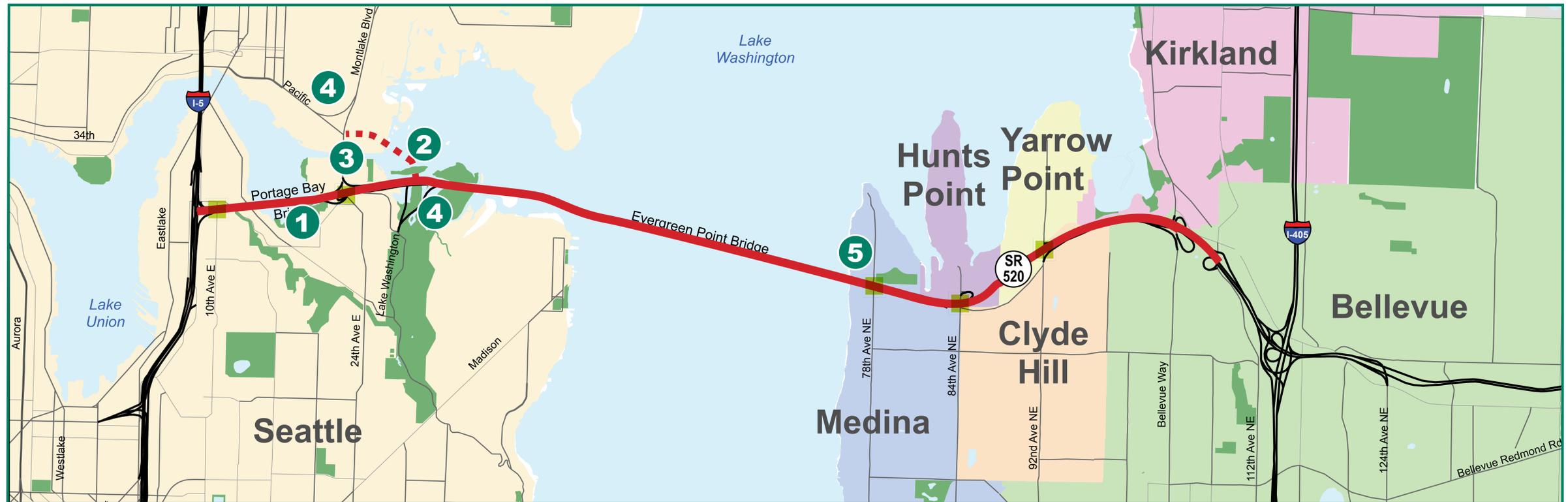


## What We Heard – Design

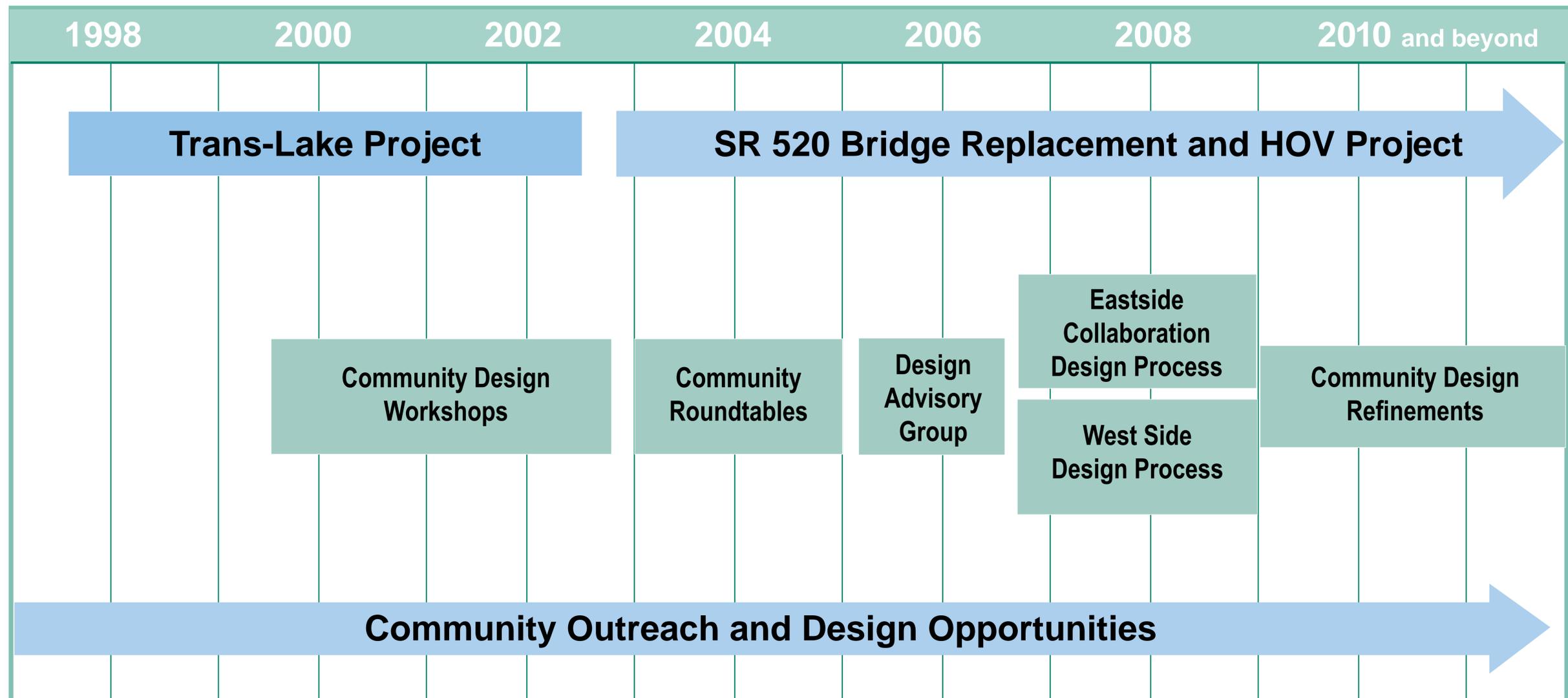
- |  |  |   |   |  |
|--|--|---|---|--|
| <p><b>1 Portage Bay</b><br/>Narrow the mainline footprint. Consider other construction options that do not require temporary work bridges.</p> | <p><b>2 Arboretum and Union Bay Bridge</b><br/>Evaluate the height and visual impacts of all the interchange options. Reduce the height of the Union Bay Bridge.</p> | <p><b>3 Montlake and Pacific Street Interchange</b><br/>Narrow the footprint of the interchange designs. Consider local street usage and traffic effects.</p> | <p><b>4 Cultural Resources</b><br/>Protect cultural resources and places on the Historic Register</p> | <p><b>5 Medina</b><br/>Design maintenance facility to fit into hillside.</p> |
|--|--|---|---|--|



### Corridor-wide Comments

- |  |   |  |  |
|--|---|--|--|
| <p><b>Lids</b><br/>Design lids to be as long as possible. Provide good community connections across highway. Develop aesthetically pleasing public spaces on lids.</p> | <p><b>Properties</b><br/>Minimize impacts on surrounding properties.