

Final Concept Design

The 2014 design work built upon the design preferences confirmed at the conclusion of the 2012 SCDP. Elements identified as needing more work were refined in 2014, resulting in a cohesive set of design recommendations for the project, illustrated here.

This graphic represents a summary of the design refinements and recommendations that constitute the Final Concept Design. These design recommendations take into account the environmental footprint, conceptual design features and previous project commitments that were approved in the 2011 SR 520, I-5 to Medina Bridge Replacement and HOV Project Federal Highway Administration Record of Decision.

2014 Final Concept Design Recommendations

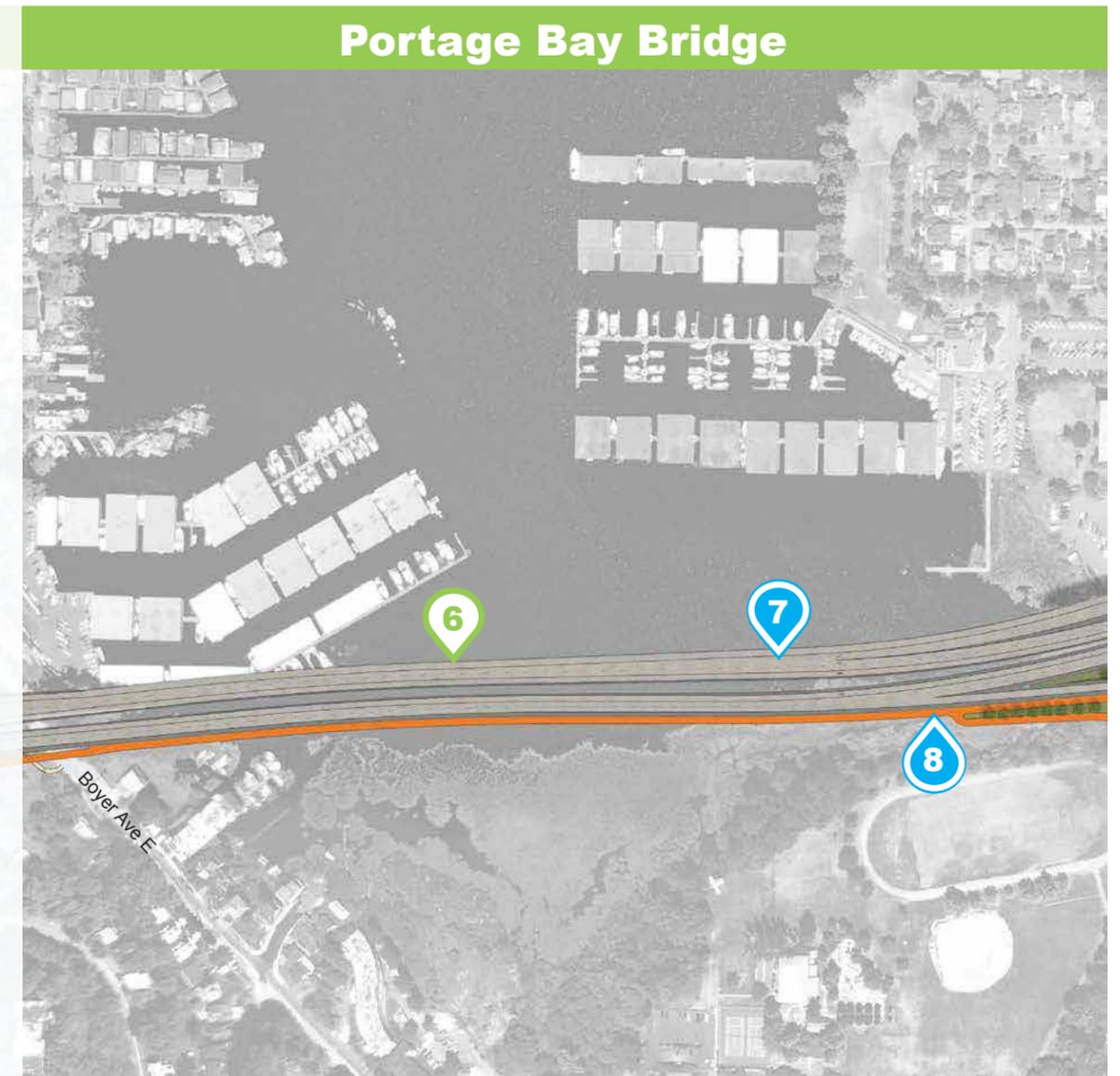
WSDOT and city staff are aligned in their support of the design recommendations depicted in the graphic on these pages and detailed in this report. Once these recommendations are endorsed by decision makers – Seattle City Council, the Mayor and WSDOT leadership – and funded by the legislature, WSDOT and the city will be ready to advance delivery of the remaining SR 520 improvements to meet the needs of the local community and larger Puget Sound region while replacing vulnerable structures to safeguard the traveling public.

