

What are the current program costs?

In 2009, the Washington State Legislature set a program budget of \$4.65 billion. Our latest project plans, including the west side preferred alternative, are within this program budget.

What is currently funded?

Gov. Gregoire and the Washington State Legislature have 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 budget		\$4.65 B
Funding received to date		\$2.43 B
State funding (Nickel and TPA)	\$0.55 B	
Federal funding	\$0.07 B	
SR 520 Account (tolling and future federal funding)	\$1.69 B	
Deferred sales tax	\$0.12 B	
Unfunded need (includes \$0.15 B in deferred sales tax)		\$2.22 B

Gov. Gregoire and the Washington State Legislature have signed two important tolling bills related to the SR 520 program: House Bill 2211 (May 2009) and Senate Bill 6392 (March 2010).

Together, these bills allow WSDOT to move forward with:

- Constructing a new, safer floating bridge and landings.
- Building a new pontoon construction facility in Grays Harbor.
- Building pontoons at that facility.
- Beginning construction on the Eastside Transit and HOV Project.
- Continuing to design the west side of the corridor, from I-5 to the floating bridge.



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
600 Stewart Street, Suite 520
Seattle, WA 98101

Americans with Disabilities Act

(ADA): Materials can be provided in alternative formats for people with disabilities by contacting Shawn Murinko at 360-705-7097 or murinks@wsdot.wa.gov. Persons who are deaf or hard of hearing may contact the Office of Equal Opportunity through the Washington Relay Service at 711.

Title VI Information: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program contact Jonté Sulton at 360-705-7082 or SultonJ@wsdot.wa.gov.



March 2012

Enhancing safety and reliability on SR 520

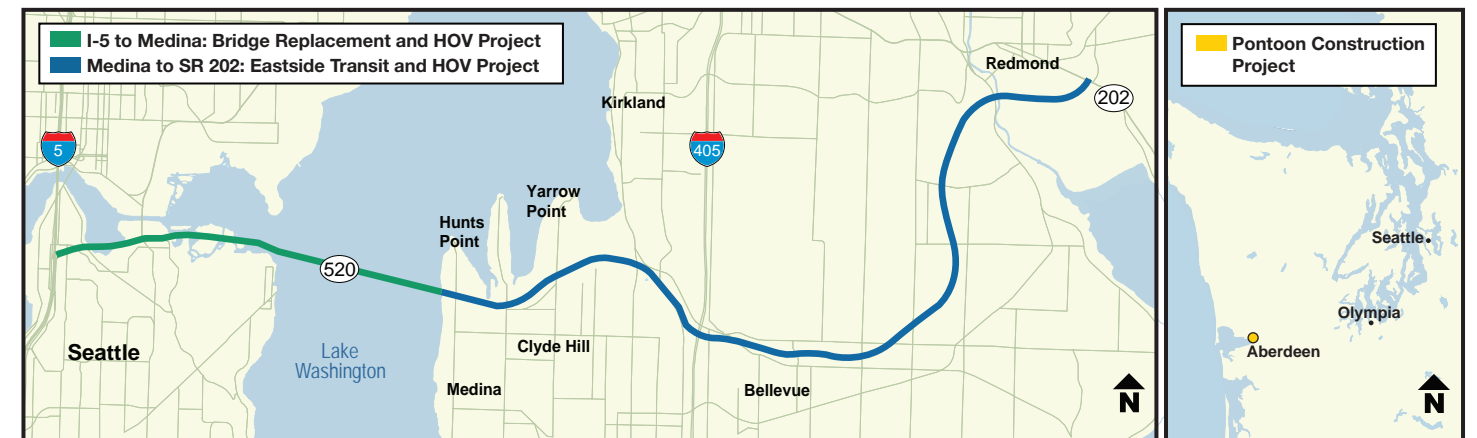


SR 520 connects more than 190,000 people to a regional community and economy every day. Area residents use the corridor to commute to work, school and recreation, while businesses depend on a reliable corridor to deliver and receive goods and services. The SR 520 program will enhance safety by replacing the aging floating bridge and keep the region moving with vital transit and service improvements throughout the corridor.

What is the SR 520 program?

The SR 520 program includes the following projects:

- **I-5 to Medina: Bridge Replacement and HOV Project:** Replaces the SR 520 floating bridge, approaches 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 to the SR 202 interchange in Redmond.
- **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.
- **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.

