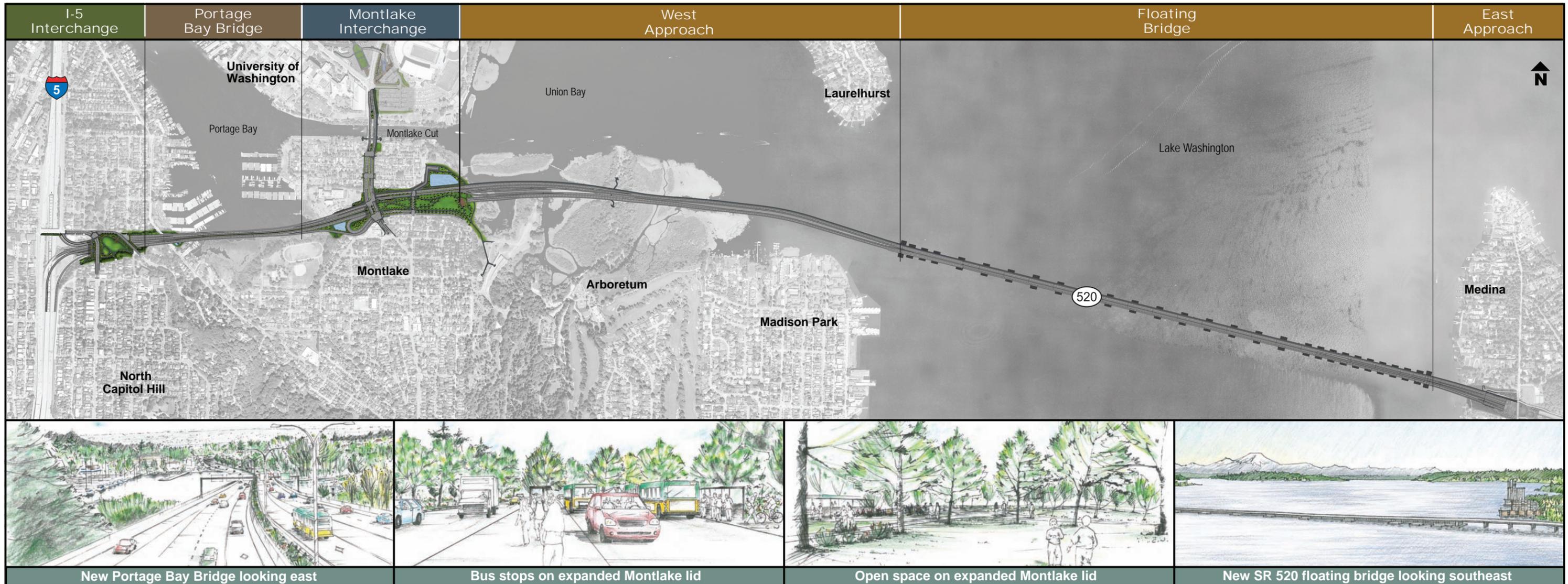


Preferred alternative



Key Features

Lowers floating bridge and maintains navigation access

- Lowers floating bridge to approximately 20 feet above water in the middle of the lake, compared to previously evaluated options.
- Provides 44-foot clearance at west high rise and 70-foot clearance at east high rise to maintain navigational clearance.

Ready for light rail when the region chooses to fund in the future

- Provides a space between west approach bridges for future light rail connection to the University Link station.
- Designs transit/HOV direct-access ramps at Montlake Boulevard that can accommodate future light rail.
- Floating bridge allows for conversion of transit/HOV lane to light rail.
- Supplemental pontoons can be added to accommodate additional weight of light rail in the future.

Restores park area and connections next to the Washington Park Arboretum

- Removes existing ramps in the Arboretum.
- Minimizes effects on Foster Island by having fewer columns compared to previously evaluated options.
- Raises profile of SR 520 over Foster Island compared to existing condition to improve pedestrian connection.
- Maintains recreational access to Union Bay.
- Replaces parkland converted to highway use.

Creates pedestrian-friendly urban interchange at Montlake Boulevard

- Provides extended lid from Montlake Boulevard east to the shoreline to reconnect the Montlake neighborhood and maximize open space and pedestrian/bicycle connections.
- Consolidates westbound off-ramps and transit/HOV direct-access ramps to north side of lid.
- Narrows on- and off-ramps compared to previously evaluated options by designing to city street standards beginning at east edge of the lid.

