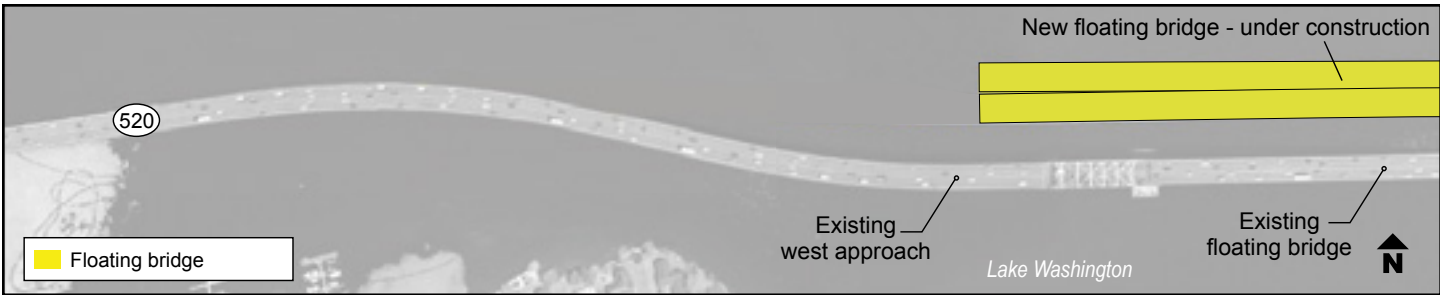


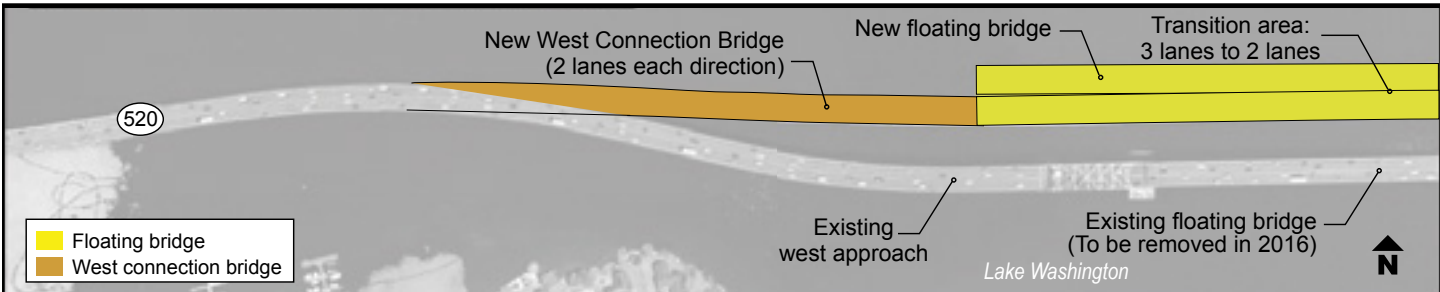
How we will connect the new SR 520 bridges

Construction will take place in the following phases:

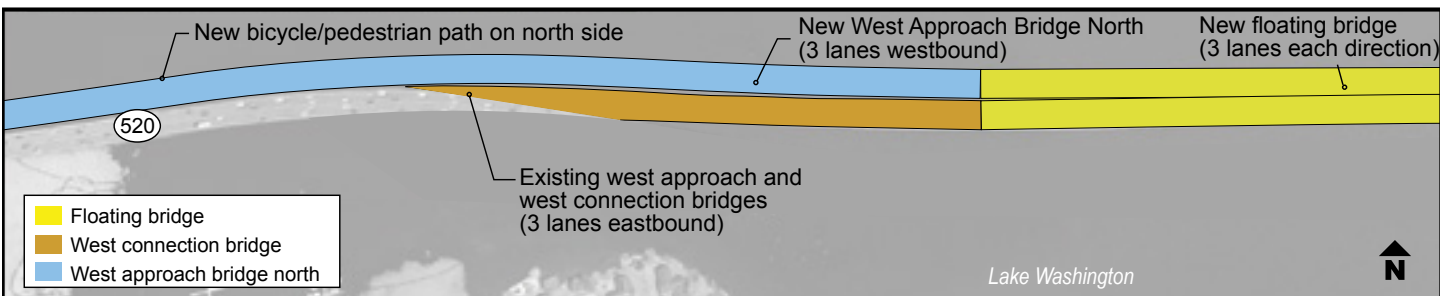
Step 1 - Floating bridge: The new floating bridge, now under construction on Lake Washington, is schedule to open in early 2016.



