

Rest of the West overview

All remaining elements of the SR 520 Program from I-5 to Lake Washington, are now fully funded. These elements, known as the “Rest of the West” will build key safety and mobility improvements for the region, and reconnect local communities divided by the original construction of SR 520 in the 1960s. Below are the key elements of the Rest of the West, which will be built in three major phases. The next phase is scheduled to begin by 2018.



Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

- ① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- ② City-owned property under review by the City of Seattle.

Vicinity map



PHASE 1
Construction to begin by 2018
Estimated duration: 4-5 years

PHASE 2
Estimated to begin as early as: 2020
Estimated duration: 6 years

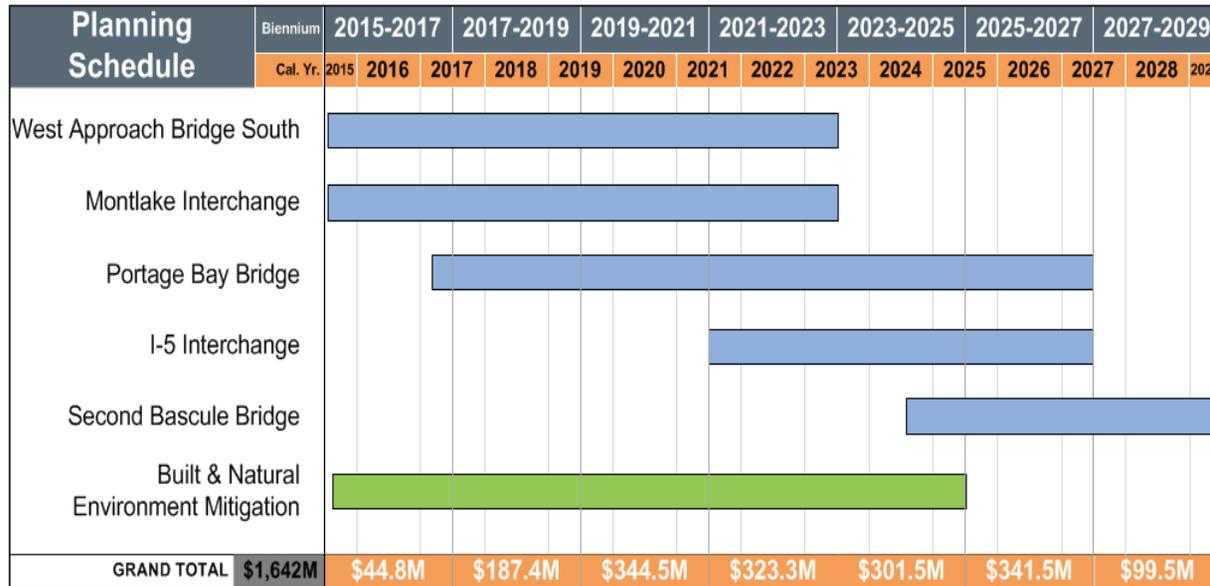
PHASE 3
Estimated to begin as early as: 2024
Estimated duration: 3 years

SR 520 Bridge Replacement and HOV Program



Rest of the West project timeline and funding cash flow

The 2015 Legislature authorized \$1.64 billion for WSDOT to implement the Rest of the West project elements in Seattle. The funding continues through the 2027-2029 biennium and the project is scheduled to be complete by this time. These project elements will be built in phases from 2018-2029.



This chart shows generally when design and construction activities for the SR 520 Rest of the West are expected to take place. The project timeline is still in development.

The next phase will include the West Approach Bridge South and Montlake interchange/lid - construction of that phase is expected to start by 2018. Schedule and information above is for illustrative purposes, and is subject to change.



Gov. Jay Inslee signs the 2015 Connecting Washington legislation into law at the University of Washington, providing full funding for the remaining SR 520 project elements in Seattle.

Connecting Washington Transportation Package Funding Cashflow as developed June 28, 2015

(Note: Dollars In Thousands)

SR	Project #	Project title (Leg District)	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	Total \$
520	M00400R	SR 520 Seattle Corridor improvements (43rd Dist.)	44,800	187,400	344,500	323,300	301,500	341,500	99,500	1,642,500

Practical design on the SR 520 Program

From early planning sessions in the late 1990s to the myriad public forums of the 2000s to the latest design refinements of 2015, WSDOT worked closely with stakeholders to craft a practical vision for reconstructing SR 520's west side corridor. Together, they produced a design plan that meets key public needs while limiting construction costs and maximizing transportation dollars.

