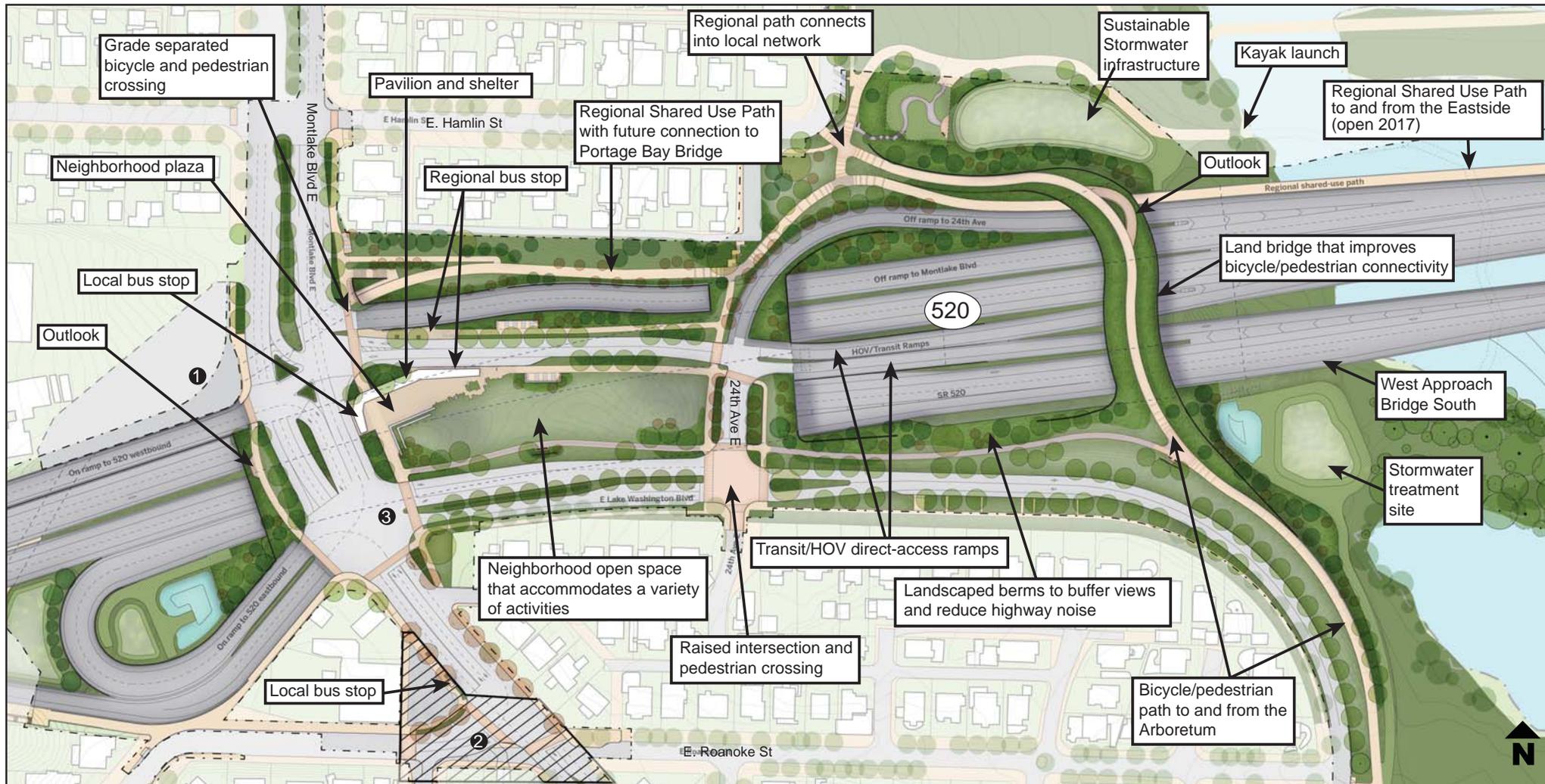


## Key features of the West Approach Bridge South, Montlake lid and land bridge upon completion



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- 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 with the City of Seattle.
- ③ With the removal of the eastbound on-ramp in the Arboretum, additional capacity will be added to the Montlake interchange to accommodate this traffic.

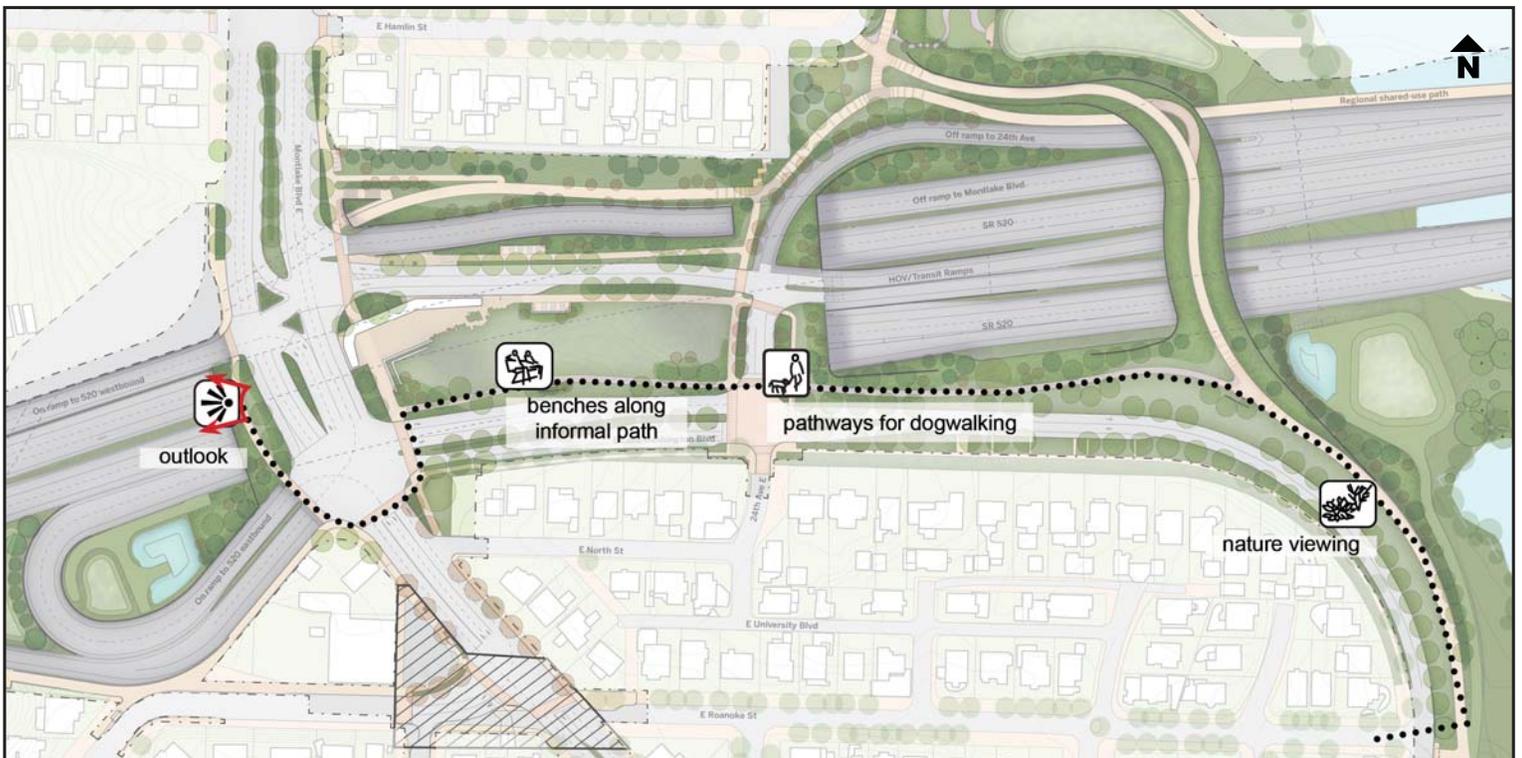
# SR 520 Bridge Replacement and HOV Program