Key		Regional shared-use path
		Sidewalk/pedestrian path
		SCDP design preferences (became recommendations with city of Seattle Resolution 31427 in 2012)
		2014 Final Concept Design recommendations



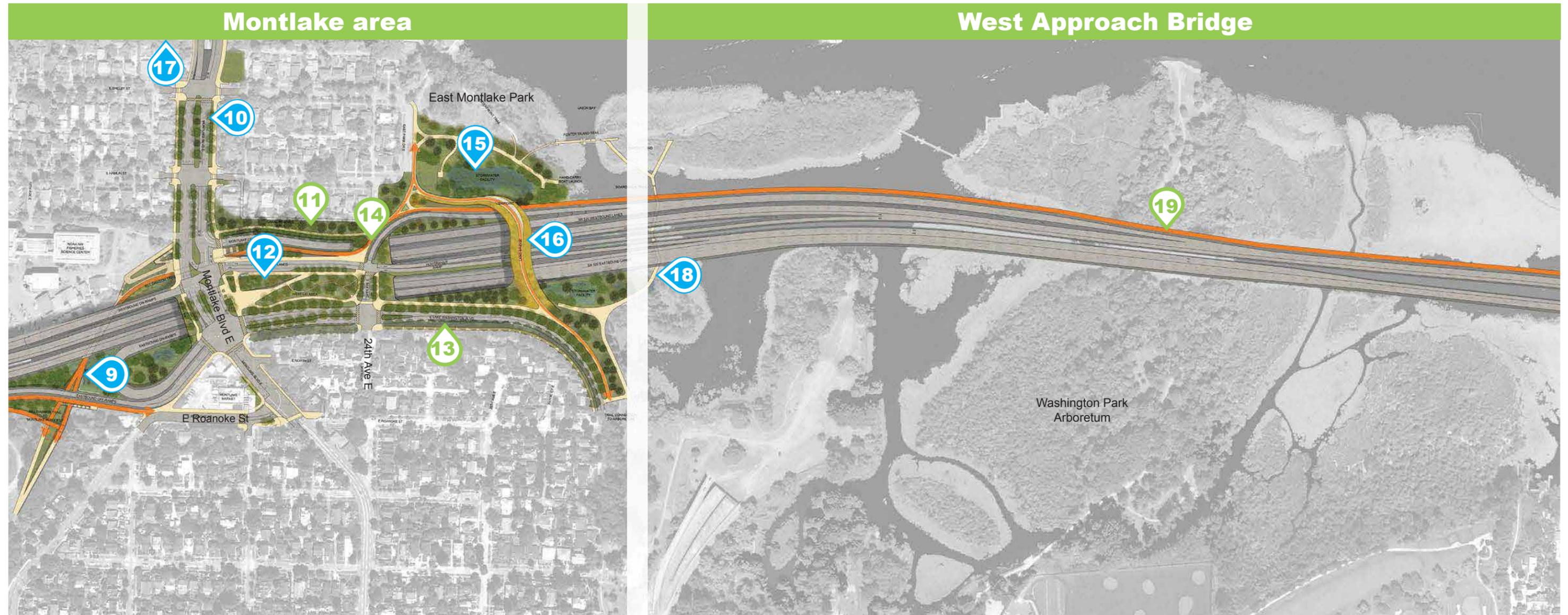
Roanoke area

- 1 I-5 crossing:** Design a new 30-foot-wide landscaped bicycle and pedestrian shared-use path.
- 2 Intersection design:** Improve the “T” intersection design at 10th Avenue East and Delmar Drive East.
- 3 10th and Delmar lid:** Support passive uses as well as bicycle and pedestrian shared-use paths on the lid; balance tree preservation and safe public spaces by blending the lid into the hillside.
- 4 Bagley viewpoint:** Expand Bagley Viewpoint and provide street parking on Delmar Drive East.
- 5 Boyer connection:** Provide a new, accessible and safe pedestrian connection between Delmar Drive East and Boyer Avenue East.



Portage Bay Bridge

- 6 Bridge alignment:** Shift the alignment to the north on the west end of the bridge in order to reduce construction duration, among other benefits.
- 7 Bridge type:** A box girder bridge type split into two parallel structures is favored. Raise the profile of the bridge on the east end to allow for longer spans.
- 8 Bicycle and pedestrian connections:** Include a shared-use path on the south side of the Portage Bay Bridge in addition to other connectivity options to existing and planned city networks.



Montlake area

- 9 Bill Dawson Trail:** Realign the Bill Dawson Trail to improve sight lines and user experience. Provide multiple options for connecting to adjacent networks via paths and stairs.
- 10 Montlake Boulevard East:** Continue to work with the city of Seattle and King County Metro to improve safety, wayfinding, visual character and experience for cyclists and pedestrians.
- 11 Canal Reserve:** Lower the westbound off-ramps under 24th Avenue East. Shift the regional shared-use path onto the lid to preserve trees and open space in the Canal Reserve.
- 12 Urban trailhead:** Develop an urban trailhead and mobility hub with transit, bicycle and pedestrian facilities, safe and comfortable connections, and space for community activity.
- 13 East Lake Washington Boulevard:** Design the roadway to buffer neighbors from traffic, improve visual character and integrate with the Washington Park Arboretum by increasing the planted buffer between the roadway and the homes on the south side of the boulevard.

West Approach Bridge

- 14 24th Avenue East off-ramp:** Prohibit direct vehicular access to East Montlake Park from the 24th Avenue East off-ramp.
- 15 Stormwater facilities:** Continue to integrate constructed wetland facilities into the existing East Montlake Park and shoreline area.
- 16 Montlake land bridge:** Create a smarter lid that emphasizes better connections, more usable open space, buffered views of the roadway, an improved pedestrian experience, and safer undercrossings. The approximately 70-foot-wide land bridge provides an at-grade connection between the Washington Park Arboretum and East Montlake Park.
- 17 Montlake Cut:** Improve multimodal connections across the Montlake Cut.
- 18 East undercrossing:** Develop a new undercrossing that extends the Arboretum Waterfront Trail under SR 520 at the Lake Washington shoreline. Restore the shoreline wetland habitat. *Pathway alignment subject to further study by WSDOT and the city of Seattle.*
- 19 Bridge design:** Work toward a simple and clean structural design; include belvedere viewing areas for the regional shared-use path on the north side of the bridge. *Construction of the West Approach Bridge North began in Fall 2014.*