</p> <p><b>Alternate designs</b><br/>Consider other options (tube/tunnel) that might be able to minimize effects on the Arboretum</p> | <p><b>Interchanges</b><br/>Minimize footprints of interchanges while optimizing performance<br/>Keep queue lines on the ramps instead of on local streets.</p> | <p><b>Urban Design</b><br/>Make SR 520 an attractive corridor. Pay attention to details in the walls, lids, bridges, and other elements.</p> |
|--|---|--|--|

## SR 520 Community Design Schedule



## Eastside Collaboration Team – Process and Topics

WSDOT and Eastside jurisdictions are collaborating to identify design opportunities and create solutions for the 4+2 configuration. Topics include:

- Mainline design
- Interchange options
- Transit stations
- Lids
- Pedestrian and bike paths
- Retaining walls
- Roadside and landscape
- Sound walls

### Next Steps

- Council Briefings
- Town Hall Meetings



## Floating Bridge Design Concepts

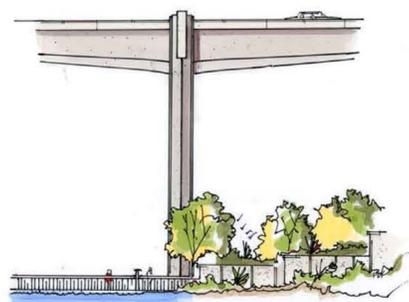
**ELEVATION VIEW of the EAST BRIDGE APPROACH**  
LOOKING NORTH FROM THE SOUTH SIDE OF THE BRIDGE  
Not to Scale



Floating Bridge with Arch Concept

The East Approach Bridge showing the 'post tensioned concrete box girder' option.