## User experience: **casual stroller**

The casual stroller lives or works near the site, uses the space as an opportunity for fresh air, socializes with neighbors and has a place to walk the dog.



Conceptual rendering of the west end of the Montlake lid, looking west at SR 520 and Portage Bay. This space would provide an opportunity for a moment of pause and view of the surrounding area.



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.

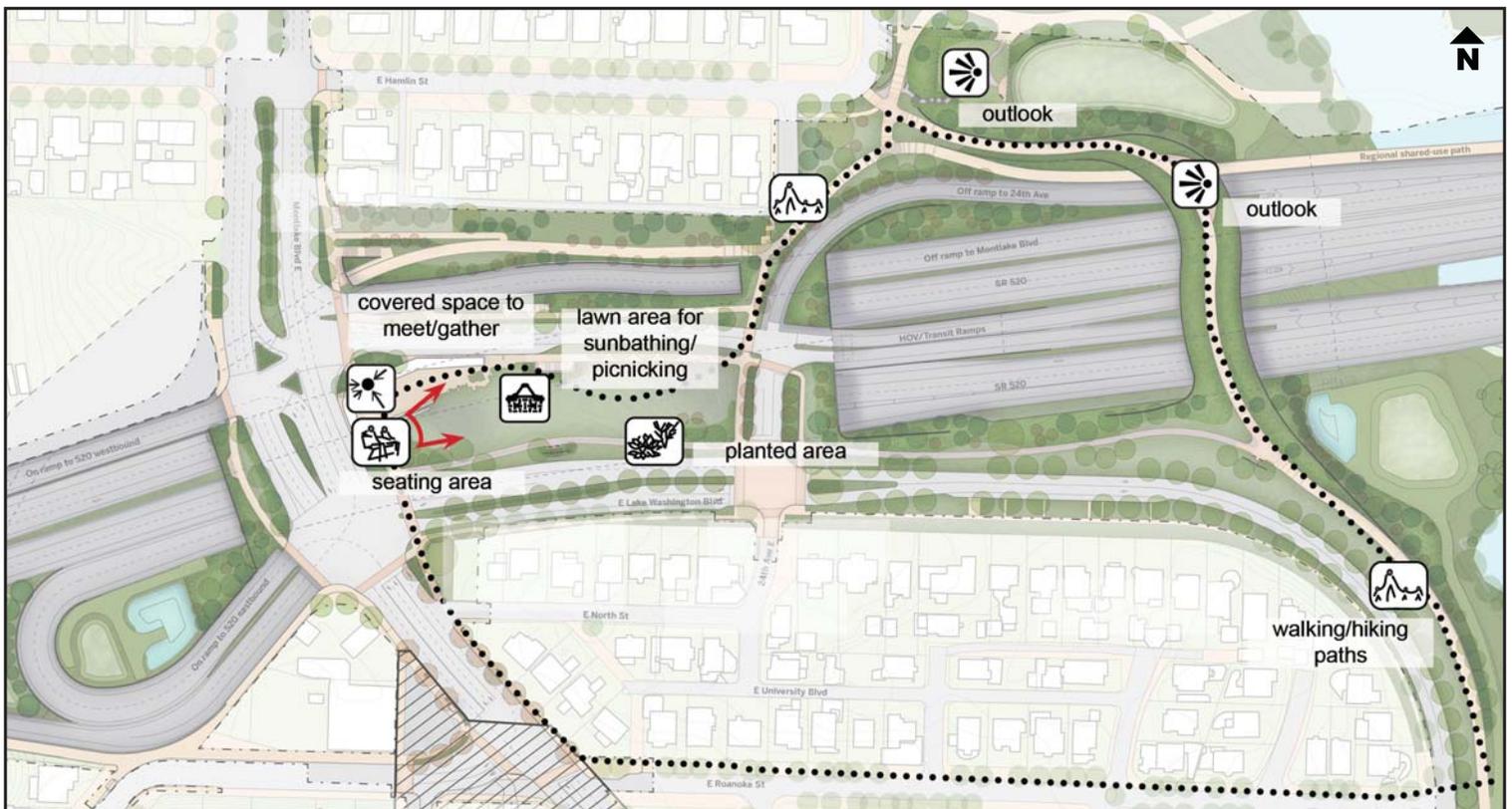
# SR 520 Bridge Replacement and HOV Program

## User experience: **neighborhood family**

The neighborhood family lives within walking distance, and looks for places to gather, explore, and play.



Conceptual rendering of open space on the new Montlake lid, looking east. The lid is designed to provide recreation and play area for the public.



