

SR 520 Bridge Replacement and HOV Program

Paula Hammond, P.E.
Secretary

David L. Dye, P.E.
Deputy Secretary

Steve Reinmuth
Chief of Staff

Julie Meredith, P.E.
SR 520 Program Director

Joint Transportation Committee
May 11, 2010

Presentation Overview

- Moving forward with the Medina to SR 202: Eastside Transit and HOV Project
- Preferred Alternative for I-5 to Medina: Bridge Replacement and HOV Project
- SR 520 Legislative highlights



SR 520 Program Description

The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

The SR 520 Bridge Replacement and HOV Program includes four projects:

- I-5 to Medina: Bridge Replacement and HOV Project** – I-5 to the vicinity of Evergreen Point Road.
- Medina to SR 202: Eastside Transit and HOV Project** – Evergreen Point Road to SR 202.
- Lake Washington Congestion Management Project** – Traffic management and tolling from I-5 to I-405.
- Pontoon Construction Project** – pontoons for catastrophic failure planning.



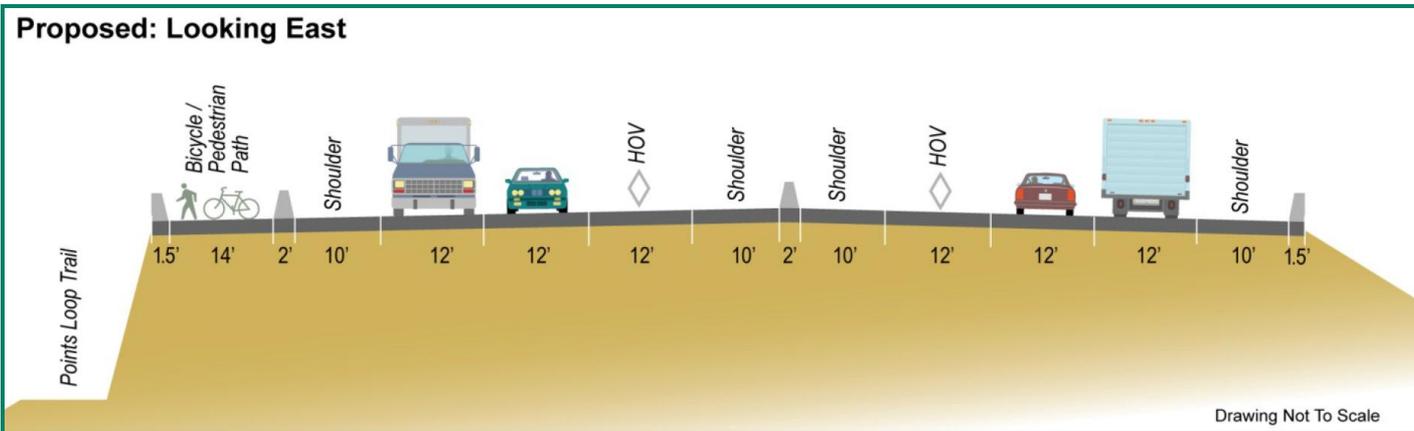
Program area map.

Medina to SR 202: Eastside Transit and HOV Project

- Improvements for transit and carpools.
- Bicycle/pedestrian path.
- Environmental improvements.
- Community enhancements.



Eastside Project Features



Eastside Project Schedule



Key Elements and Commitments

- Three lids and two transit stops
- Interchange configurations
- Local trail and regional path
- Lid features
- Corridor look and feel
- Noise walls
- Fish passable structures and increased stream channel habitat
- Restoration of Yarrow Creek system
- Stormwater treatment



