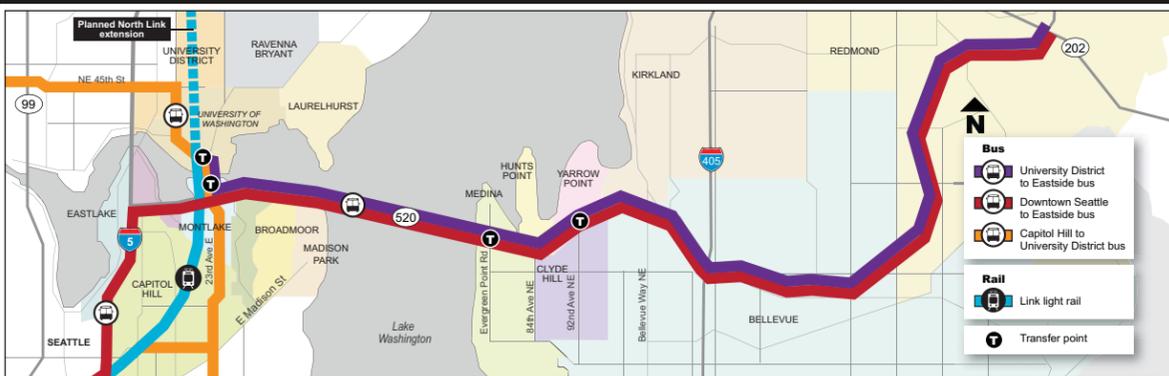


How will transit operations change on the Eastside?

In 2014, Eastside transit riders will see improvements in the way their buses move from Medina to Redmond. We will build several transit infrastructure improvements:

- One continuous transit/HOV lane on SR 520 in each direction from Medina to Redmond with transit/HOV lanes moved to the inside.
- A transit/HOV direct-access ramp at 108th Avenue NE.
- Lids with median transit stops at Evergreen Point Road and 92nd Avenue NE that will be ADA accessible and provide a more pleasant rider experience than current roadside stops.

Transit on the new SR 520 when University Link opens



How will I get from here to there?

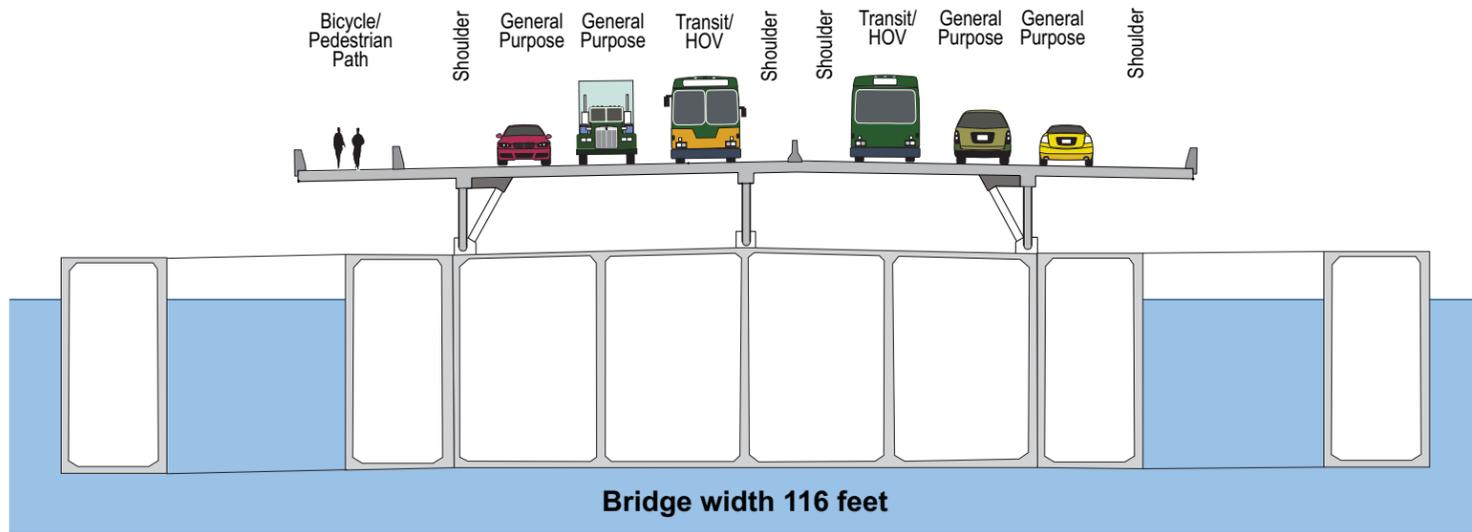
		FINISH			
		Capitol Hill	Downtown Seattle	University of Washington	Eastside
START	Capitol Hill			OR	OR
	Downtown Seattle				
	University of Washington	OR			
	Eastside	OR			