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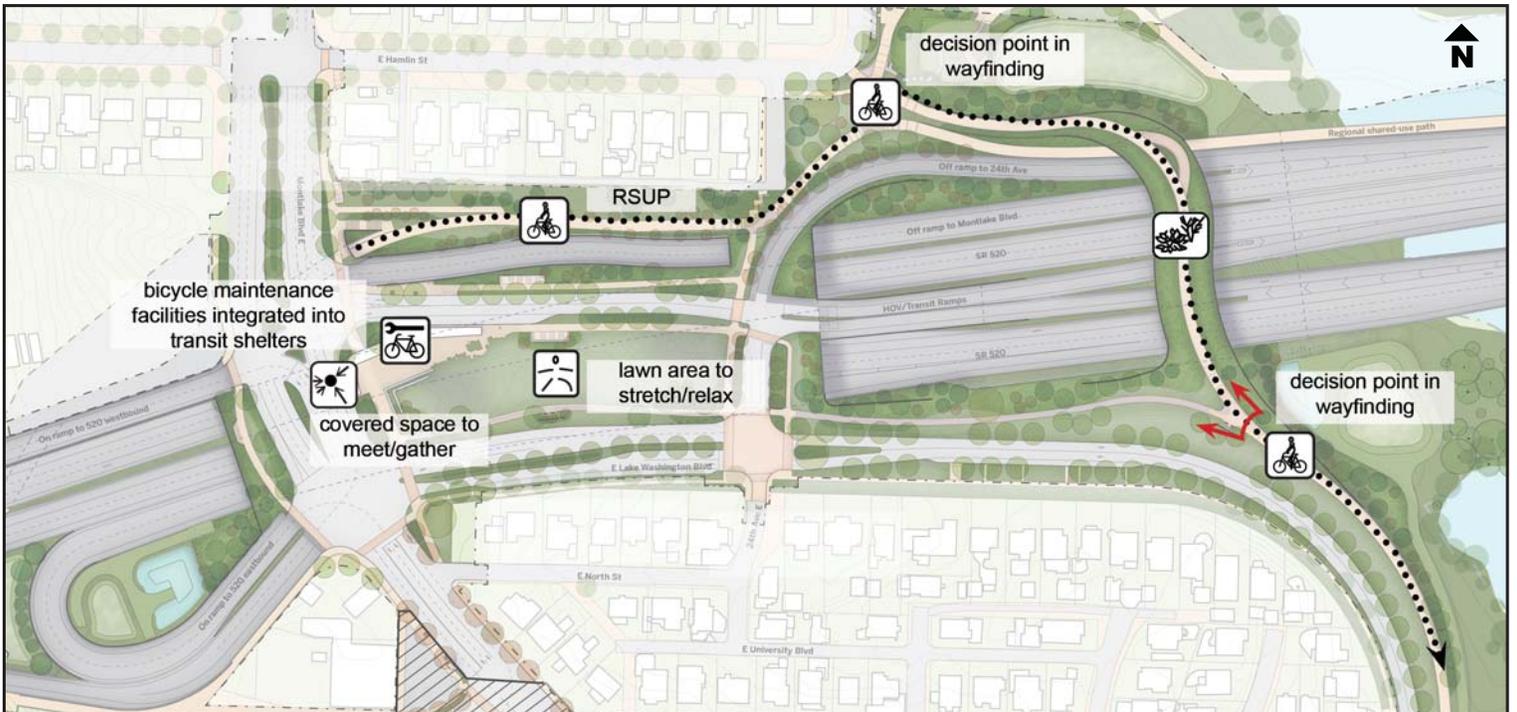
# SR 520 Bridge Replacement and HOV Program

## User experience: bicyclist and pedestrian

The bicyclist and pedestrian meet up with colleagues for an afternoon ride or walk. They need bike amenities, intuitive wayfinding, safe intersections and shelter from rain.



Conceptual rendering of a trail junction, looking north. Trail users can veer left to access the new Montlake lid, or veer right to access the new land bridge across SR 520.



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# SR 520 Bridge Replacement and HOV Program

## User experience: **transit rider**

The transit rider commutes using multiple modes. He or she spends time in the plaza frequently, and has a routine. They need clear information to connect to local and regional routes.



Conceptual rendering of new multimodal transit hub on the Montlake lid, looking west. Transit riders will be able to access local and regional routes in the area, and use a new shelter on the lid.



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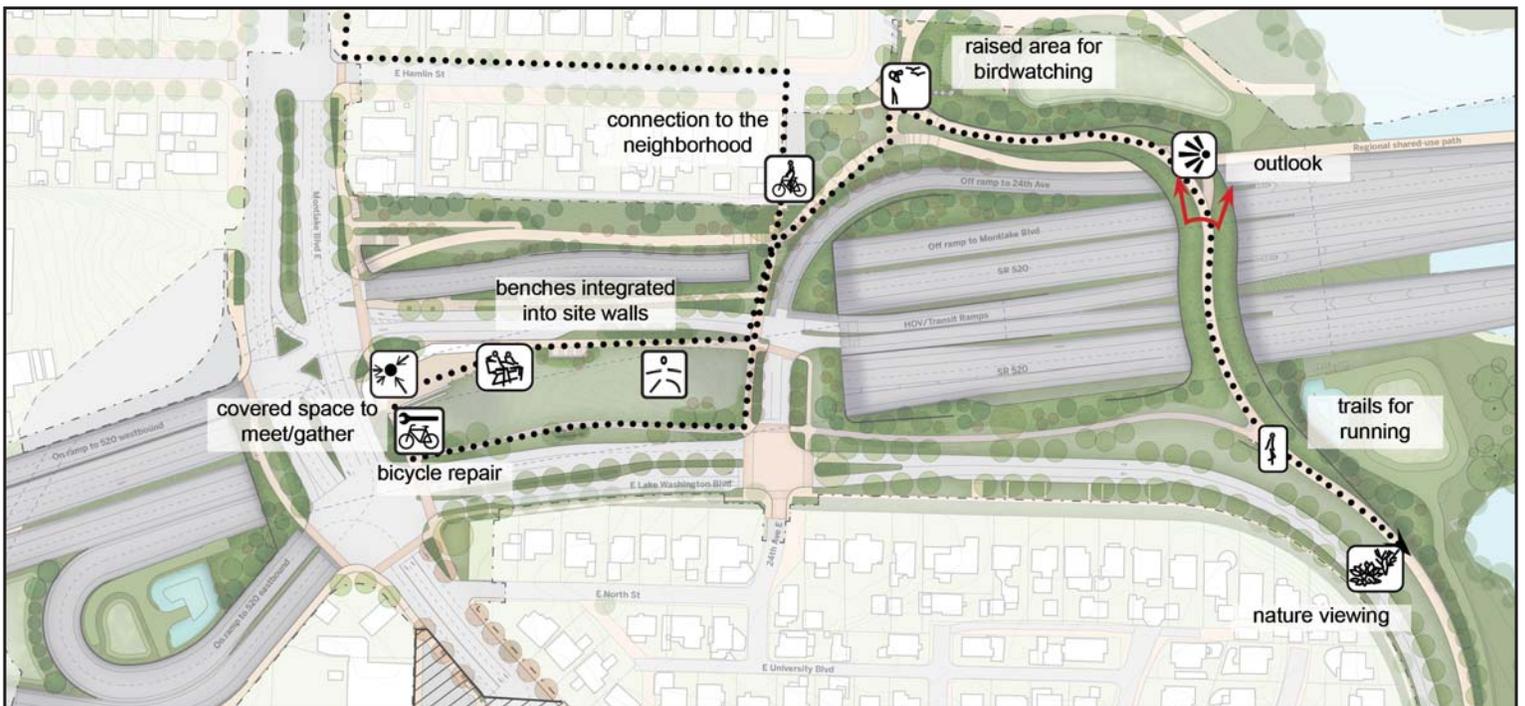
# SR 520 Bridge Replacement and HOV Program