I-5 to Medina: Bridge Replacement and HOV Project



SR 520 Preferred Alternative

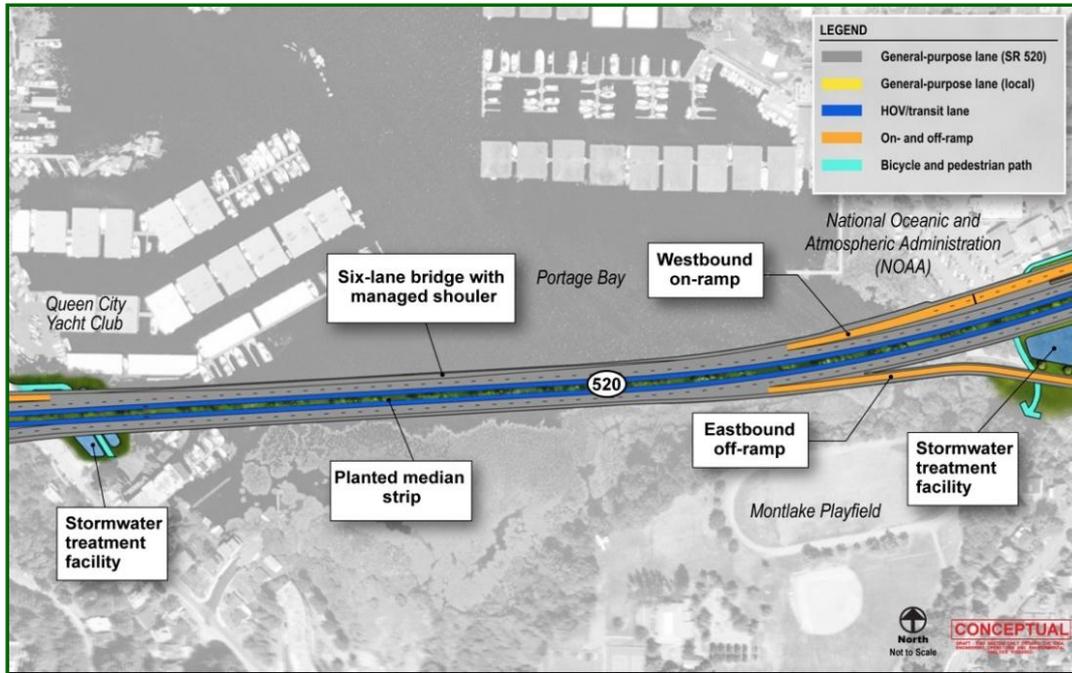
Preferred Alternative Overview



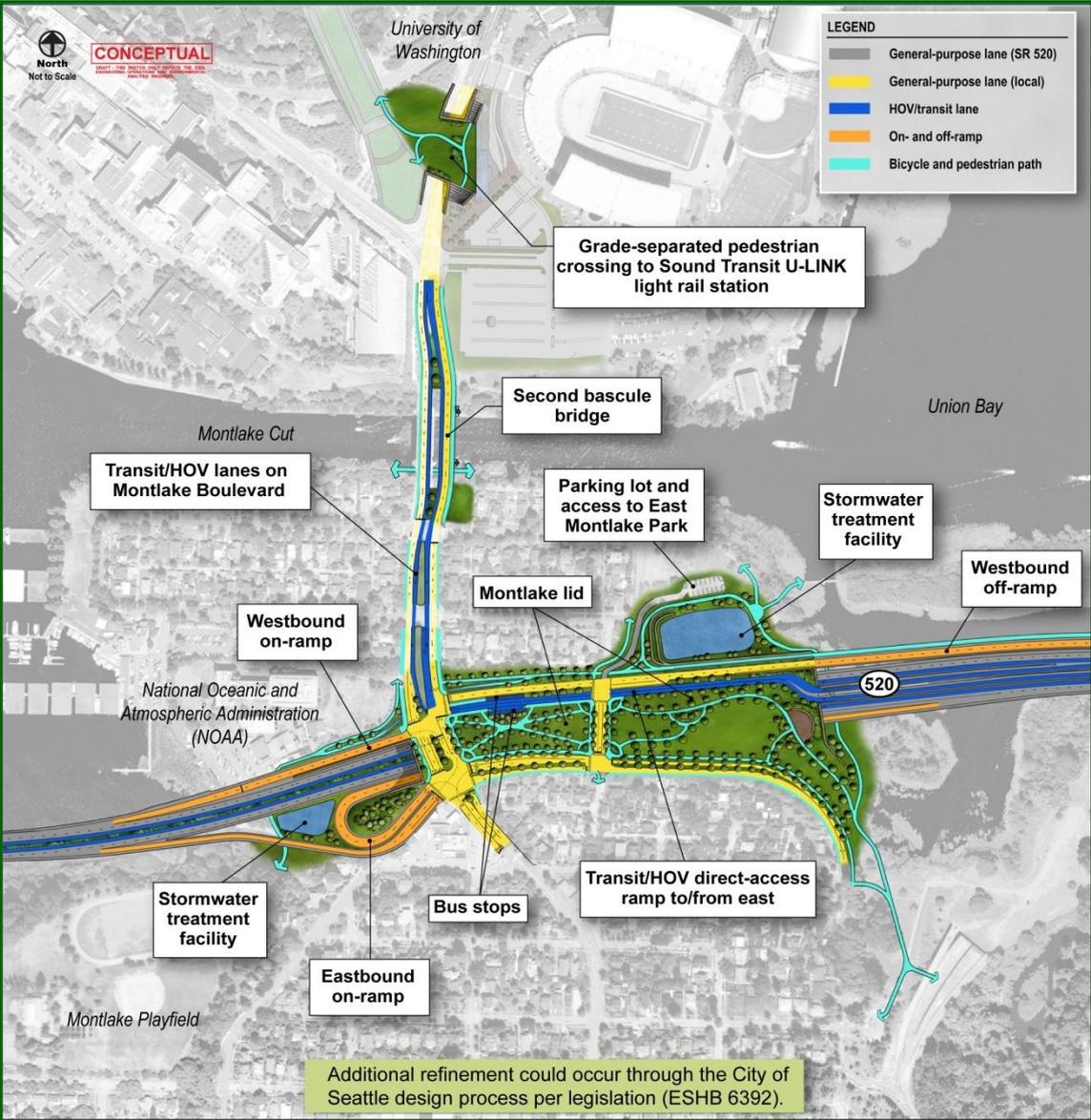
I-5 Interchange



Portage Bay Bridge



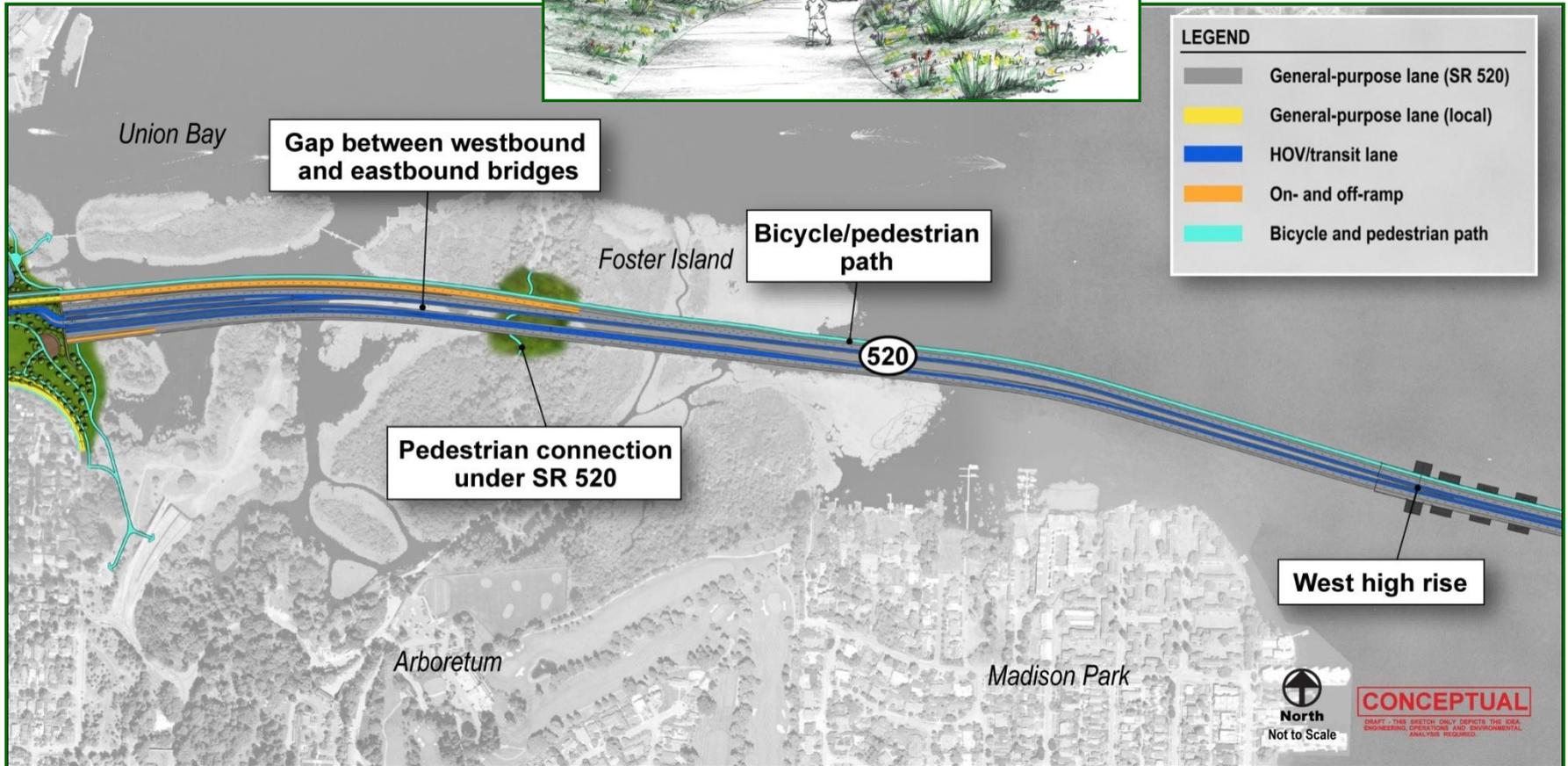
Montlake Interchange



Floating Bridge



West Approach



Lake Washington Boulevard



SR 520 Legislative Highlights

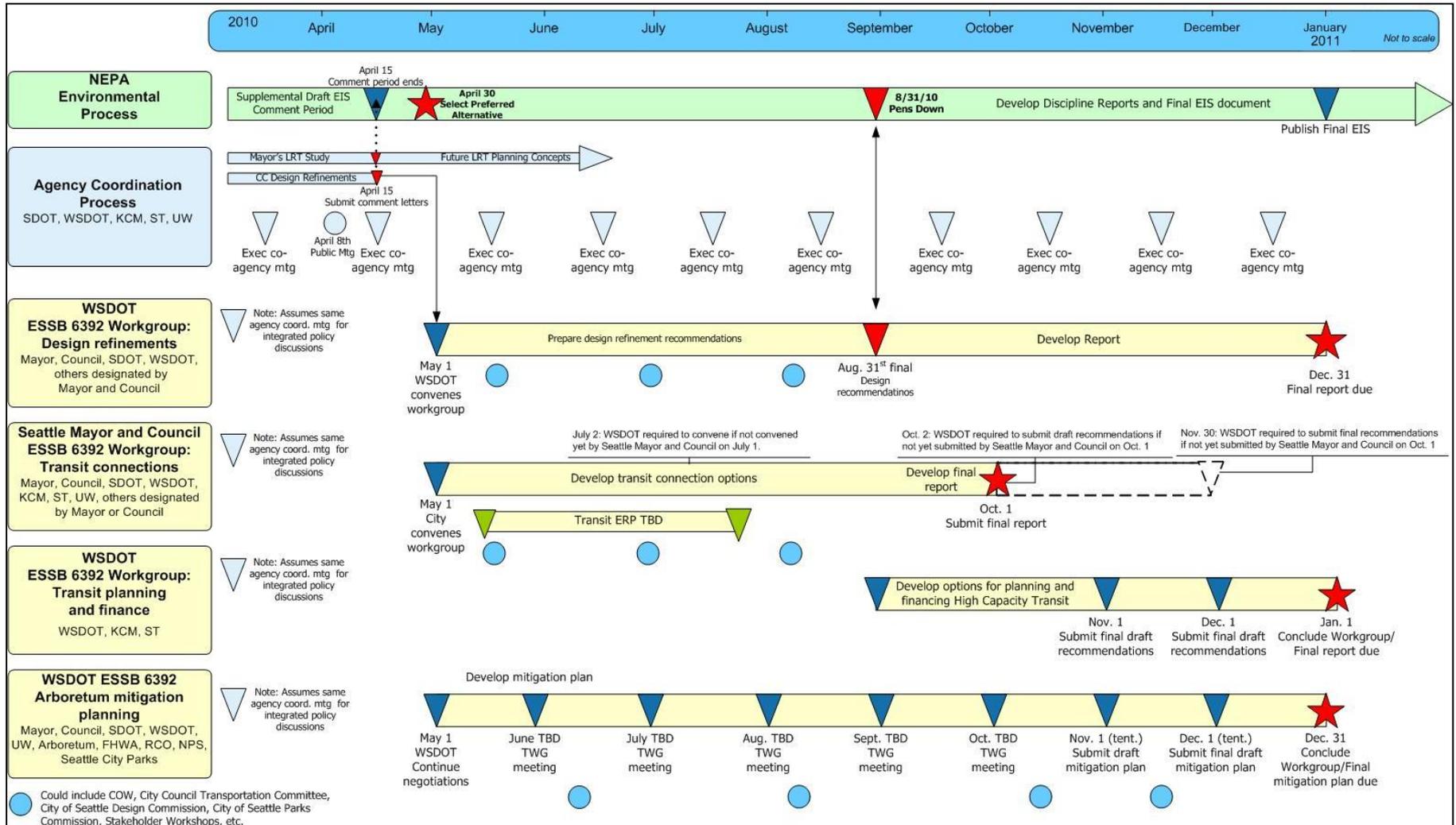
