

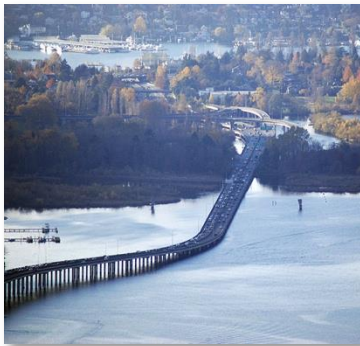
SR 520 West Approach Bridge North

Seattle Design Commission – Jan. 23, 2014

Julie Meredith
SR 520 Program Director

Lynn Peterson
Secretary of Transportation

Daniel Babuca
West Approach Bridge Engineering Manager



SR 520 West Approach Bridge North
Seattle Design Commission
Seattle Municipal Tower
Jan. 23, 2014

Seattle Design Commission Coordination – 2011 – 2012

- **2011 – 2012: Seattle Community Design Process (SCDP).** WSDOT began coordinating with the SR 520 Seattle Design Commission Subcommittee to help define a Vision to guide design decisions for the Seattle side of the SR 520 corridor.
- **Sep. 2012: Vision Endorsement.** At the conclusion of the SCDP, the Seattle Design Commission endorsed the vision developed with the Subcommittee.
- **Fall / winter 2012: West Approach Bridge North (WABN).** Using the Vision, WSDOT began working with the Subcommittee to develop the major, permanent elements of WABN.
- **Nov. 2012: SDC Concurrence.** The SDC concurred on the major WABN elements.

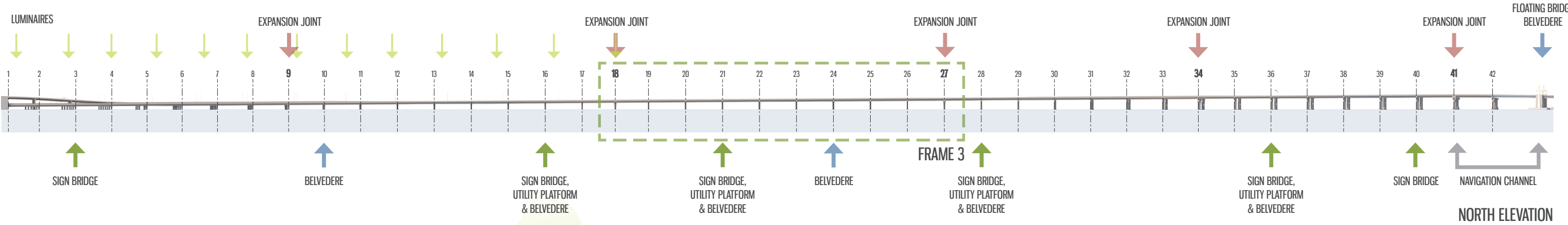


Seattle Design Commission Coordination – 2013 – Ongoing

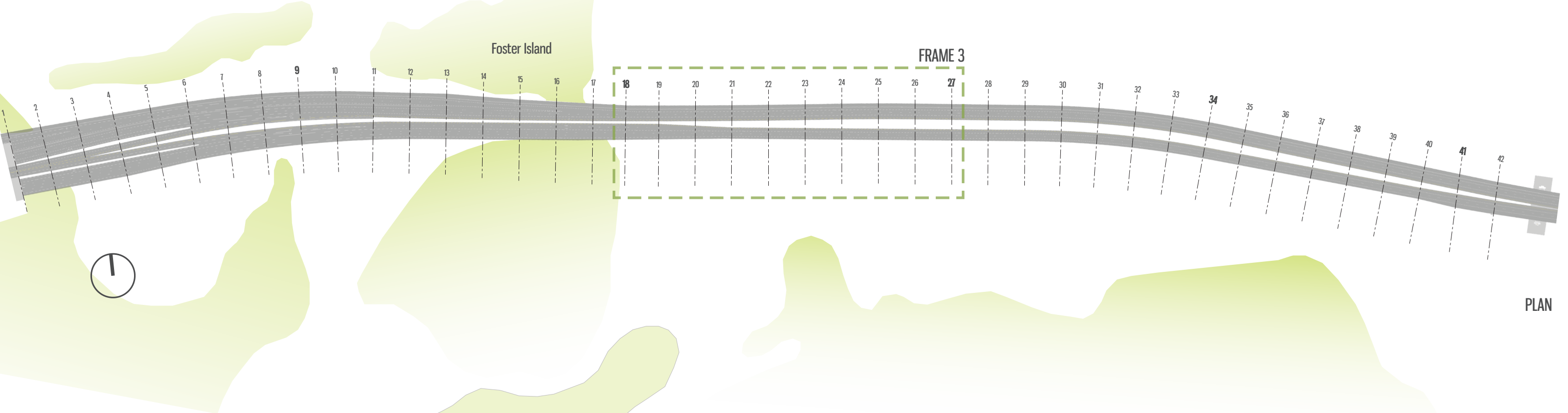
- **Jun. 2013:** WABN 60% PS&E review
- **Sep. 2013:** Montlake area informational meeting
- **Nov. 2013:** 90% WABN PS&E review
- **Jan. 2014:** 100% WABN PS&E review
- **Ongoing:** WSDOT will continue to coordinate with the Subcommittee as additional project funding is received.