## User experience: **weekend warrior**

The weekend warrior is out to get some exercise and explore/discover new engaging routes around the region.



Conceptual rendering of the land bridge over SR 520, looking northeast, approaching an outlook viewpoint. The land bridge connects local greenways around the Arboretum and to the University of Washington for a variety of recreational users.



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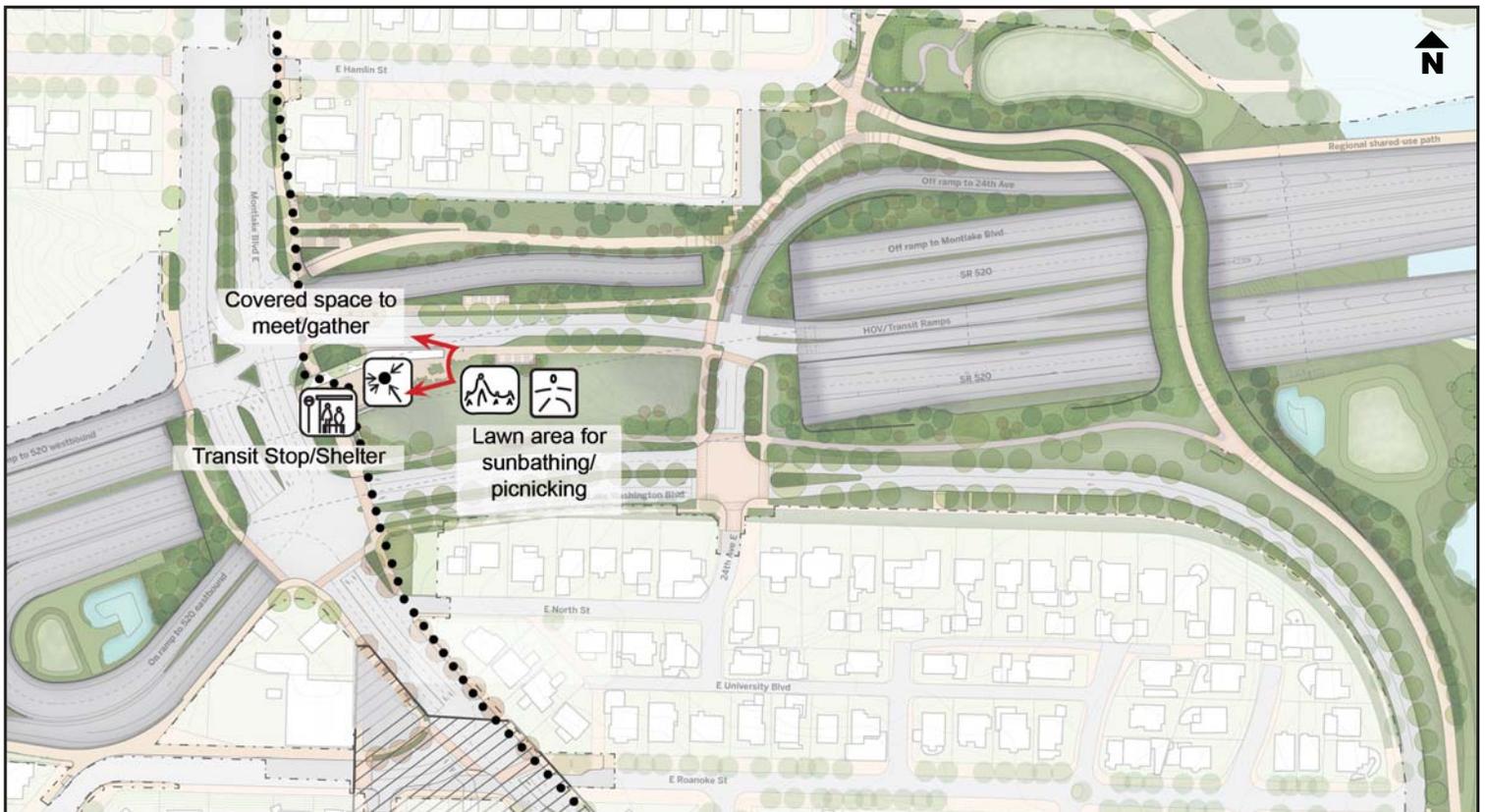
# SR 520 Bridge Replacement and HOV Program

## User experience: **special-event goer**

The special-event goer attends large gatherings and community activities for neighborhood events including Husky games and Opening Day of boating season.



The Montlake lid will provide a space for the community to gather and accommodate an influx of large groups of people during neighborhood events.