Practical solutions: Maximizing benefit for the lowest cost

“Practical design offers targeted benefits to a state transportation system within available fiscal resources. This delivers value not just for individual projects, but for the entire system. Applying practical design standards will also preserve and enhance safety and mobility.” - 2ESHB 1299, 2015-17 state transportation budget bill

Below are a few examples of practical solutions on the I-5 to Medina Project

Narrower lanes and shoulders: Through practical design, the general-purpose lanes and inside shoulders of the new floating bridge, Portage Bay Bridge, and west approach bridges were narrowed while improving traffic safety and mobility. This not only saves millions of dollars in costs for concrete, steel and other bridge materials, but reduces the bridges' environmental effects.

Leaner Portage Bay Bridge: WSDOT worked with the community and Seattle Design Commission to select a lower-cost, box girder design rather than a higher-cost, cable stay design. The adopted design involves two narrower bridge structures for eastbound and westbound traffic, with cleaner lines more appropriate to the surrounding area, and a managed-lane shoulder that can convert to a fourth westbound traffic lane during peak periods.



The New Portage Bay Bridge will be a box girder bridge, which is less costly than other concepts considered.

Smarter Montlake lid: We redesigned the multimodal lid to work better for its users, which also eliminated costly ventilation and maintenance systems, and reduced construction, materials and long-term maintenance costs. The design change also retained the lid's desired public space, removed unusable space, and improved its transit, bicycle, and pedestrian accessibility. This smarter lid better integrates with the Washington Park Arboretum and University of Washington, optimizing sight lines, safety, and comfort for all users.



The new Montlake lid is approximately 800 feet from east to west.

Fewer bridge columns: The refined design for the two side-by-side, 1.1-mile-long west approach bridges reduces the number of in-water columns the bridges need. This refinement cuts by 40 percent the amount of concrete needed — a cost savings as well as an aesthetic and environmental benefit.



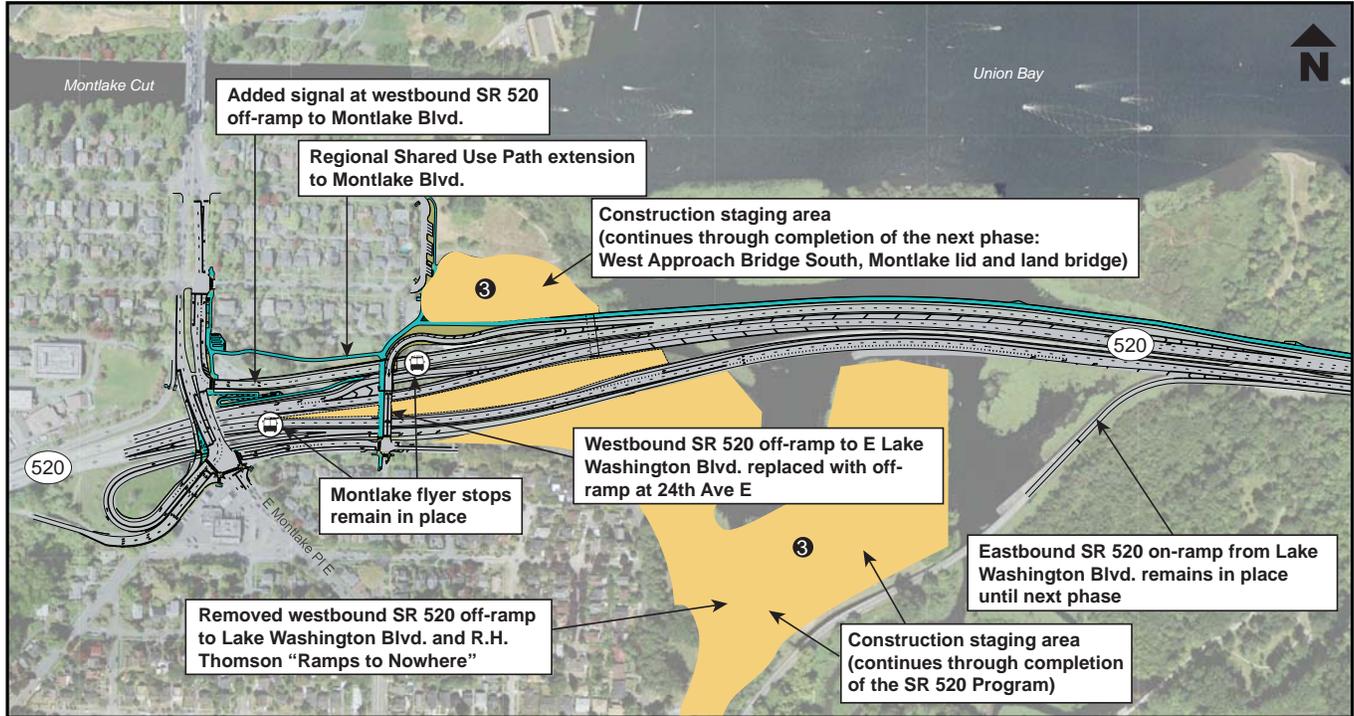
The west approach bridge saved 40 percent of concrete needed by reducing the number of columns needed.