ABOVE-BRIDGE ELEMENTS



NORTH ELEVATION



PLAN

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WABN SUPERSTRUCTURE



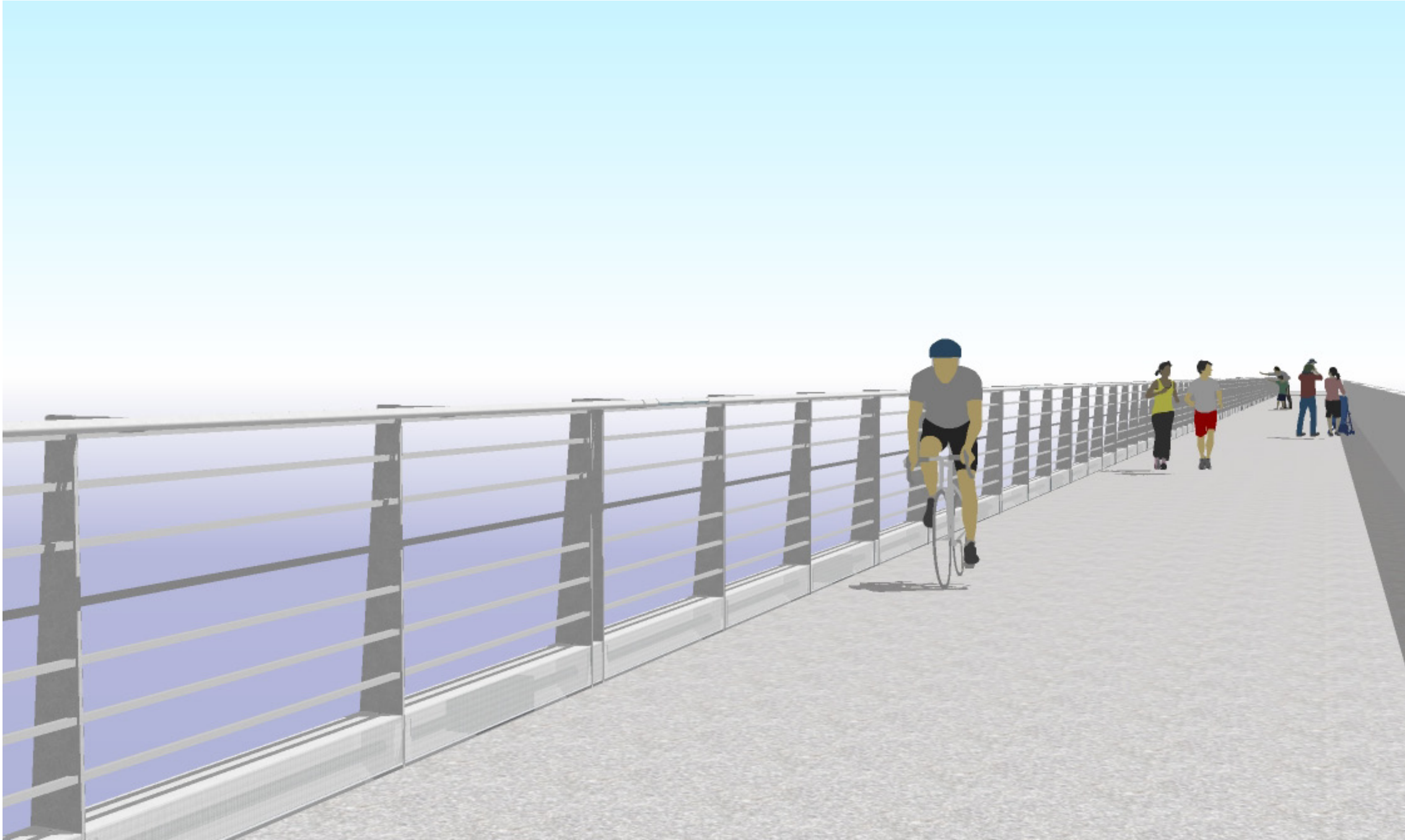
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REGIONAL SHARED-USE PATH (RSUP)