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# Streetscape: East Lake Washington Boulevard

## Cross section of East Lake Washington Boulevard looking west near 24th Ave East

The proposed materials help tie in the character of the historic Lake Washington Boulevard.



sidewalk paving



existing 2x2 sidewalk

lighting



domus fixture

planting



Olmsted legacy

paving



gravel pathway with concrete edging

site walls



recycled concrete

retaining wall



biophilic texture concrete wall

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# Streetscape: East Lake Washington Boulevard

## Cross section of East Lake Washington Boulevard looking west toward lid open space

The proposed materials help tie in the character of the historic Lake Washington Boulevard.



sidewalk paving



existing 2x2 sidewalk

lighting



domus fixture

Lake Washington Blvd planting



Olmsted legacy

paving



gravel pathway with concrete edging

site walls



recycled concrete

open space planting

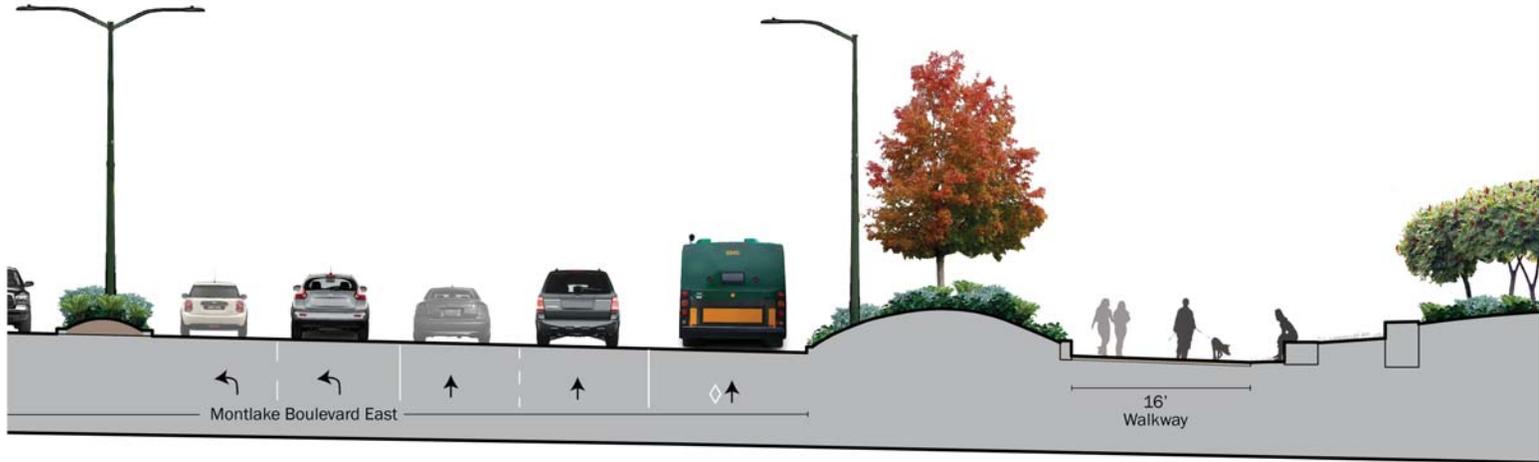


lawn

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# Streetscape: Montlake Boulevard East

Cross section looking north



street lighting



City street light

Montlake Blvd E planting



Olmsted legacy

sidewalk paving



2x2 scored concrete

plaza paving



3x1 horizontal pavers

plaza lighting



under-mount in site walls along plaza per city precedent

seating/site walls

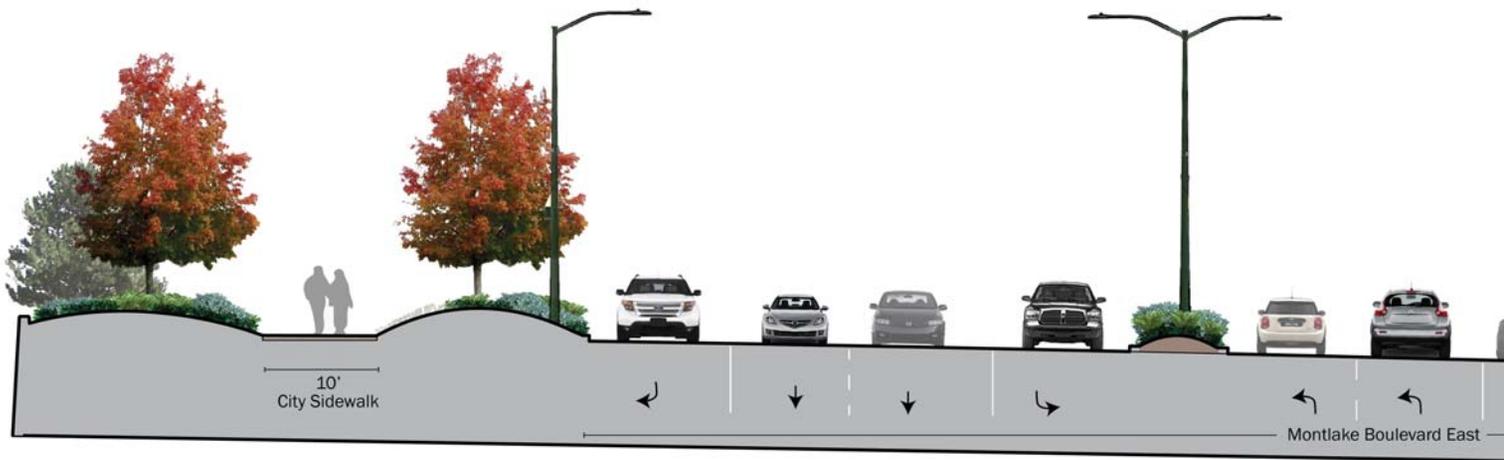


adze texture concrete

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# Streetscape: Montlake Boulevard East

View of Montlake Boulevard looking north



street lighting



City street light

street edge planting



Olmsted legacy

sidewalk paving



2x2 scored  
concrete

plaza lighting



under-mount in site  
walls along plaza

site walls

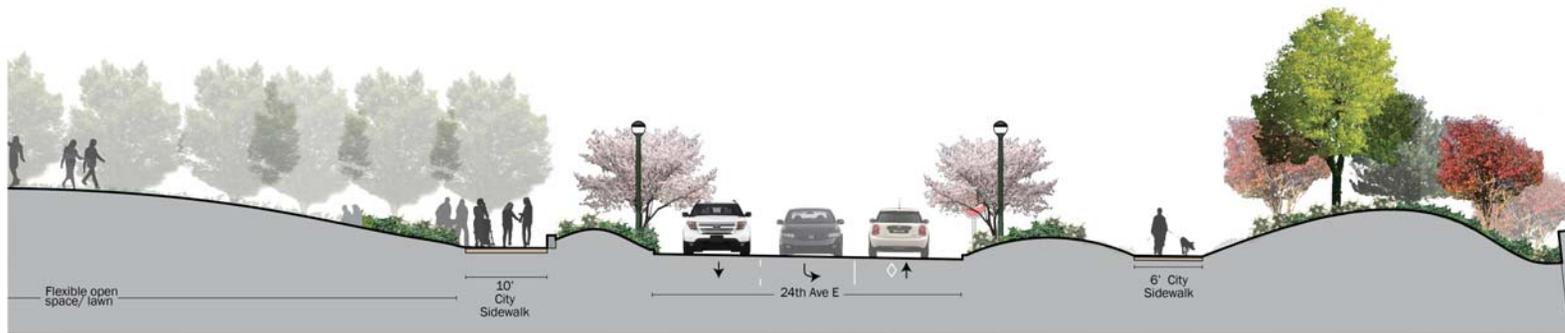


adze texture  
concrete

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# Streetscape: 24th Avenue East

