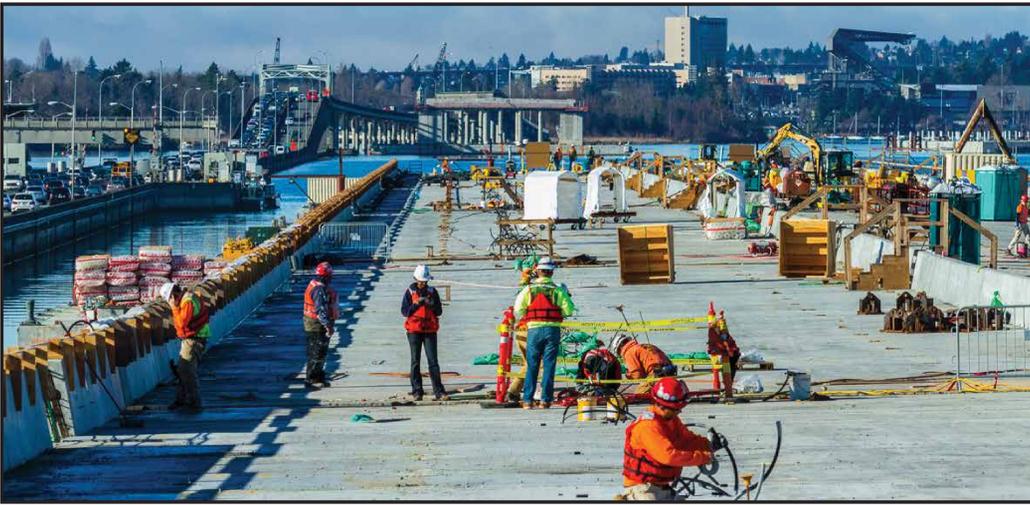


WHO'S REBUILDING STATE ROUTE 520?



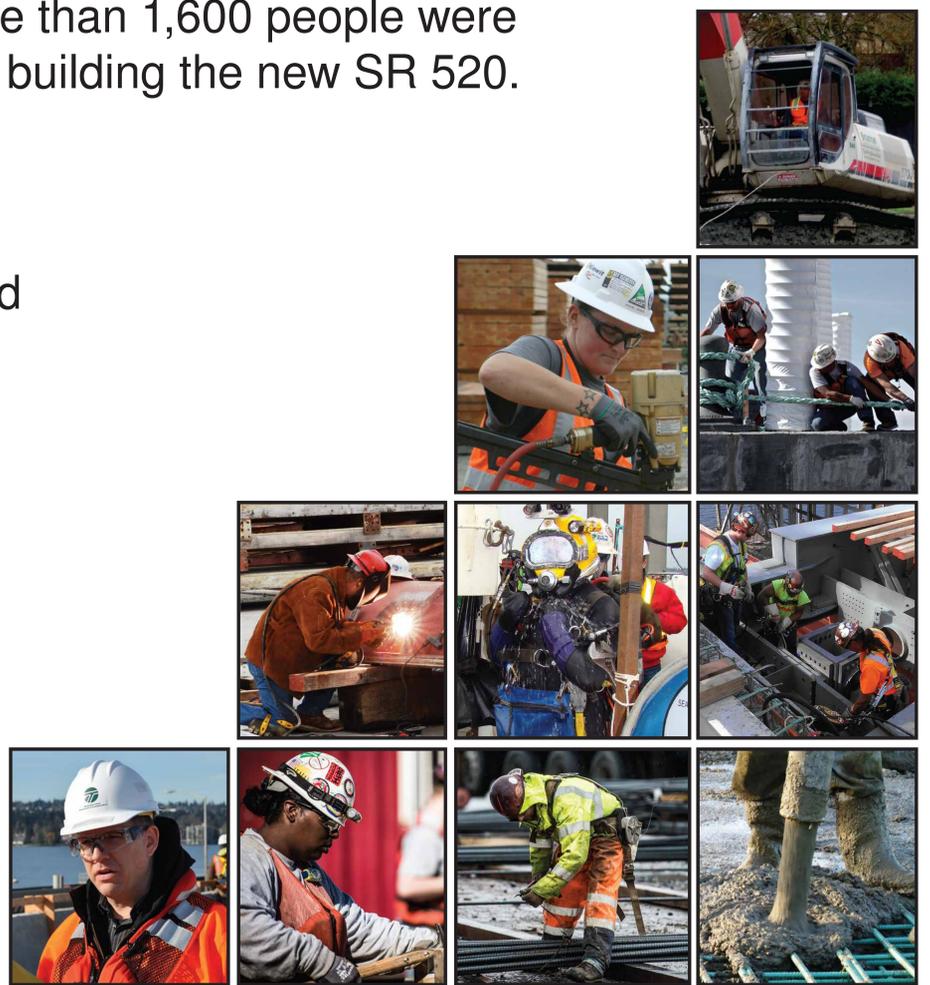
Since 2011, hundreds of people with varied skills and expertise have been hard at work – often day and night – reconstructing this important cross-lake transportation corridor.