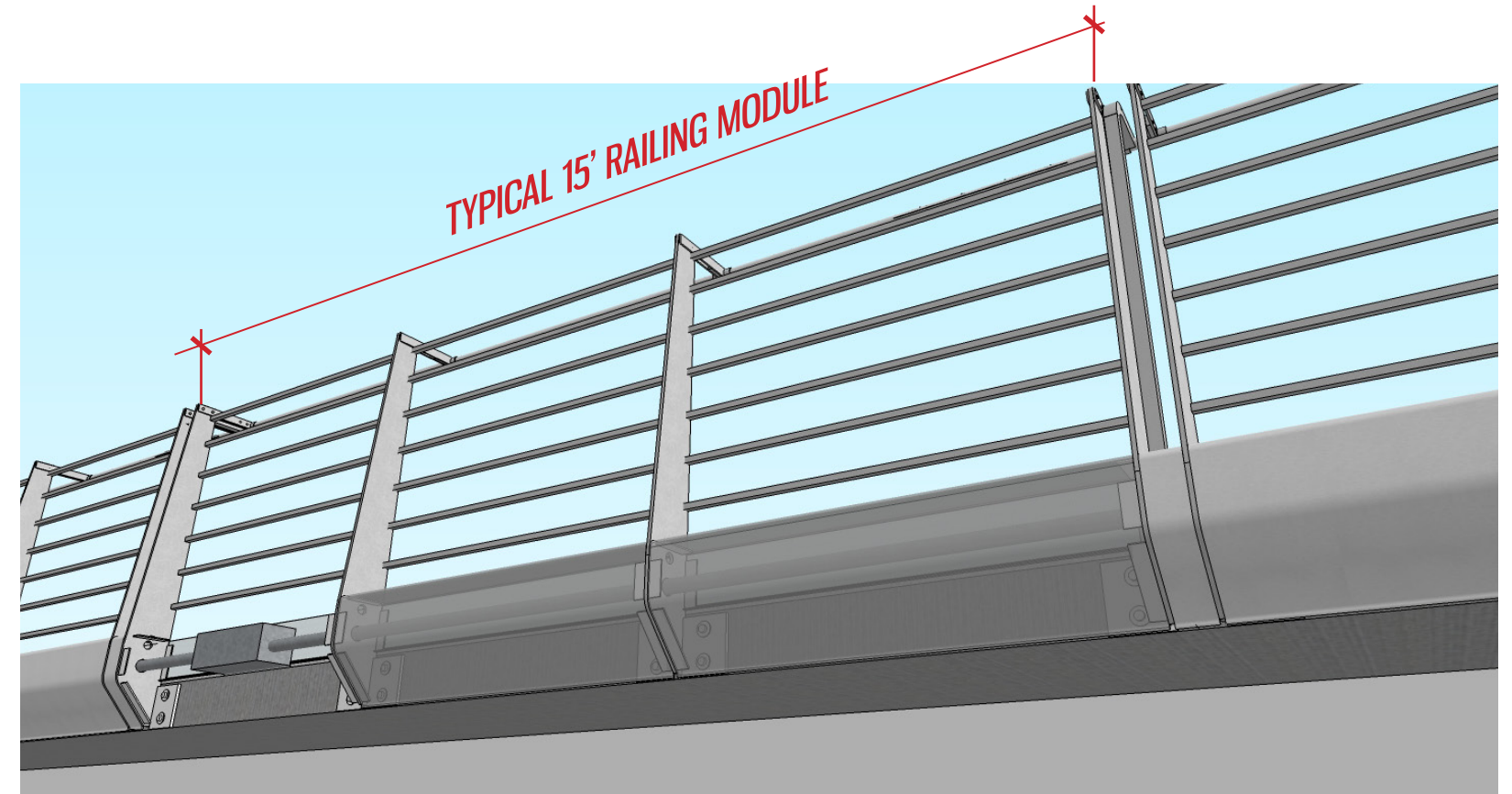
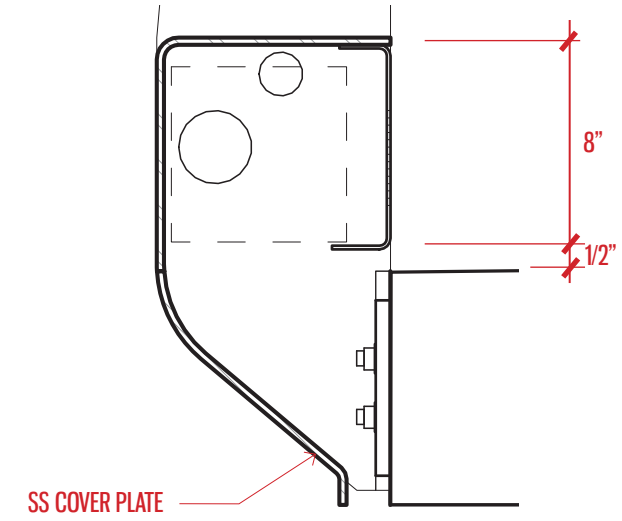
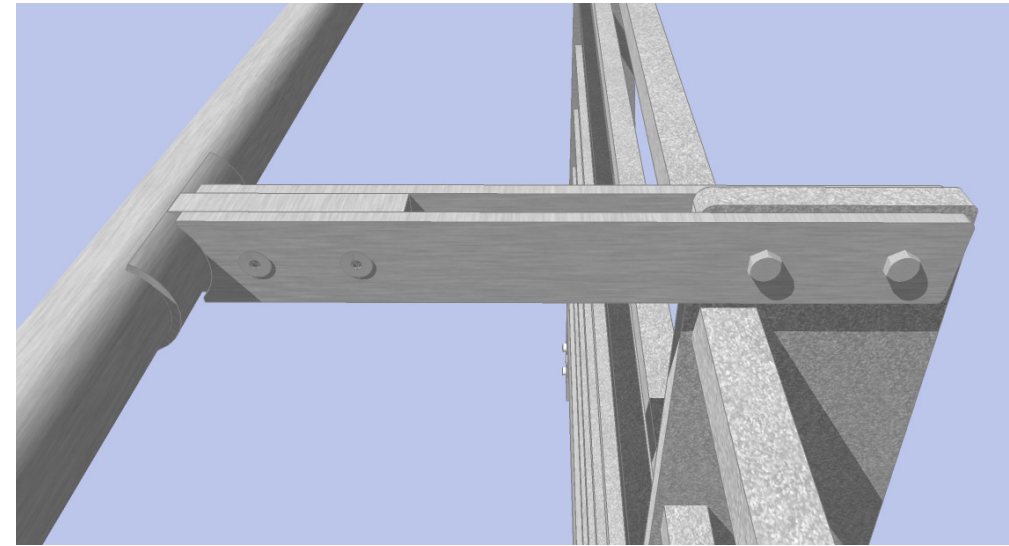