Step 2 - West Connection Bridge: In fall 2014, we completed an interim bridge that will connect the new floating bridge to the existing west approach bridge.



Step 3 - West Approach Bridge North: In fall 2014, we started work on the West Approach Bridge North. When WABN is complete in 2017, westbound traffic will travel on the new structure while eastbound traffic will travel on the existing west approach.



For more information:

Construction hotline: 206-708-4657

Email: SR520Bridge@wsdot.wa.gov

SR 520 WABN Website:

wsdot.wa.gov/projects/SR520Bridge/WABN



Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.



SR 520 Bridge Replacement and HOV Program

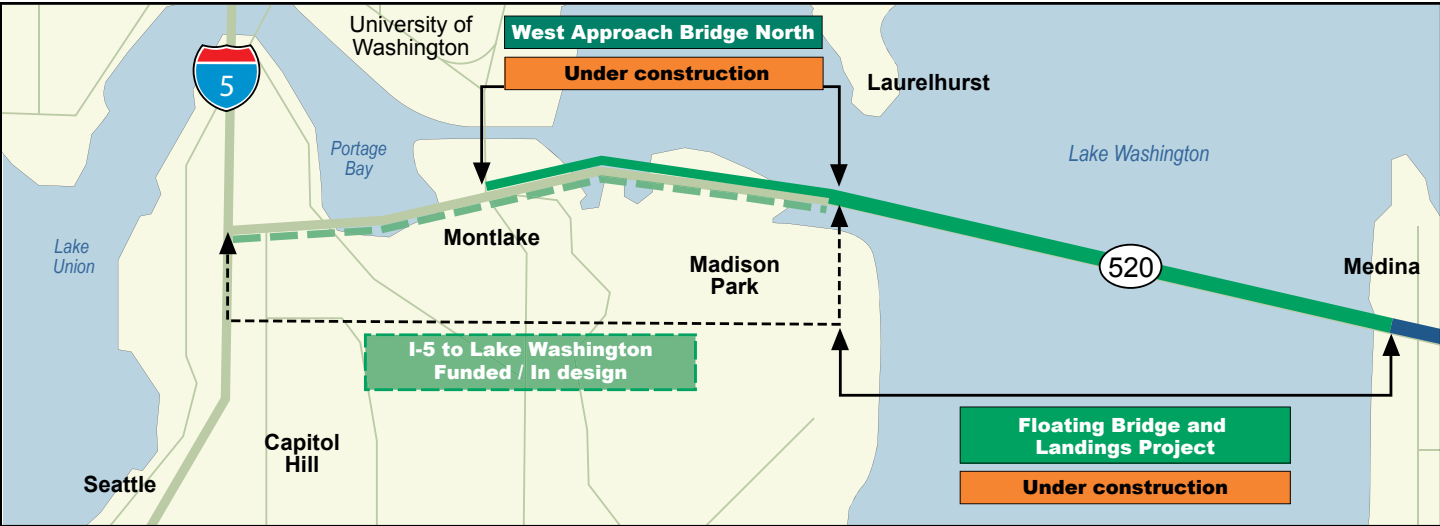
I-5 to Medina: Bridge Replacement and HOV Project



Building the West Approach Bridge North

Construction progresses to replace vulnerable structure

August 2015



The West Approach Bridge North (WABN) is the latest construction phase of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. This three-lane, 1.2-mile-long structure, built to modern earthquake standards, will connect westbound travelers from the new floating bridge to the Montlake vicinity in Seattle (see additional details on back page).

The project will also connect the new, 14-foot bicycle/pedestrian path from the Eastside and new floating bridge to Montlake, creating new travel options to local and regional destinations. This project also extends a new transit/HOV lane to support bus and carpool reliability.

Environmental mitigation and community enhancements will improve the Arboretum, create a new local park, and enhance local natural resources. The Washington State Department of Transportation is working to minimize noise and traffic during and after construction.

This phase of work is fully funded after WSDOT received a \$300 million federal loan. Construction began in fall 2014, and the new bridge is expected to open to drivers in summer 2017.