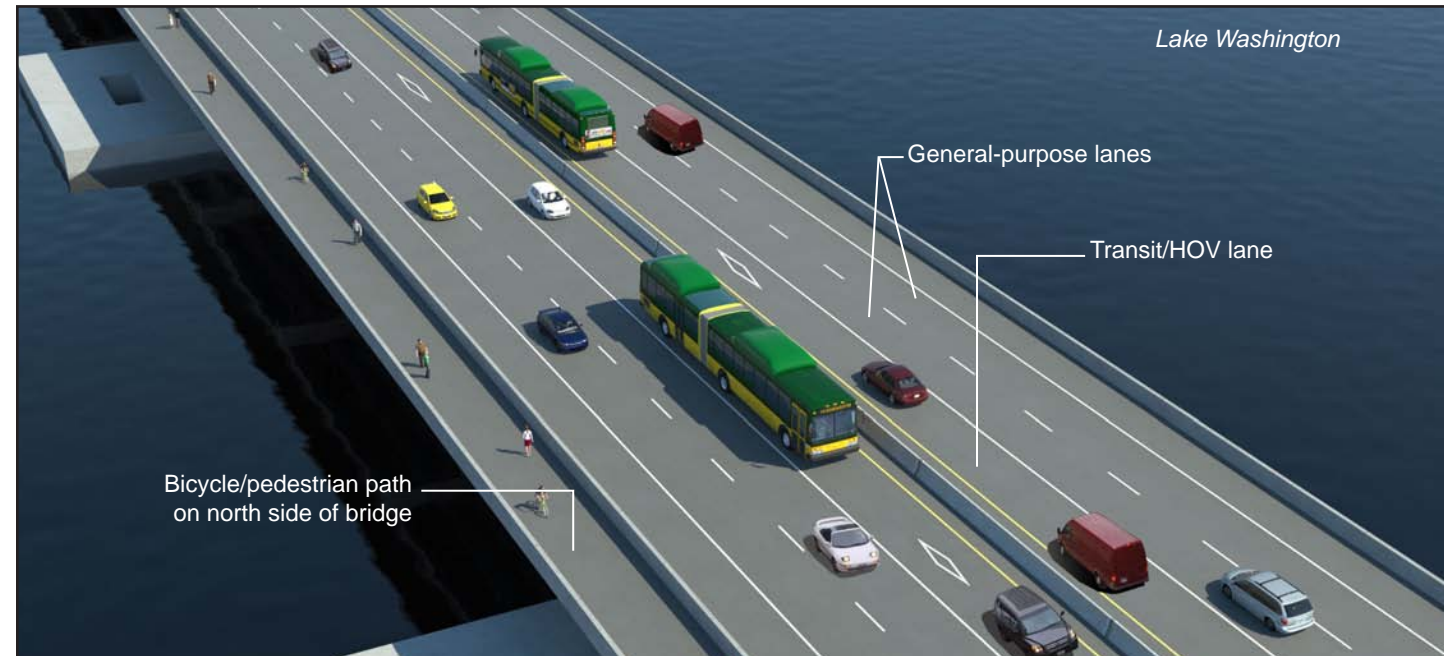
What is the end result?

WSDOT crews will replace the existing bridge with a new, safer bridge designed to withstand earthquakes and windstorms. We will replace the entire corridor from I-5 in Seattle to SR 202 in Redmond with two general-purpose lanes and one carpool and transit lane in each direction.

Our target date to open a new SR 520 floating bridge is 2014.



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



Conceptual rendering of 4+2 lane configuration, which includes two general-purpose 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 89 mph winds.
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 HOV lanes.	Two general-purpose lanes and one transit/HOV lane in each direction will move more people and goods.
Disabled vehicles can block traffic, causing congestion.	Newer, wider 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.	Park-like 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 reduce highway noise for nearby neighborhoods and parks.
Untreated water runs off SR 520 and 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 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 will the SR 520 program protect the environment?



Wetland area near the SR 520 bridge.

WSDOT strives to deliver effective transportation solutions while minimizing effects on the community and natural surroundings. Each project of the SR 520 program must complete environmental documentation that meets federal and state environmental regulations, including the National Environmental Policy Act and the State Environmental Policy Act. These laws are designed to ensure that environmental values are integrated along with other factors into decision-making processes.

Environmental topics we evaluate 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

As we complete environmental documents for each project, we will continue to involve the public with public hearings to gather comments on the results of our evaluation and proposed mitigation measures. Completing these documents allows us to move the SR 520 program toward construction.

How has the public been involved?

Public involvement is an important element of the SR 520 program. Comments and questions from community members, residents, businesses, organizations and lawmakers help us to design a better SR 520 corridor for drivers, transit riders, and community neighbors.

To learn more about how you can be involved, please view our calendar of events on the SR 520 program web page: www.wsdot.wa.gov/Projects/SR520Bridge.



WSDOT staff answers visitor questions at local festival.

What is the program timeline?

The SR 520 program is currently in the environmental and design phase. WSDOT plans to open a new floating bridge to drivers in 2014.

- **2010** - Complete innovative pontoon construction testing effort.
- **2010** - Activate Smarter Highways traffic management features.*
- **2011** - Begin new pontoon site construction in Grays Harbor.
- **2011** - Begin construction on the Eastside Transit and HOV Project.
- **2011** - Begin tolling the existing bridge.
- **2012** - Begin construction of new floating bridge.
- **2014** - Target to open new floating bridge to drivers.

Constructing the other segments of the corridor is pending additional funding.

* Visit www.smarterhighways.com for more information.