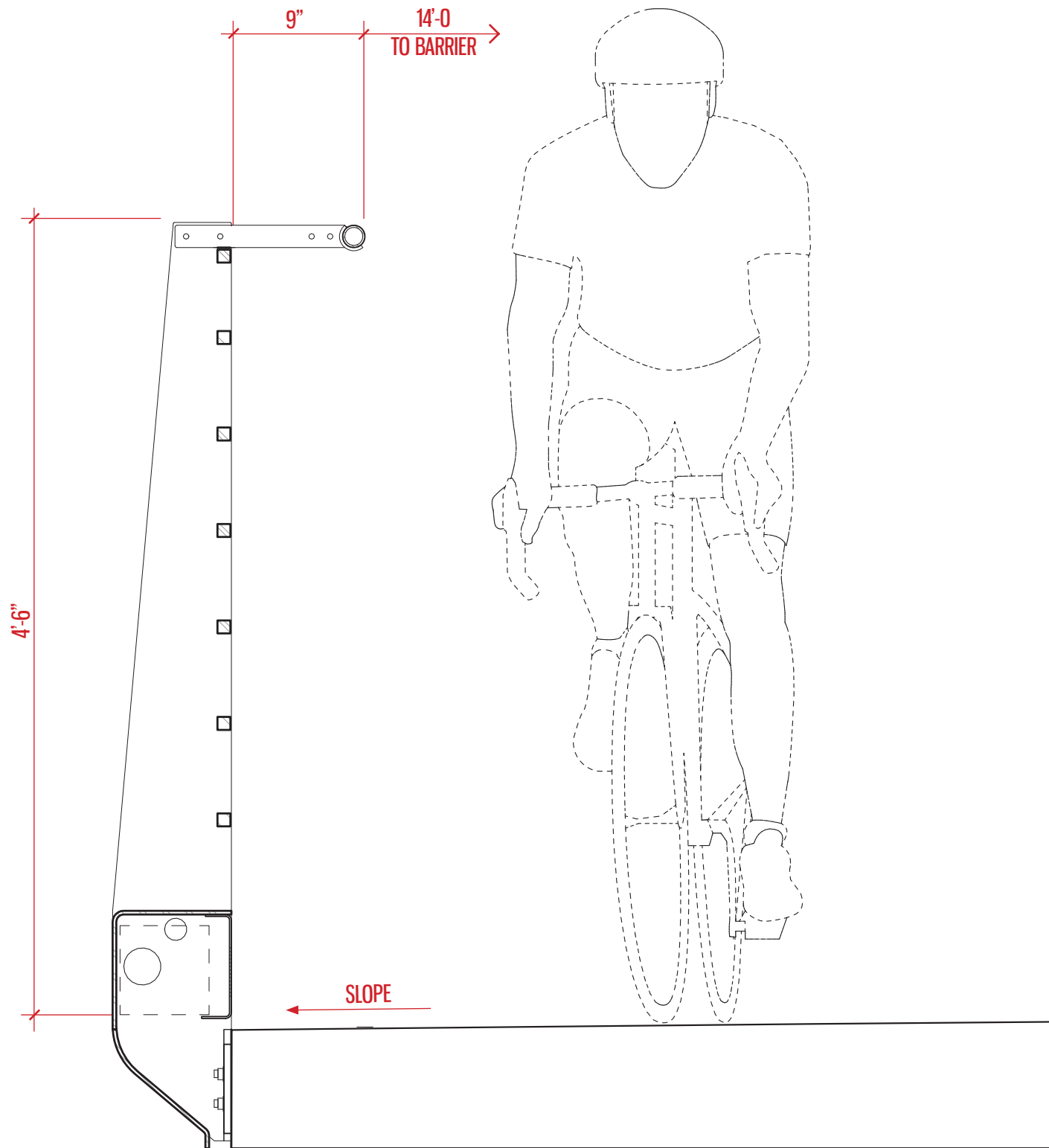
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RAILING DETAIL