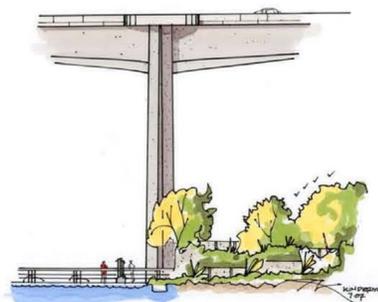
The Maintenance Facility at the east end of the approach bridge.



**Column Design A**  
The feature crowning the column is an example of the 1930's 'art deco' style. The 'strong' geometric shapes are classic and enduring.



**Column Design B**  
The top of the pier has a 'keystone' to visually 'tie' the column to those on the floating bridge. Keystones are classic arch elements.

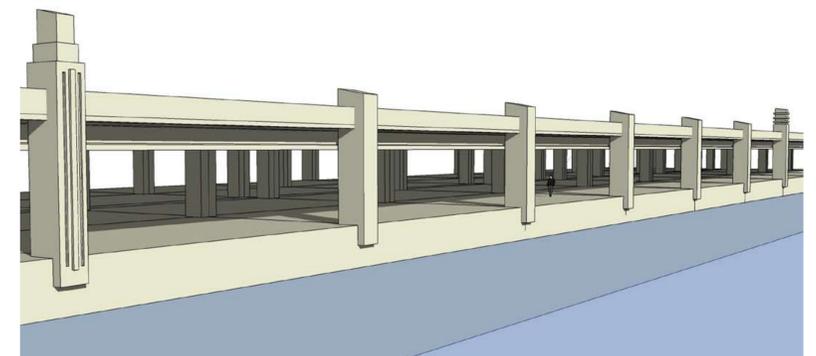


**Column Design C**  
The semi-circular overhang at the top 'echoes' the curves of the approach floating bridge arches. They may be used as overlooks on the north.

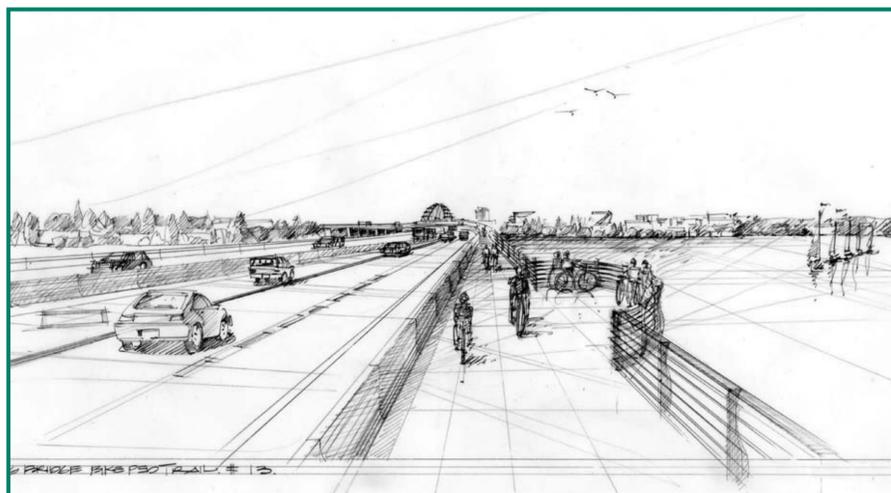
Three column designs show aesthetic possibilities for the east approach bridge.

Design features should be 'bold' to be seen from a distance. 'Finer' details are also required to serve those closer to the bridge.

The views are looking north from the south side of the bridge.