Next steps: Practical design is an ongoing priority moving forward. WSDOT will continue to emphasize this initiative and look for additional opportunities to employ practical design.

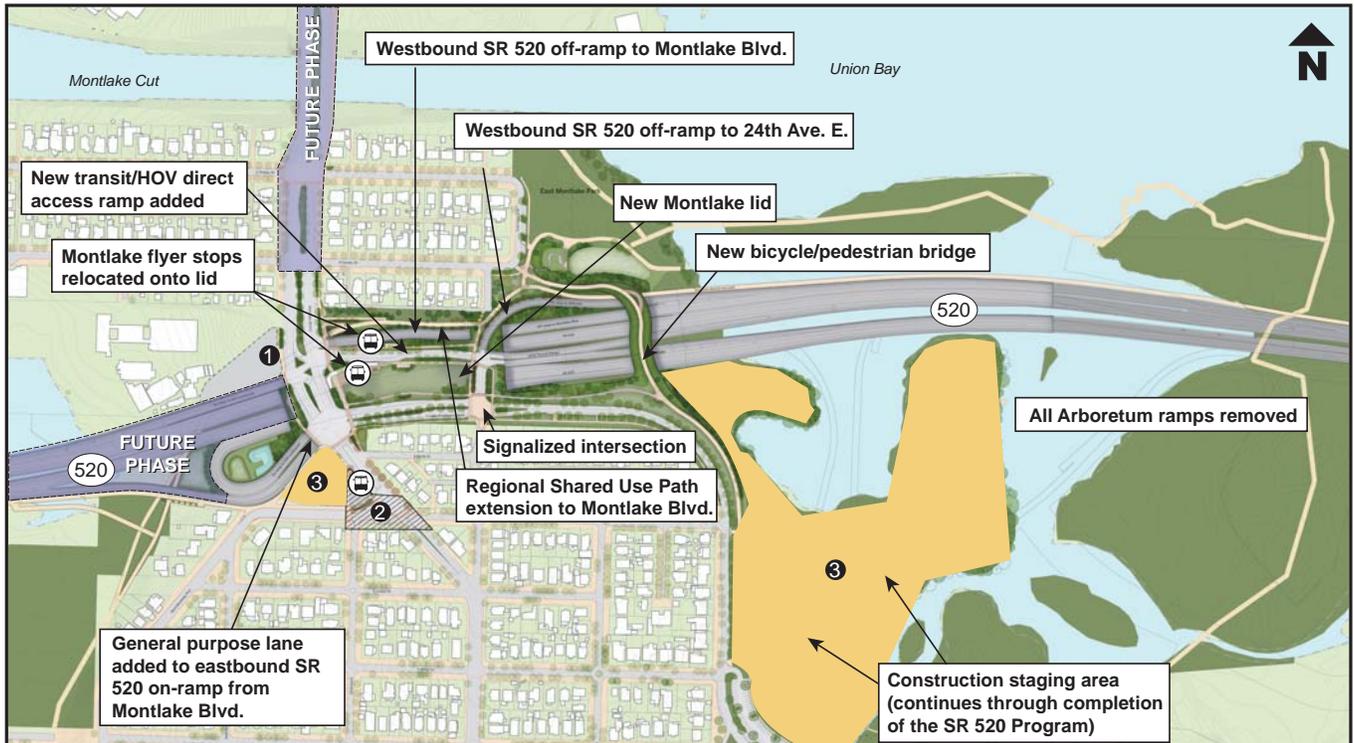
Building the Montlake area in phases

Key refinements to the Montlake area after the West Approach Bridge North (WABN) phase is complete and the West Approach Bridge South/Montlake Lid and land bridge phase is complete.

West Approach Bridge North (at completion in summer 2017)



West Approach Bridge South/Montlake Lid (construction expected to begin by 2018; shown at completion: estimated 2022-2023)



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- ③ Area needed for project improvements and construction staging and phasing.

Note: Construction schedules and staging areas are subject to change as design and construction plans are confirmed.