

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM



Enhancing safety and reliability on SR 520



What is the SR 520 Program?

Tens of thousands of people travel on SR 520 every day for work or play, while businesses depend on the corridor to deliver and receive goods and services.

The SR 520 Program is enhancing safety by replacing the highway's aging bridges and keeping the region moving with vital highway, transit, and trail improvements throughout the corridor.

The budget for the fully funded construction program is \$4.51 billion.

Major SR 520 construction projects

- Eastside Transit and HOV Project:** Completed and improved the transit and HOV system on the Eastside. Construction began in April 2011 and all major improvements opened in 2014.
- Pontoon Construction:** Built 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:** Replaced the old SR 520 floating bridge, approaches and roadway on Lake Washington. Floating bridge construction began in early 2012 and the new bridge opened in April 2016.
- West Approach Bridge North Project:** Built the north half of a new, 1.2-mile-long west approach bridge, providing a seismically safe structure and extending the transit/HOV system and bicycle/pedestrian path into Seattle. Construction of this new bridge began in fall 2014, and the bridge opened to traffic in August 2017. The SR 520 Trail's extension to Seattle opened in December 2017.
- Rest of the West:** Completes the corridor's highway and transit improvements all the way to I-5, including a new six-lane Portage Bay Bridge, a West Approach Bridge South, and highway lids in Montlake and Roanoke. Construction, in stages, is expected to begin in early 2019.

How the new corridor is different from the old one



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

Old SR 520	New SR 520
The floating bridge was vulnerable to wind and waves.	The new floating bridge is designed to withstand sustained winds of up to 89 mph.
SR 520 hollow-column approach structures are vulnerable to earthquakes.	SR 520 fixed bridges with solid columns are 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 move more people and goods.
Floating bridge drawspan openings for boat passage caused traffic delays.	New 70-foot-high navigation channel eliminates need for drawspan.
No shoulders mean disabled vehicles blocked traffic, causing congestion.	Full shoulders allow disabled vehicles to pull out of traffic.
Vehicles entering or exiting the highway often slow traffic on surface streets.	Rebuilt overpasses and rebuilt on- and off-ramps throughout the project area improve traffic flow.
No bicycle/pedestrian access across Lake Washington.	Bicycle/pedestrian path offers new commuting choices.
Old highway limits neighborhood connections.	Community-connecting lids reconnect neighborhoods, improve transit access and increase recreation options.
Noise from the highway reaches local neighborhoods and parks.	New noise-reduction solutions and techniques lower highway noise for nearby neighborhoods and parks.
Untreated water runs off SR 520 into Lake Washington and streams.	Polluted runoff is captured and filtered before being released into Lake Washington and streams.
Old culverts prevent fish from migrating upstream.	New roadway structures and fish-friendly culverts 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.

For more information:

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Department of Transportation**

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