- **ESSB 6392**

Clarifying the use of revenue generated from tolling the SR 520 corridor.

- Toll revenues can be used in the entire SR 520 corridor.
- Enables the Eastside Project to move forward.



Key 2010 Coordination Milestones



Draft: 3/19/10

Program Funding

| | | |
|--|----------|-----------------|
| State funding | | \$0.55 B |
| Transportation Partnership Account | \$0.50 B | |
| Nickel Package | \$0.05 B | |
| SR 520 Account (tolling and future federal funding) | | \$1.60 B |
| Federal funds | | \$0.22 B |
| Total funding | | \$2.37 B |
| Program cost | | \$4.65 B |
| Less sales tax deferral | \$0.30 B | |
| Program cost after sales tax deferral | | \$4.35 B |
| Total unfunded need | | \$1.98 B |

Next Steps

- Eastside
 - Continued coordination with local jurisdictions
 - Environmental decision - spring 2010
 - Design-build procurement process
 - Request for proposals - spring 2010
 - Award contract - fall 2010
- West side
 - Coordination with City of Seattle on legislative work groups
 - Continued coordination with permitting agencies
 - Government to Governmental Consultation
 - Continued coordination with the Legislature to secure funding

For more information, please visit us at our Web site:

www.wsdot.wa.gov/projects/SR520Bridge

