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

- Regional bus stop
- Sustainable Stormwater infrastructure
- Regional Shared Use Path to and from the Eastside (open 2017)
- Regional Shared Use Path with future connection to Portage Bay Bridge
- Regional path connects into local network
- Land bridge that improves bicycle/pedestrian connectivity
- Regional Shared Use Path with future connection to Portage Bay Bridge
- Local bus stop
- Neighborhood plaza
- Outlook
- 520
- Neighborhood open space that accommodates a variety of activities
- Raised intersection and pedestrian crossing
- Landscaped berms to buffer views and reduce highway noise
- Grade separated bicycle and pedestrian crossing
- Pavilion and shelter
- Outlook
- Kayak launch
- Land bridge that improves bicycle/pedestrian connectivity
- Local bus stop
- Bicycle/pedestrian path to and from the Arboretum
- Transit/HOV direct-access ramps
- 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.
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.
User experience: neighborhood family

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

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.
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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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.

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.
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.

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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.

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.
Streetscape: Montlake Boulevard East
Cross section looking north

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.
Streetscape: Montlake Boulevard East

View of Montlake Boulevard looking north

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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.
Streetscape: Neighborhood open space

View of neighborhood open space looking south

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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.
Streetscape: Land bridge

View of land bridge looking north

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.
Interpretive elements

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. City-owned property under review by the City of Seattle.

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.
Montlake lid area: Planting plan

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.

**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.**

**City-owned property under review by the City of Seattle.**
Montlake lid area: Lighting framework

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.

City-owned property under review by the City of Seattle.

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.
Montlake lid area: Finding your way

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.

City-owned property under review by the City of Seattle.

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.
Land bridge overview
Looking west from westbound SR 520 HOV lane

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

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.

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 by the City of Seattle.

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

Bridge deck appears thinner due to articulation of architectural elements and change in profile allows for reduction of in-water piers

Continuous 2.5 percent profile allows for consistent bridge type and appearance across Portage Bay and improves underbridge views and experience

Increased usability for watercraft under bridge at the east end

Change in profile allows for reduction of in-water piers

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

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

10th and Delmar Lid and Bagley Viewpoint Subarea

Delmar Drive East to Boyer Avenue Connection Subarea

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.
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.