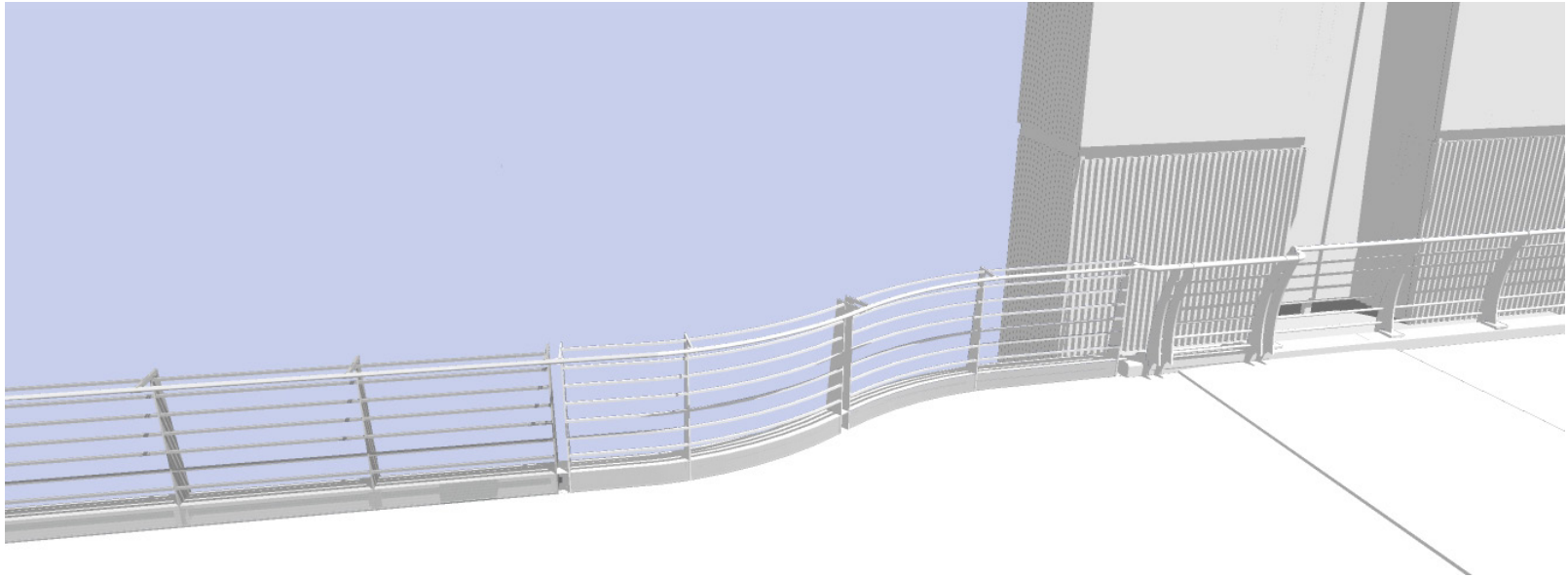
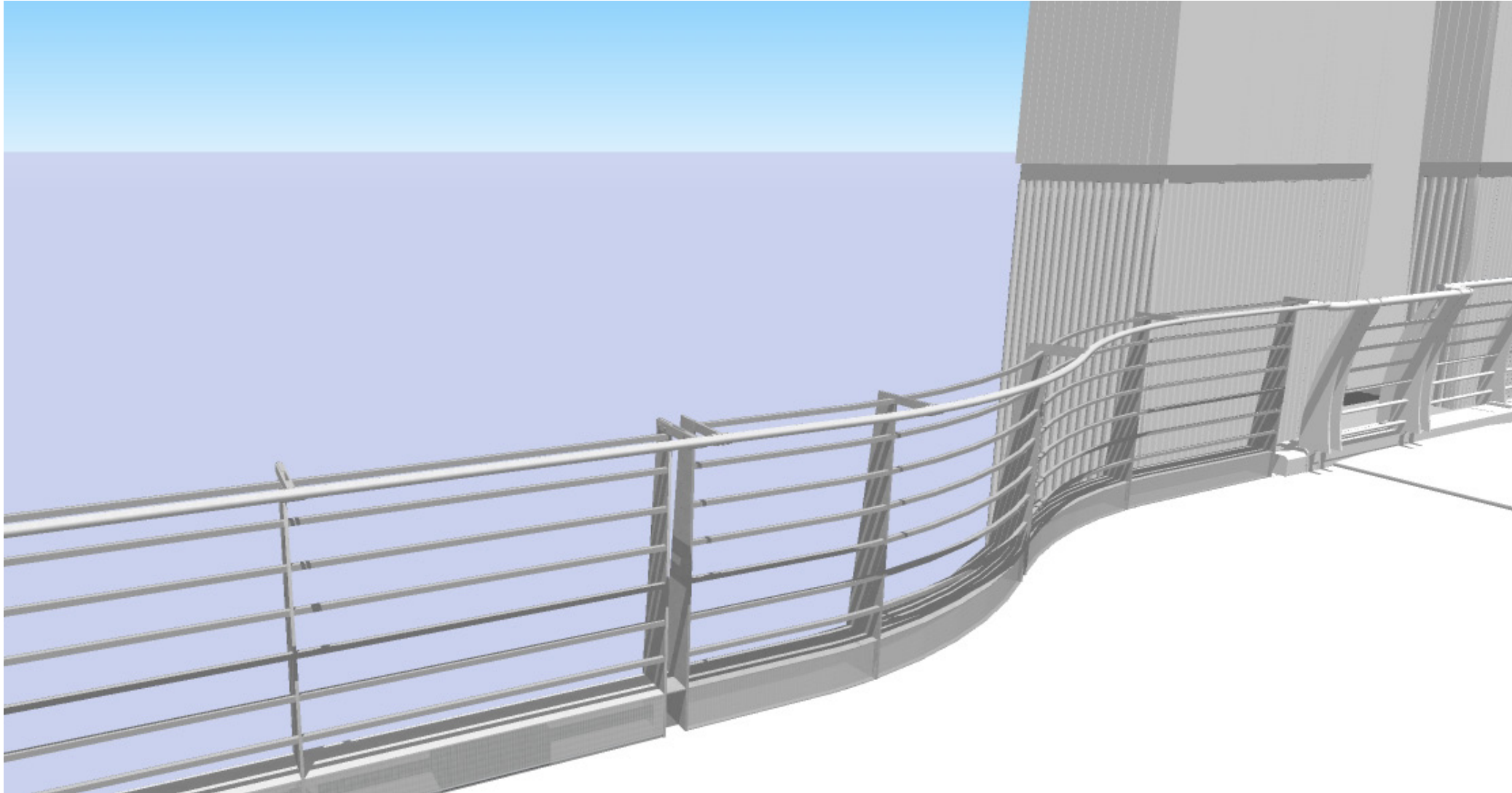
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RAILING TRANSITION AT FLOATING BRIDGE SENTINEL