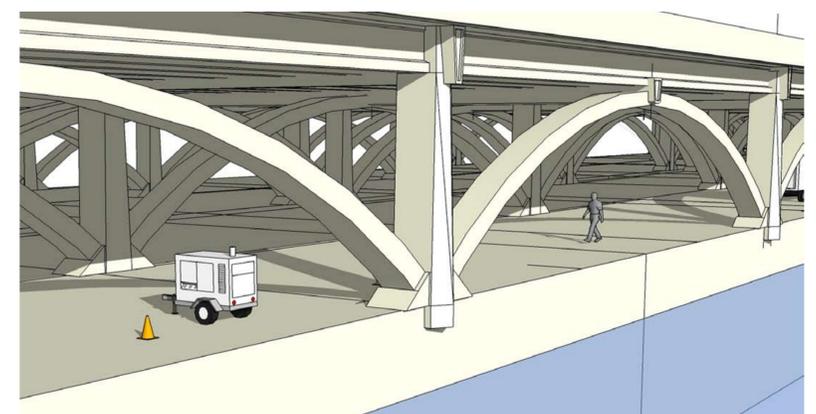
Post and beam concept



Belvedere along bicycle/pedestrian path



View from Madison Park

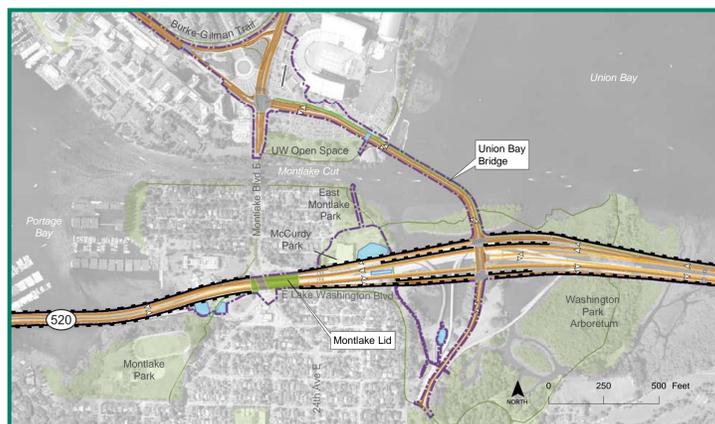


Arch concept

# What We Heard: Seattle Design Options

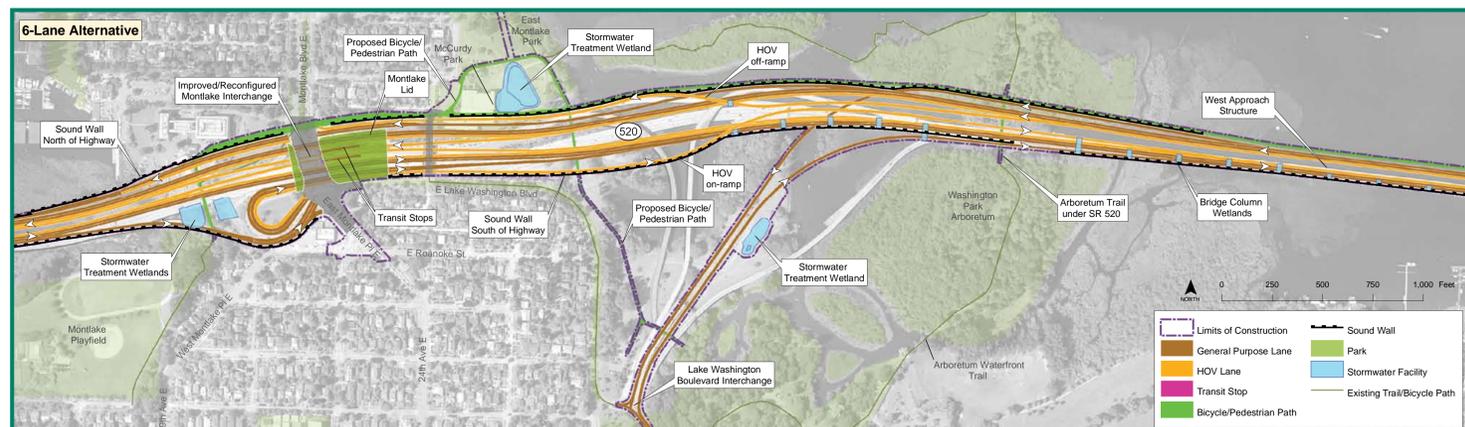
## Pacific Street Interchange

- Improves transit connections with Sound Transit Link light rail
- Allows SR 520 traffic to avoid the Montlake Bridge
- Improves the Montlake lid and connections to surrounding park areas
- Addresses congestion on Montlake Boulevard north of the Montlake Bridge
- Requires property at Husky Stadium
- Adds Union Bay Bridge over the Arboretum and Foster Island
- Additional columns in the Montlake Cut could have more effects on fish