ON THE JOB

At the peak of construction, more than 1,600 people were involved in the day-to-day job of building the new SR 520.

Their diverse ranks include:

- Engineers (civil, structural, mechanical, environmental and electrical)
- Planners
- Project managers
- Heavy-equipment operators
- Concrete specialists
- Carpenters
- Hydrologists
- Biologists (fish and wildlife)
- Ironworkers
- Welders
- Budget/finance specialists



A DISPERSED WORK SITE

Most of the work constructing the new SR 520 takes place right in the highway corridor, whether on the Eastside, on Lake Washington, or in Seattle. The new floating bridge's main structural components, however, were built elsewhere.



Gravity anchor from Kenmore.



Supplemental stability pontoon from Tacoma.



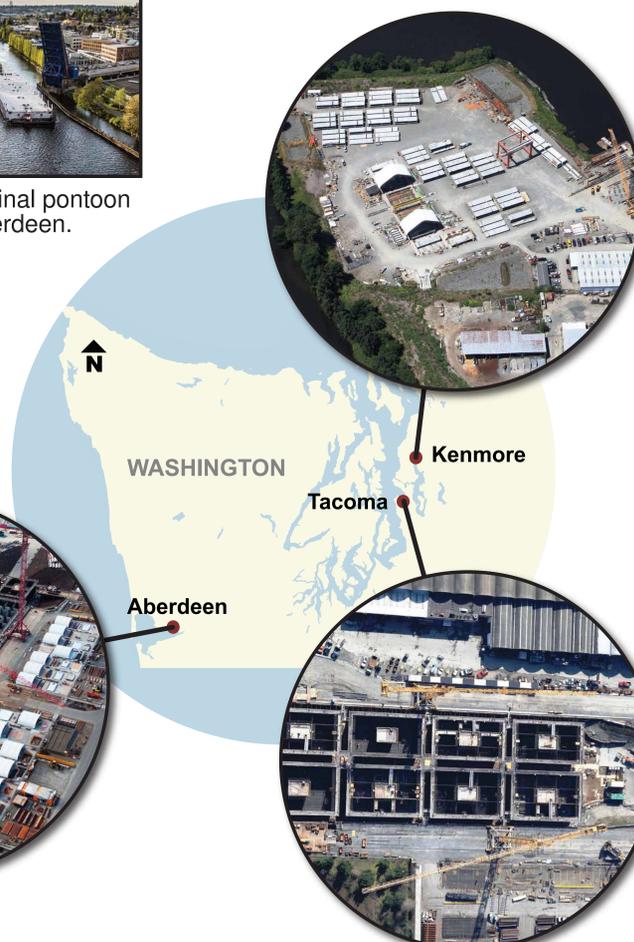
Longitudinal pontoon from Aberdeen.

ABERDEEN

All 21 football-field-length longitudinal pontoons

Both cross (end) pontoons

10 supplemental stability pontoons



KENMORE

53 of 58 floating-bridge concrete anchors

All precast roadway deck panels (776)



TACOMA

44 of the bridge's 54 supplemental stability pontoons