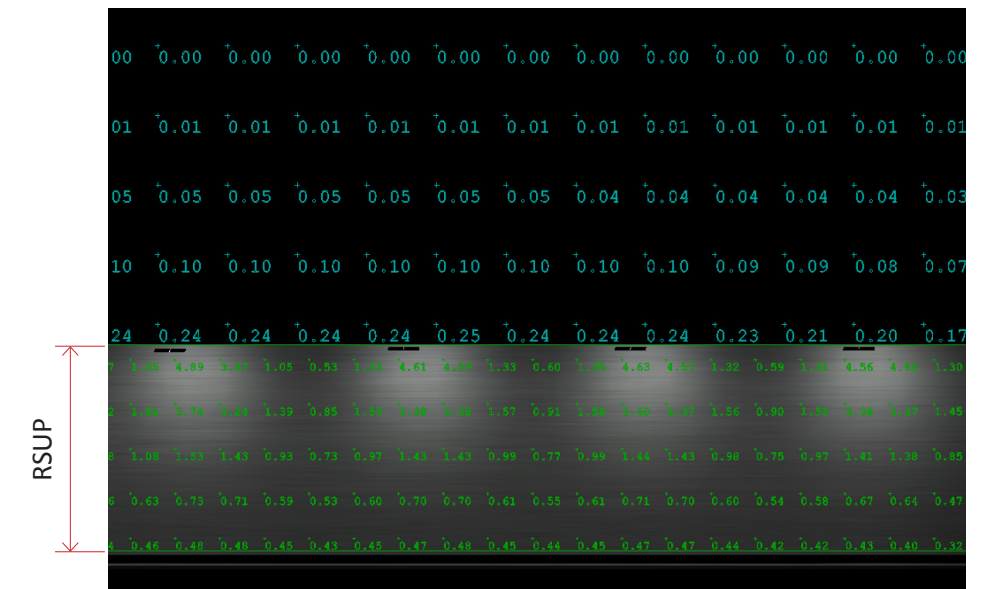
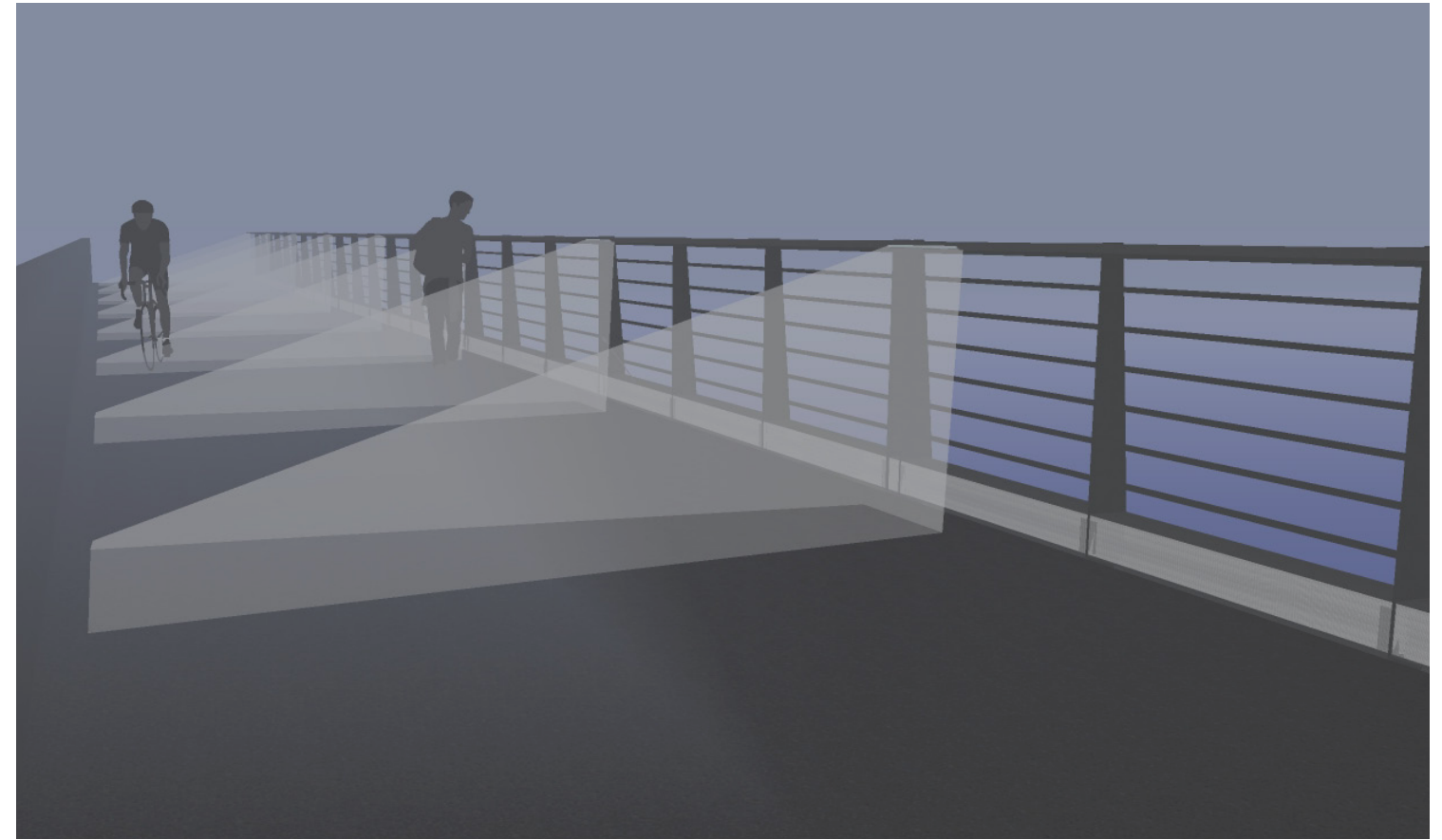