## Montlake Interchange (Base 6-Lane Alternative)

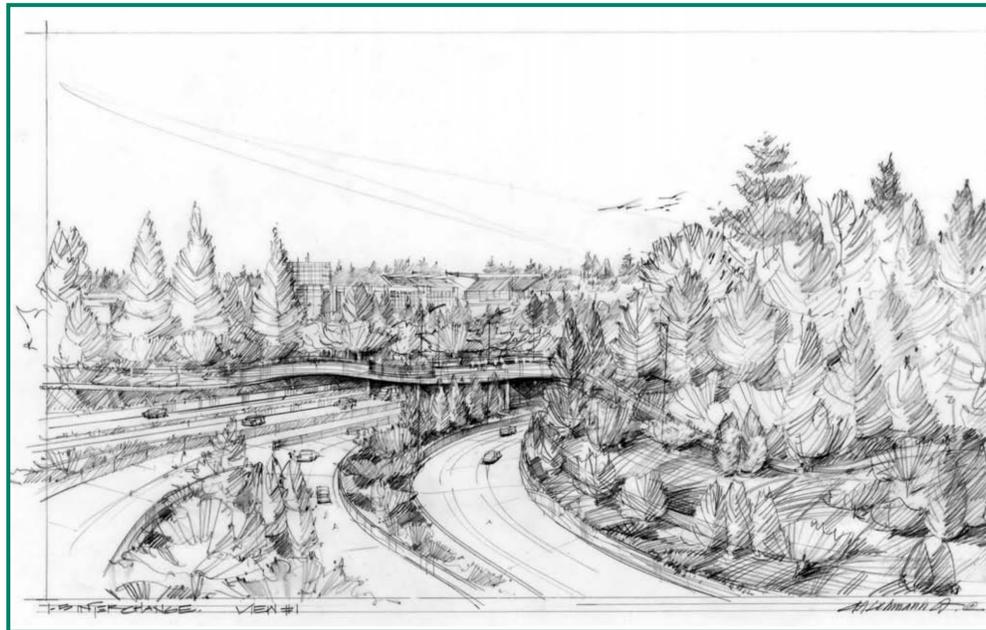
- Maintains the current transit stop location, which works well now, but would not be a direct connection to the future Sound Transit station
- Provides better west-to-south movement from the westbound SR 520 off-ramp
- Allows the traffic queue to wait on the ramp rather than on the local streets, although on/off ramps are big
- This is too big—the ramps and general width through Montlake and Portage Bay make this unappealing



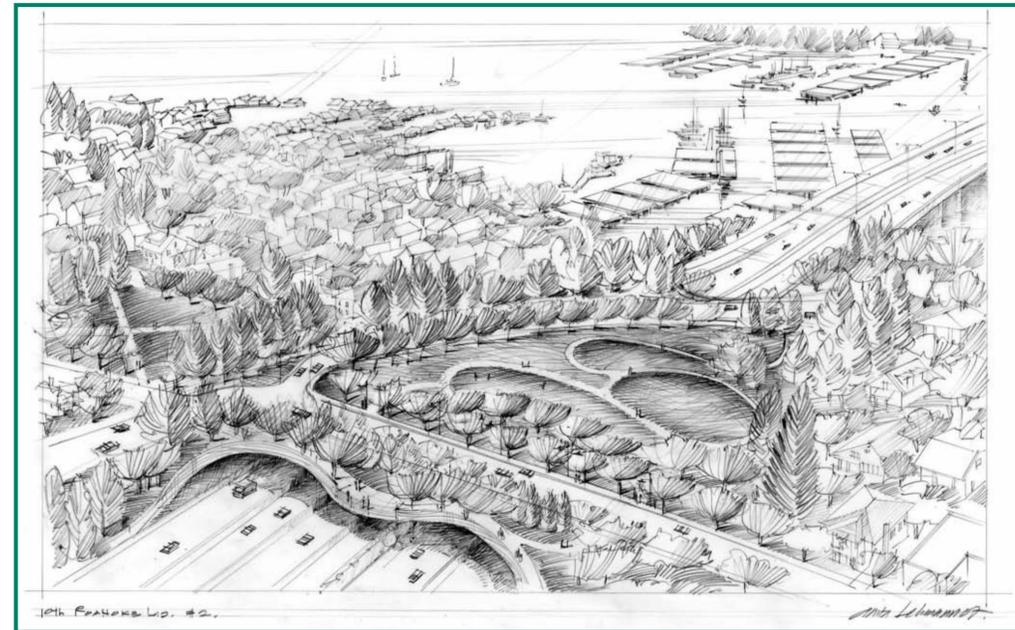
## Pacific and Montlake Interchange options