Cross section looking north



open space  
planting



lawn

lighting



pedestrian  
scaled fixture  
per city precedent

sidewalk  
paving



2x2 scored  
concrete

seating/site wall planting



adze texture  
concrete site walls



Olmsted legacy

lid edge wall



biophilic texture  
concrete wall

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## Streetscape: Neighborhood open space

View of neighborhood open space looking south



street edge  
planting



Olmsted legacy

open space  
planting



lawn

E Lake Washington Blvd  
seating



World's Fair bench

site walls



adze texture  
concrete walls



integrated shelter

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## Streetscape: Regional Shared-Use Path and canal reserve

Cross section of Regional Shared Use Path looking west



planting



portage passage

RSUP lighting



bollard system

RSUP paving



asphalt

sidewalk paving



scored concrete

lid edge wall

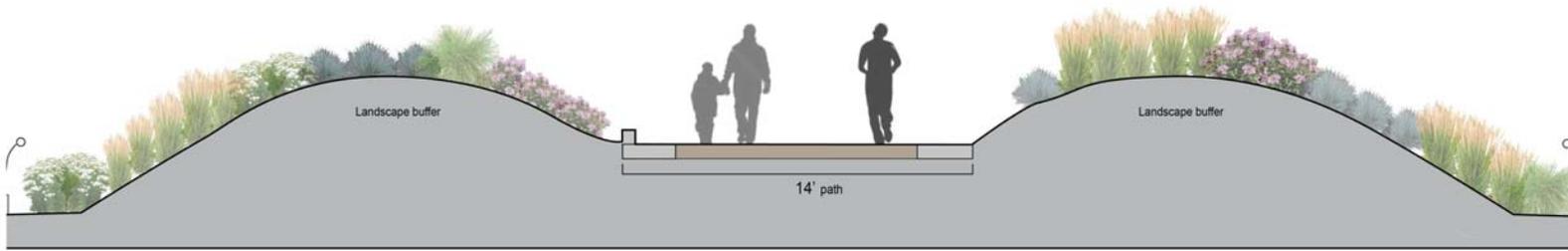


biophilic texture  
concrete wall

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## Streetscape: Land bridge

View of land bridge looking north



lighting



safety /  
wafinding lights

sidewalk  
paving



asphalt with  
gravel shoulder

seating wall



adze texture  
concrete site walls

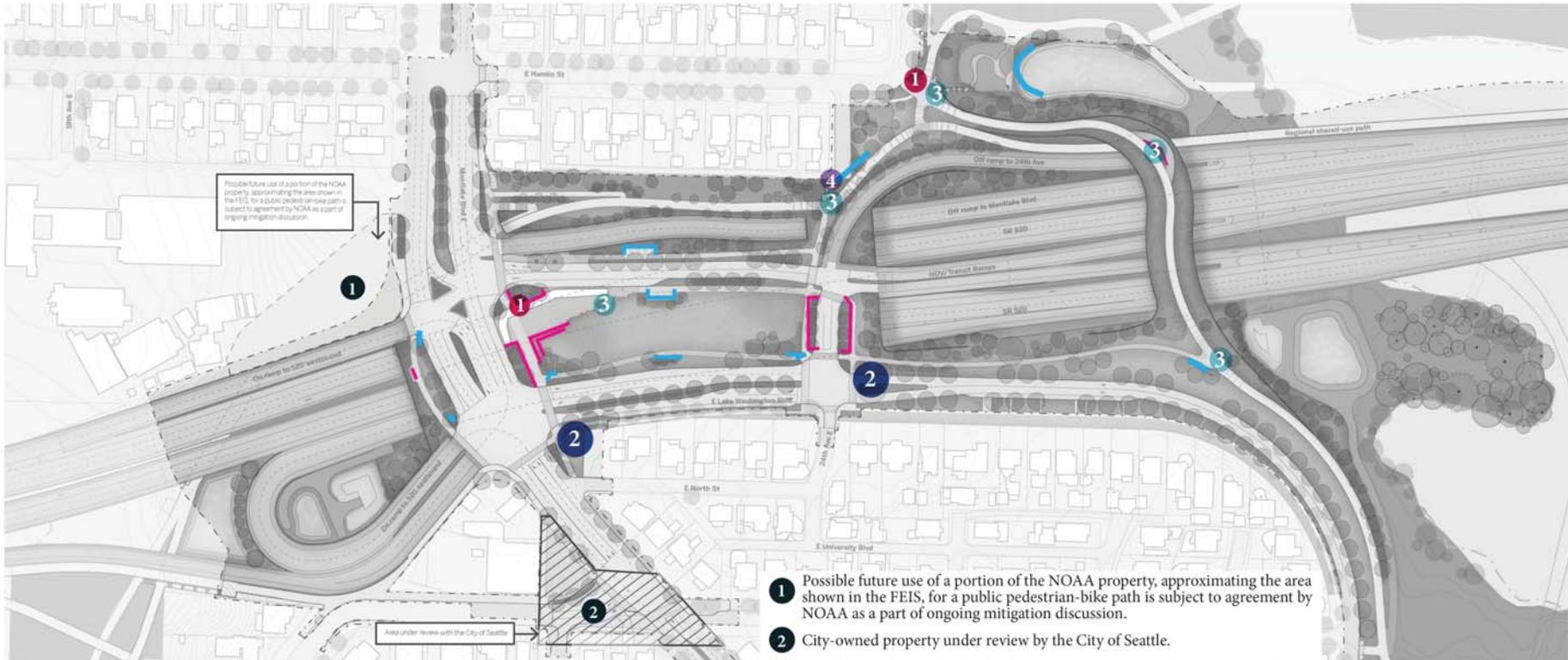
planting



informal meadow

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## Interpretive elements



1 System Map/Interpretive Signs



**CULTURAL: Paddles** Various paddles shapes evoking different eras, culture, and diversities of use can be incorporated into the interpretive sign structures or content as a thematic element to celebrate a place of portage.