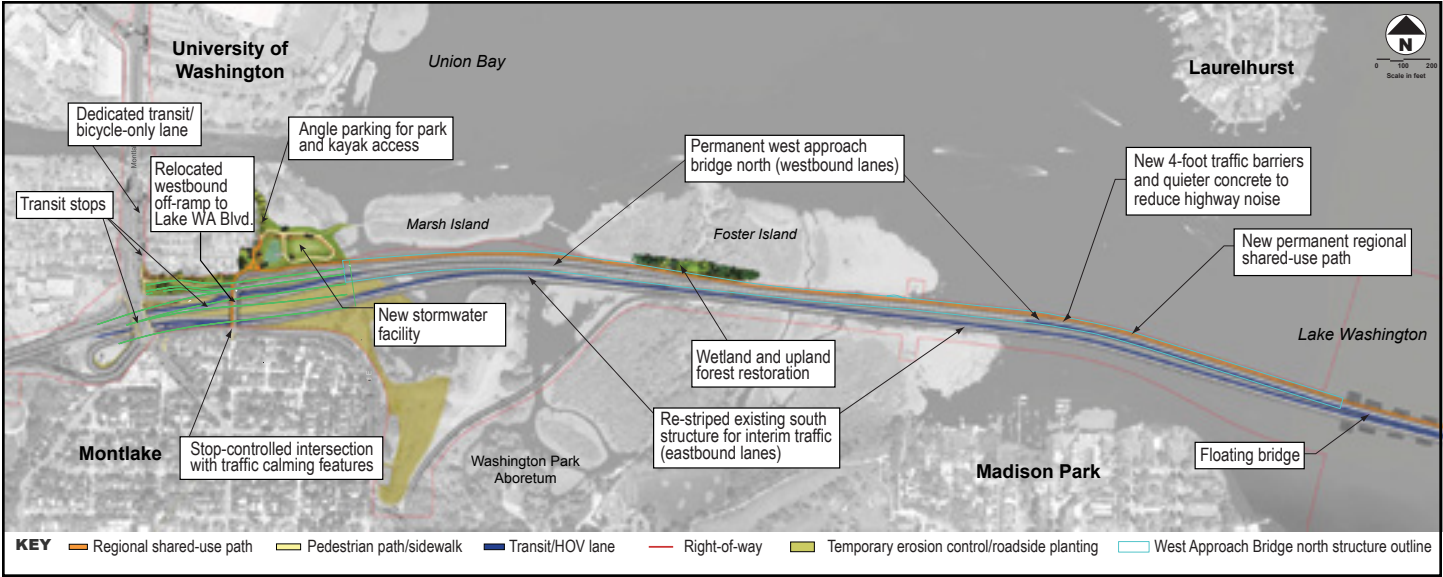
Photo of damage to a hollow bridge column supporting the existing west approach bridge. The column was damaged – and later repaired – after a barge collision in 2000. If the existing west approach bridge fails in a catastrophic event, the new West Approach Bridge North structure could support four lanes of traffic in an interim condition.



An artist's rendering of the new west approach bridge in the final configuration, including the north and south halves. The WABN phase is building only the north half; construction of the south half is pending.



WABN key features



Why is WSDOT building the WABN phase now?

WSDOT began building improvements to the SR 520 corridor in phases as funding became available. Repalcement of vulnerable structures was the first priority. This phased implementation was outlined in the construction program’s 2011 final environmental impact statement, and is common for projects of this scale.

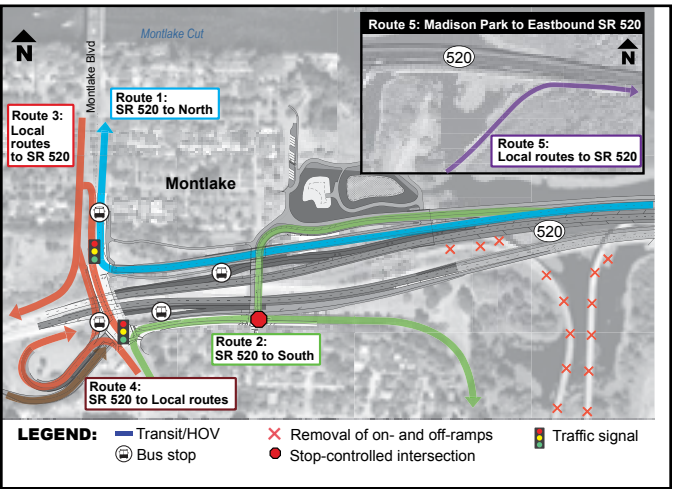
The WABN project will bring a number of key benefits, including:

- Moving traffic onto a new, seismically safer structure that can accomodate four lanes if the existing approach bridge collapsed.
- Connecting the new regional bicycle and pedestrian path to the Montlake vicinity.
- A path from the Eastside to the Montlake vicinity.
- Connecting the new transit/HOV lanes across Lake Washington to multimodal hubs in the Montlake and University of Washington areas.
- Implementing noise-reduction strategies such as 4-foot traffic barriers, quieter bridge joints and quieter concrete to reduce highway noise.

With funding now secured for SR 520’s remaining west side improvements in Seattle, WSDOT will continue working with the city of Seattle and other stakeholders to finish the design of those planned elements and complete the corridor’s reconstruction all the way to I-5.

Will the WABN phase affect traffic in the Montlake area?

In short, no. This phase will not significantly increase overall traffic volumes in the Montlake area. Today, traffic volumes are lower in the Montlake area because of tolling on SR 520, and we expect to see similar volumes after WABN opens. Local travel times will be approximately the same after this phase is operational as they are today. When construction is complete, drivers will use similar routes to travel to their destinations.



One key difference is that the westbound Arboretum off-ramp will be removed, and its function replaced by a new off-ramp at 24th Avenue East.

We worked closely with the city of Seattle and local communities to integrate neighborhood traffic management strategies and support anticipated traffic patterns before, during and after construction.

Environmental and community benefits of the WABN project

The project provides a number of design features and mitigation projects that will provide direct benefits to the local community and environment, including:

Environmental mitigation

Aquatic, wetland and parks mitigation measures will result in:

- A new Arboretum trail.
- A new public park just north of SR 520.
- A new stormwater treatment facility at the old Museum of History & Industry (MOHAI) site.
- Removal of the westbound Arboretum off-ramp and unused R.H. Thomson ramps.



View of ramps in the Arboretum. Once fully completed, the WABN project will remove the westbound off-ramp and unused R.H. Thomson ramps.

Bicycle and pedestrian connectivity

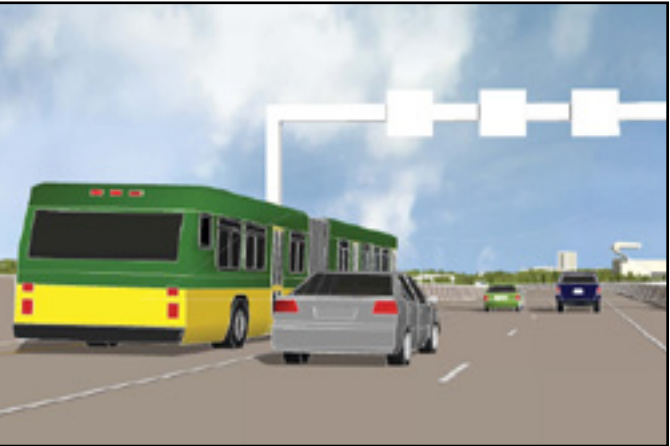
A new regional shared-use bike path will connect Seattle and the Eastside and improve bicycle and pedestrian connectivity to local trails and transit stops.



Visualization of the bicycle/pedestrian path on the north side of the new West Approach Bridge North.

Transit connectivity

Extending a dedicated transit/HOV lane to Montlake will maintain existing bus service and access, and improve transit connectivity and reliability.



Visualization of bus and cars traveling westbound on the new West Approach Bridge North structure.

Sustainability

In addition to the improvements for bicyclists, pedestrians and transit riders, design refinements reduced WABN’s concrete volumes by nearly 50 percent compared to the original design.

What to expect during construction

As we move forward with construction, we are committed to construction management practices that avoid, minimize and mitigate the effects of our construction activities on neighbors, communities, and the traveling public.

Our construction best practices include:

- Providing the public with advance notice of highway closures and lane closures on local streets.
- Limiting highway closures to nights and weekends to keep weekday traffic flowing.
- Keeping Montlake Boulevard and other local streets open during daytime construction hours, and limiting lane closures of local streets to nighttime.
- Keeping a navigation channel on Lake Washington open for boaters.