- Good to have reliable lane for transit and HOV
- Consider other options such as a tube/tunnel that might minimize effects
- Find ways to reduce footprints — both interchanges are too big

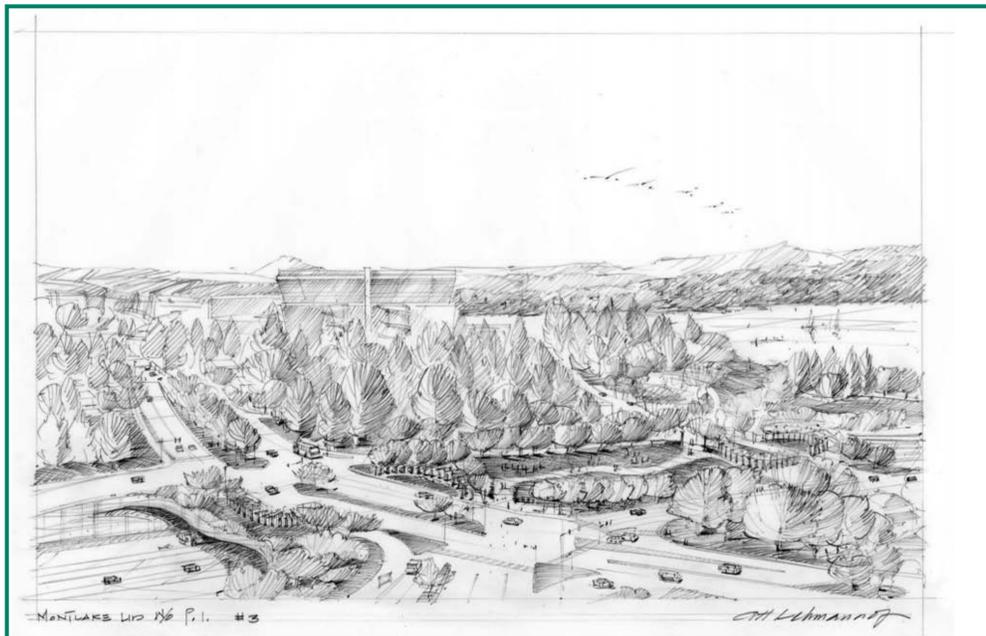
## West Side Lid Concepts



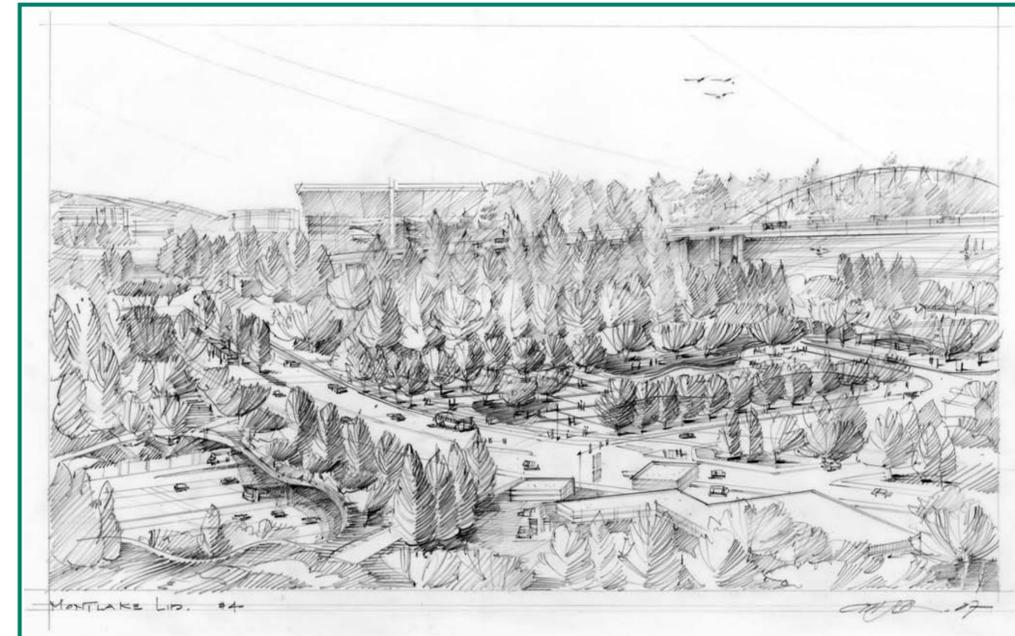
I-5 Interchange



10th and Roanoke

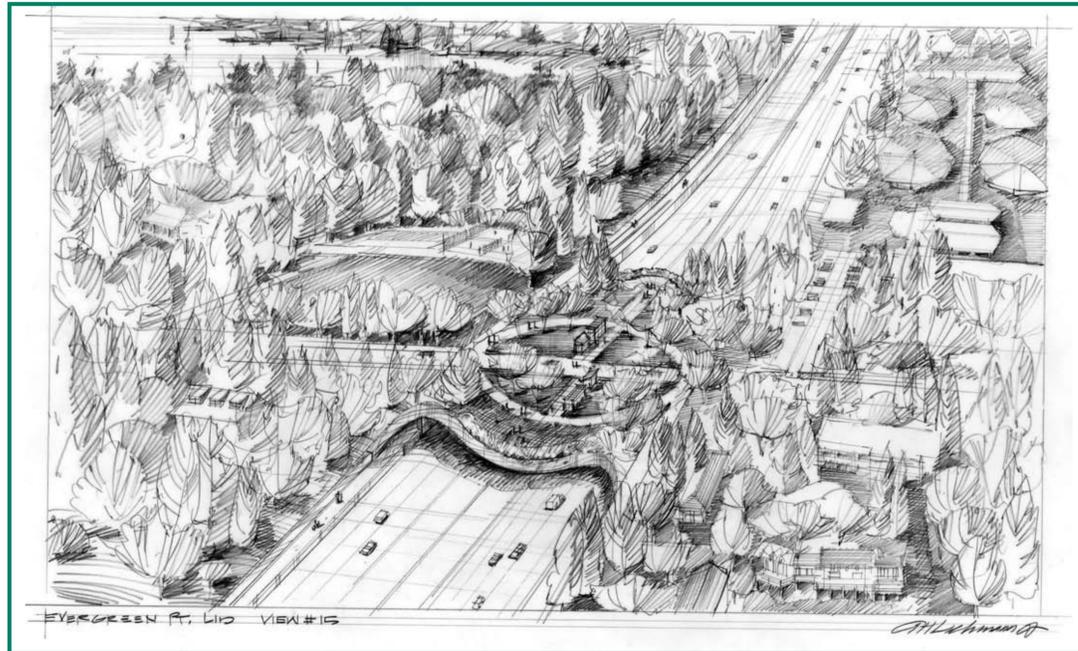