2 Lake Washington Boulevard gateway features



**GEOLOGIC HISTORY/REMNANTS: erratics and other stone elements.** Big boulders cut in a more contemporary way to create seating, markers, etc. Recall Arboretum elements, but NOT be the same.

3 Urban erratic highway infrastructure pieces



**RECENT-HEROIC: urban erratics.** Engineering story of the highway infrastructure. Use cut pieces of the hollow columns and 520 structure as elements in landscape/pathways, seating, etc.

Re-purposed concrete from SR520 demolition

4 Stair/Porch detail recalled on site



**CULTURAL: urban erratics:** Montlake Neighborhood History: Stair/Porch detail recalled on site, other small residential architectural "details"

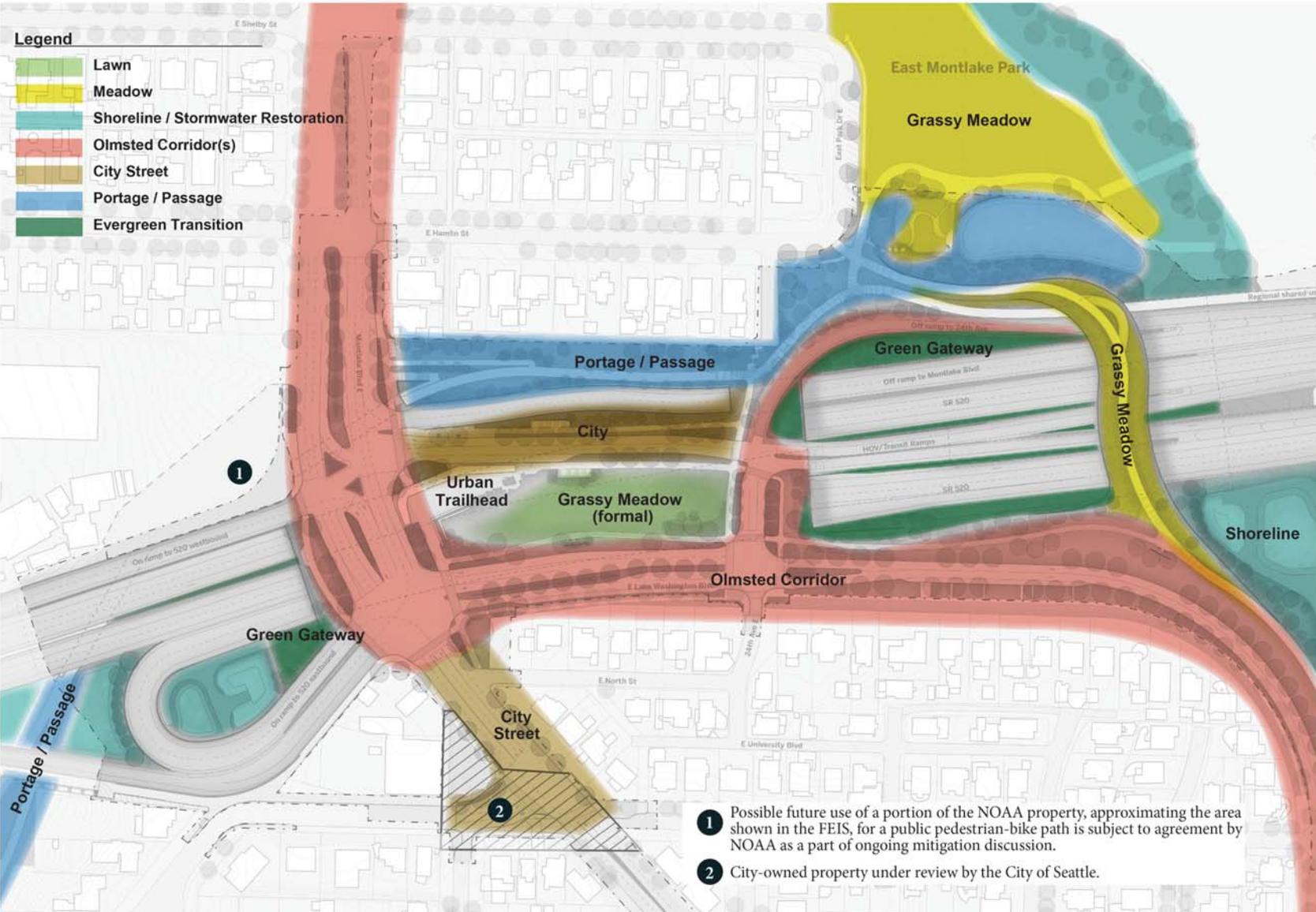
Adze textured concrete walls



**CULTURAL: Adze textured elements.** Refined, hand-made texture, Pacific NW crafts, craftsman homes connection to human.

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# Montlake lid area: Planting plan



## Olmsted Corridor Character



Seasonal collections



View screening and infrastructure transition



Moments of prospect or forest openings



Native understories

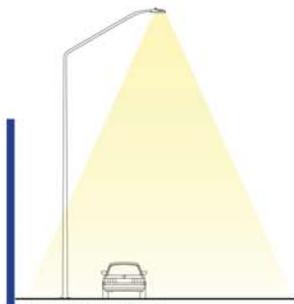
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## Montlake lid area: Lighting framework

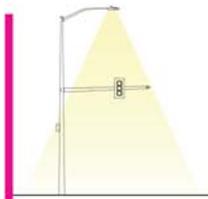


- 1 Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
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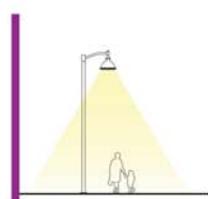
*Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage*



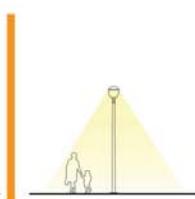
Highway Lighting  
WSDOT Standard cobrahead  
• 175' spacing



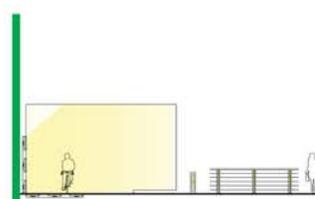
Montlake Blvd E  
City of Seattle Led cobrahead  
• 75' spacing