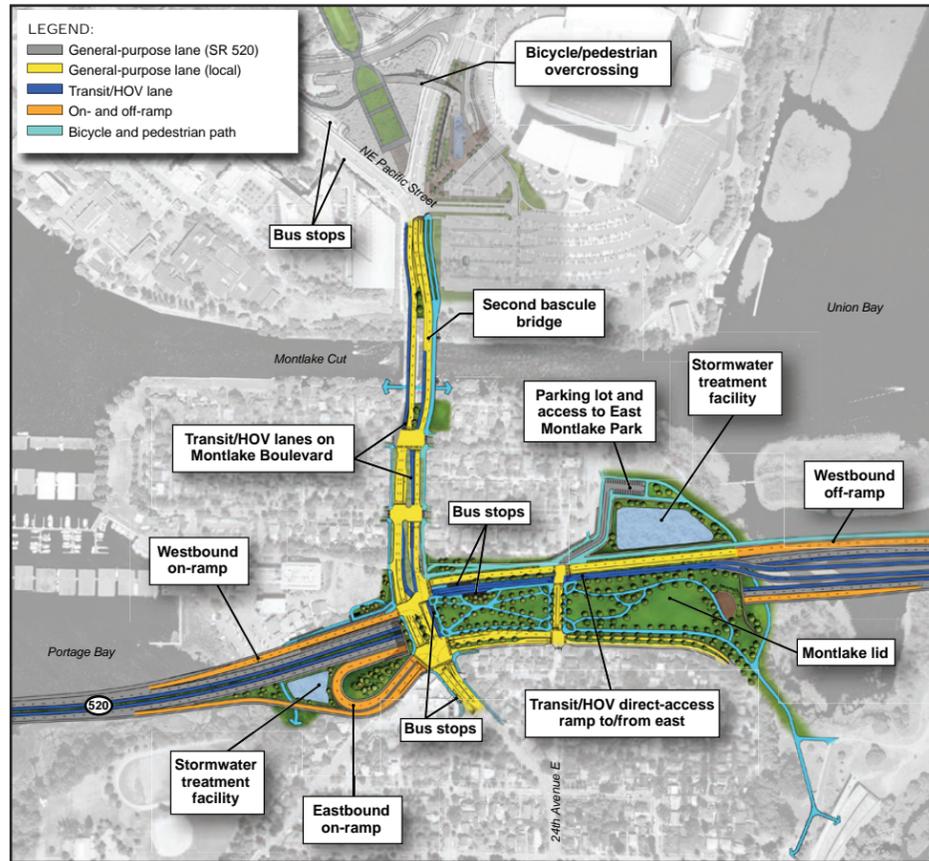
Provides transit connections and priority

- Provides transit/HOV direct-access ramps and transit priority from SR 520 at key intersections.
- Provides regional bus stops on Montlake lid to facilitate access from Seattle neighborhoods to the Eastside.
- Adds second Montlake Bridge, allowing for two dedicated transit/HOV lanes across the Montlake Cut.
- Connects to a pedestrian/bicycle overcrossing from the Montlake Triangle to the University Link station.
- Converts two lanes on Montlake Boulevard to transit/HOV lanes.

Reduces width and noise from Portage Bay Bridge

- Uses westbound shoulder between Montlake and I-5 as a managed lane during peak periods.
- Operates traffic at 45 mph.
- Designs SR 520 from Montlake to I-5 as a parkway.

Detail of new Montlake interchange



What is the project timeline?

The I-5 to Medina Bridge Replacement and HOV Project includes work to replace the vulnerable floating bridge, Portage Bay and west approach bridges, and the interchanges at I-5 and Montlake Boulevard. WSDOT is funded to construct a new floating bridge across Lake Washington, with a target date of opening to traffic by the end of 2014.

The schedule for construction of other project elements depends on available funding.

How will WSDOT pay for the project?

Gov. Gregoire and the Legislature set a \$4.65 billion program budget for all SR 520 improvements from I-5 in Seattle to SR 202 in Redmond, which includes the I-5 to Medina Bridge Replacement and HOV Project. The preferred alternative design is within the \$4.65 billion budget.