Montlake Interchange

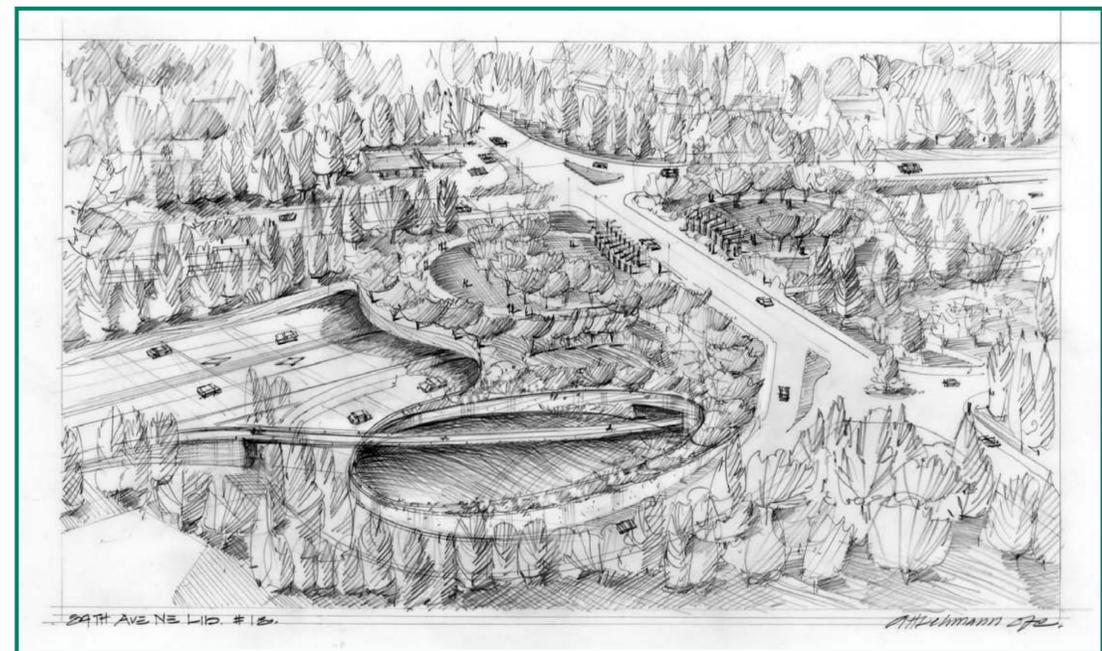


Montlake with Pacific Interchange

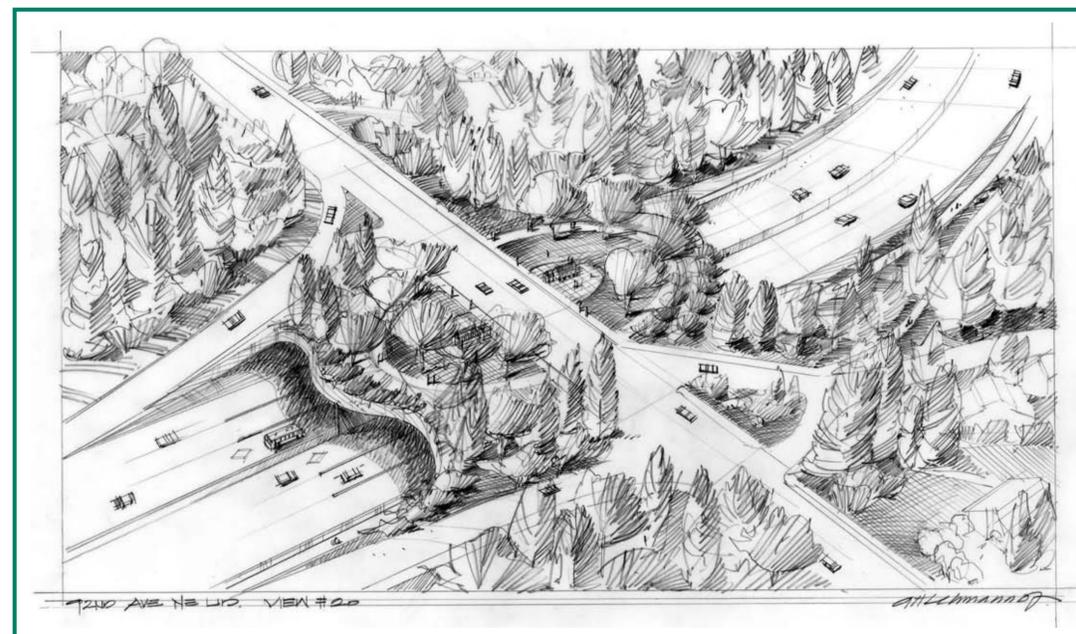
## Eastside Lid Concepts



Evergreen Point Road



84th Avenue Northeast



92nd Avenue Northeast

## Public Space Concepts



Lake Washington Ramp Area



Evergreen Point Lid (looking west)



Montlake Lid



Foster Island Trail

# Urban Design Vision

## Context

To provide a cohesive, graceful travelway that respects and enhances the surrounding natural and built environments

## Character

By creating structures and landscapes with high quality craftsmanship that reflect natural and contemporary character

## Connections

That reconnect neighborhoods and communities, and restore habitat