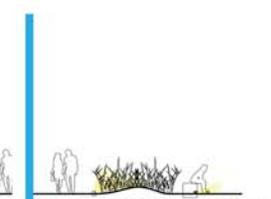
E Lake Washington Blvd  
Domus Fixture  
• 50' spacing



24th Ave E and HOV Access Street  
Pedestrian Scaled Fixture  
• 40' spacing



Regional Shared Use Path  
Bollard and stanchion lighting  
• 20' spacing



Land bridge, Outlook, and Plaza meadow planting uplights and inset under seat walls  
• 20' spacing + at features

## Montlake lid area: Finding your way

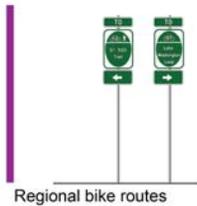


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Trail Connections



Regional bike routes



Transit Connections



System Map



Historic Street Signage

## Land bridge overview

Looking west from westbound SR 520 HOV lane



Project area map



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### West Approach Bridge South

One of the major elements of the next phase of construction is the West Approach Bridge South (WABS). WABS is the southern half of a new west approach bridge, and will carry three eastbound lanes to the new floating bridge.

WSDOT collaborated closely with community stakeholders and the Seattle Design Commission on the design of new west approach bridge as part of the West Approach Bridge North (WABN) project. The design for WABS will closely mirror and complement the design of the WABN.



*Design rendering of the West Approach Bridge South, looking northwest from the Arboretum.*

## 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 build in three major phases. The next phase is scheduled to begin by 2018.



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### Vicinity map

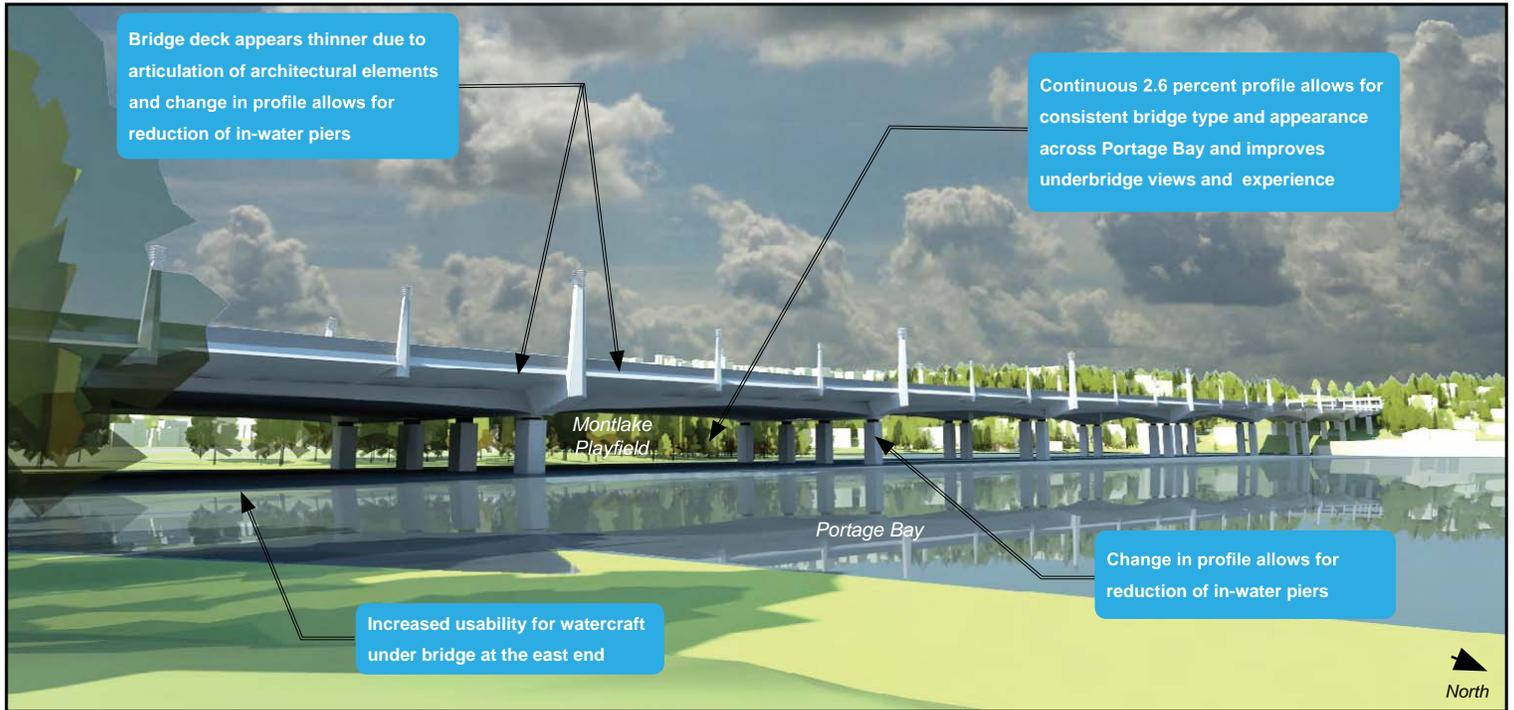


**PHASE 1**  
Construction to begin by 2018  
Estimated duration: 4-5 years

**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

## Planning for the new Portage Bay Bridge



**Box girder:** Portage Bay Bridge from the shoreline, looking southwest.

## Planning for the new lid at 10th Avenue East and Delmar Drive East



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### Next steps for the Montlake Cut crossing

In 2015, the Legislature authorized the Connecting Washington funding package which includes \$1.64 billion to complete the SR 520 Program's remaining project elements in Seattle, from Lake Washington to I-5. The project, now fully funded by Connecting Washington, includes a second bascule bridge across the Montlake Cut next to the existing bascule bridge.

The city of Seattle has also expressed interest in other options such as a movable bridge structure designed specifically for bicyclists and pedestrians, via City Council resolution 31411, passed in 2012.

Either type of structure across the Montlake Cut would provide a significantly widened bike and pedestrian path, as well as improved connections to the north and south. However, several key policy questions remain to be worked out in the future.

Per the project's Final Environmental Impact Statement (FEIS), the second bascule bridge has always been planned as a later phase of construction, and is currently planned as the last phase of construction.



View of the existing Montlake bridge in Seattle.