SR 520 Bridge Replacement and HOV Program

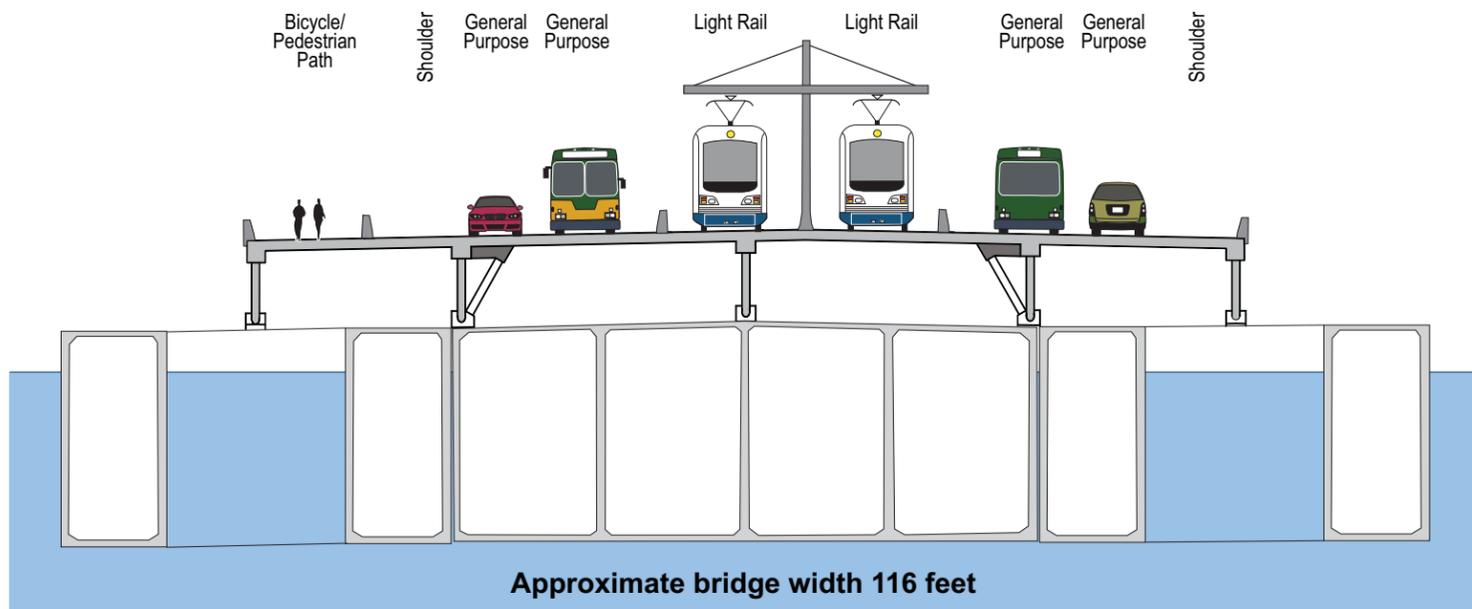
SR 520 floating bridge - planning for the future

The planned and funded SR 520 bridge

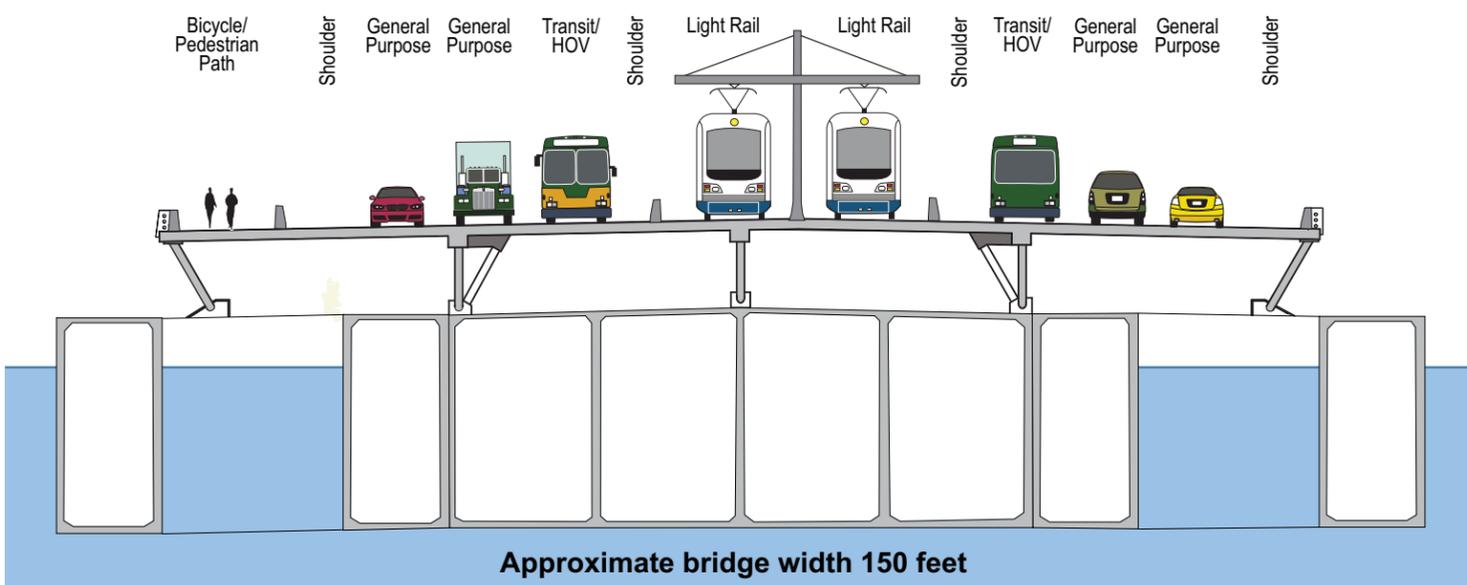
Two general-purpose lanes and one transit/HOV lane in each direction and a bicycle/pedestrian path on the north side of the bridge.



Potential SR 520 bridge configurations that accommodate light rail



Scenario 1: With light rail displacing the transit/HOV lanes.



Scenario 2: With light rail in addition to the transit/HOV lanes.

Note: Each potential light rail scenario would require WSDOT to construct an additional pontoons to support the weight of light rail. Adding light rail to the SR 520 floating bridge would also require analysis of transit connections and routes, additional funding, regional decision-making, and a separate environmental review process.