The Governor and Legislature have already secured over half of program funding from a variety of state and federal sources as well as approval to begin tolling the existing SR 520 bridge. Tolling is scheduled to begin in December 2011. We will continue to work with the Legislature to identify additional funding sources for the project.

With funding secured to date, we have begun pontoon construction in Grays Harbor so that we can build a new, safer floating bridge. We began construction of transit and HOV improvements on the Eastside in April 2011.

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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.



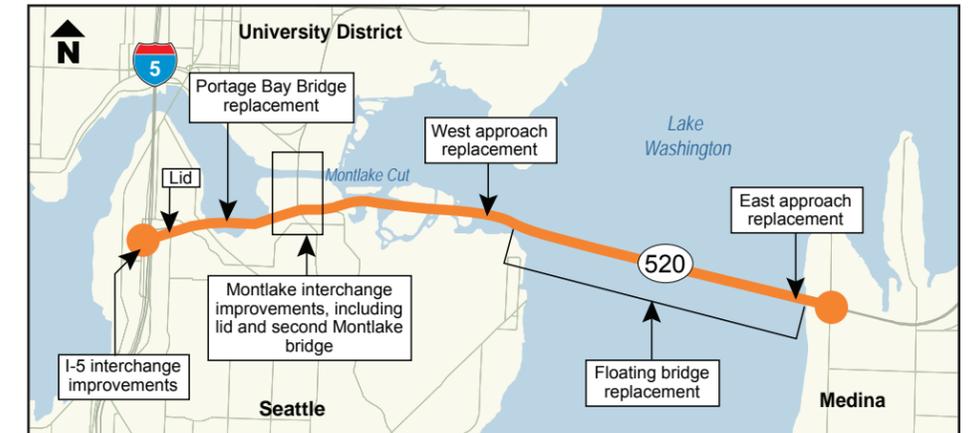
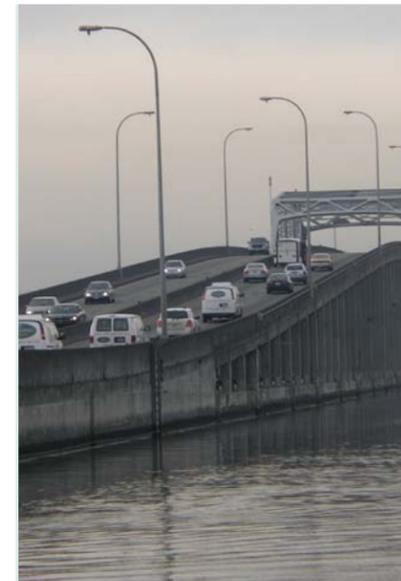
SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

September 2011

Safer, more reliable floating bridge and roadway



Vicinity map

The I-5 to Medina Bridge Replacement and HOV Project includes a new floating bridge and highway with six lanes, including two general-purpose lanes and a new transit/HOV lane in each direction. Adding transit/HOV lanes makes travel in the corridor faster and more reliable for buses and carpools and supports regional plans for completing the HOV system.

The project also takes key steps to get ready for future light rail, help manage traffic in the Arboretum, and transform the future corridor from Montlake to I-5 into a city parkway with landscaped lids and medians.

What's new?

In 2011, after 14 years of thorough analysis and input from the public, the city of Seattle, the University of Washington, transit agencies, and environmental regulatory agencies, we published the final environmental impact statement for the I-5 to Medina project.

We also received federal approval in a Record of Decision, a document published by the Federal Highway Administration that finalizes the environmental process and allows WSDOT to further the project's design, obtain permits and begin construction.

We are moving forward to construction, starting with building the new floating bridge. In summer 2011, we awarded a \$586.5 million design-build contract to Kiewit-General-Manson to complete the floating bridge replacement. Work is scheduled to begin on Lake Washington in 2012, with a target date of opening to traffic by the end of 2014.

We are also continuing work with the community to refine the design of the I-5 to Medina project with an urban design process that began in fall 2011.

About 115,000 vehicles and more than 190,000 people cross Lake Washington every day on the State Route 520 floating bridge. It's a key regional route for commuters and freight. But after floating for nearly 50 years, the four-lane bridge is often **clogged by traffic** and is showing its age. The floating bridge pontoons are **vulnerable to windstorms**, and bridge support columns are **vulnerable to earthquakes**. Gov. Gregoire and the Legislature have called for the bridge to be replaced.

