Rest of the West: Extending six lanes to I-5

Key benefits

<table>
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<th>Practical design:</th>
<th>Local input:</th>
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<td>Extends the six-lane corridor to I-5, bringing HOV benefits and highway shoulders to the entire corridor, along with a new bicycle and pedestrian path.</td>
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<td>Reduces needed construction materials and environmental footprint.</td>
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Replacing vulnerable structures:

- Builds new, safer bridges that meet modern earthquake codes.

Adding transit / HOV:
- Extends the six-lane corridor to I-5, bringing HOV benefits and highway shoulders to the entire corridor, along with a new bicycle and pedestrian path.

Improving multimodal connections:
- Builds safe connections to local and regional bus stops, the nearby UW light rail station, and bicycle/pedestrian trails.

Practical design:
- Reduces needed construction materials and environmental footprint.

Local input:
- Includes design input from in-depth collaboration with the city of Seattle and local communities.

The Rest of the West project elements include:

- A new Montlake interchange and lid with direct-access ramps for transit and HOV.
- The south (eastbound) half of the new west approach bridge, built to current seismic standards.
- A new Portage Bay Bridge and new Roanoke lid.
- A new transit/HOV connection between SR 520 and Seattle’s South Lake Union area.
- Expanded bicycle and pedestrian connections on SR 520 and to existing local trails.
- Stormwater treatment sites that capture and naturally filter highway runoff to help protect the local environment.

WSDOT moving forward to construct highway’s remaining west side improvements

The Legislature’s 2015 “Connecting Washington” transportation package included $1.64 billion to complete State Route 520 improvements from Lake Washington to I-5 – what we call the “Rest of the West.” WSDOT has selected a contractor for the first stage, Montlake Project, and begins construction in spring 2019.

Reconstruction of SR 520’s westernmost segment will replace two vulnerable, hollow-column bridges. These bridges, built with 1950s technology, do not meet current seismic requirements and could fail in a strong earthquake.

New, safer bridges and other highway improvements are designed to serve the Puget Sound region for the next 75 years or more. Completing SR 520’s six-lane corridor also will ensure greater trip reliability for motorized and nonmotorized commuters alike.

Since 2011, WSDOT has rebuilt SR 520’s Eastside corridor between I-405 and Lake Washington, constructed a new, replacement floating bridge, completed the first of two parallel bridges across Union Bay, and opened a cross-lake bicycle and pedestrian trail.
SR 520 program overview

WSDOT is constructing a new SR 520 corridor that is safer and more reliable for drivers, transit riders, bicyclists and pedestrians in the Seattle-Bellevue area. The fully funded $4.51 billion program includes:

• A new six-lane Eastside corridor, with a new HOV lane in each direction, two median transit stops, and three community-connecting lids.
• A new, six-lane floating bridge on Lake Washington, built to withstand stronger windstorms.
• The north half of a new west approach bridge, built to modern seismic standards, that opened to traffic in 2017.
• All remaining project elements in Seattle from I-5 to Lake Washington.

Completing the Rest of the West in stages

Our reconstruction of SR 520 along the Seattle corridor sequences the work so we can keep traffic flowing while building multiple highway improvements, reduce overlap between contractors, and finish the projects as quickly and efficiently as possible. Below is a list of the upcoming Rest of the West projects and their key elements.

Montlake Project
• Key elements:
  • Constructs the three-lane West Approach Bridge South structure to carry eastbound traffic from Montlake to the floating bridge.
  • Builds a Montlake lid with transit/HOV direct-access ramps and regional transit stops.
  • Creates a pedestrian and bicycle land bridge over SR 520, east of the Montlake lid.

SR 520 / I-5 Express Lanes Connection Project
• Key elements:
  • Adds a new, reversible transit/HOV connection between SR 520 and Seattle’s South Lake Union neighborhood alongside I-5’s express lanes.
  • Completes this dedicated transit/HOV connection between the Eastside and Seattle’s South Lake Union area with a modification to the existing Mercer Street ramp.

Montlake Cut Bascule Bridge Project
• Key elements:
  • Plan includes a second, parallel bascule bridge over the Montlake Cut.
  • Adds travel capacity across the Cut, providing improved mobility and safer travel through the Montlake area.

Portage Bay Bridge and Roanoke Lid Project
• Key elements:
  • Replaces the old Portage Bay Bridge with a new, seismically resilient bridge.
  • Extends the SR 520 Trail across Portage Bay.
  • Builds a highway lid between 10th Avenue East and Delmar Drive East to reconnect communities on either side of SR 520.
  • Provides a safer, 30-foot-wide crossing over I-5 for bicyclists and pedestrians.

For more information:
Visit: www.wsdot.wa.gov/projects/sr520bridge
E-mail: SR520bridge@wsdot.wa.gov
Program info line: 206-770-3554 (program info/staffed 8 a.m. - 5 p.m., Mon-Fri)

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