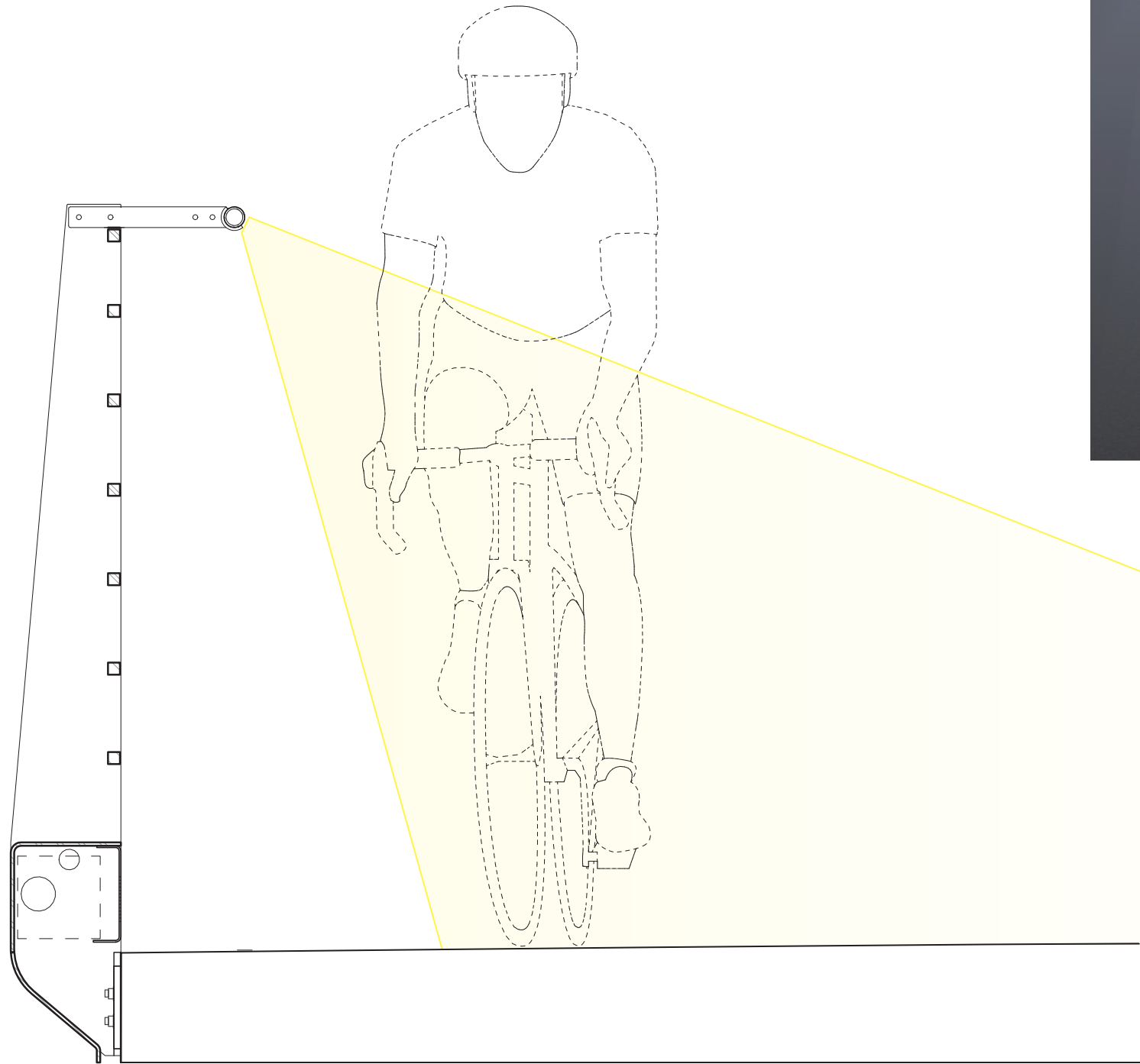
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LIGHTING



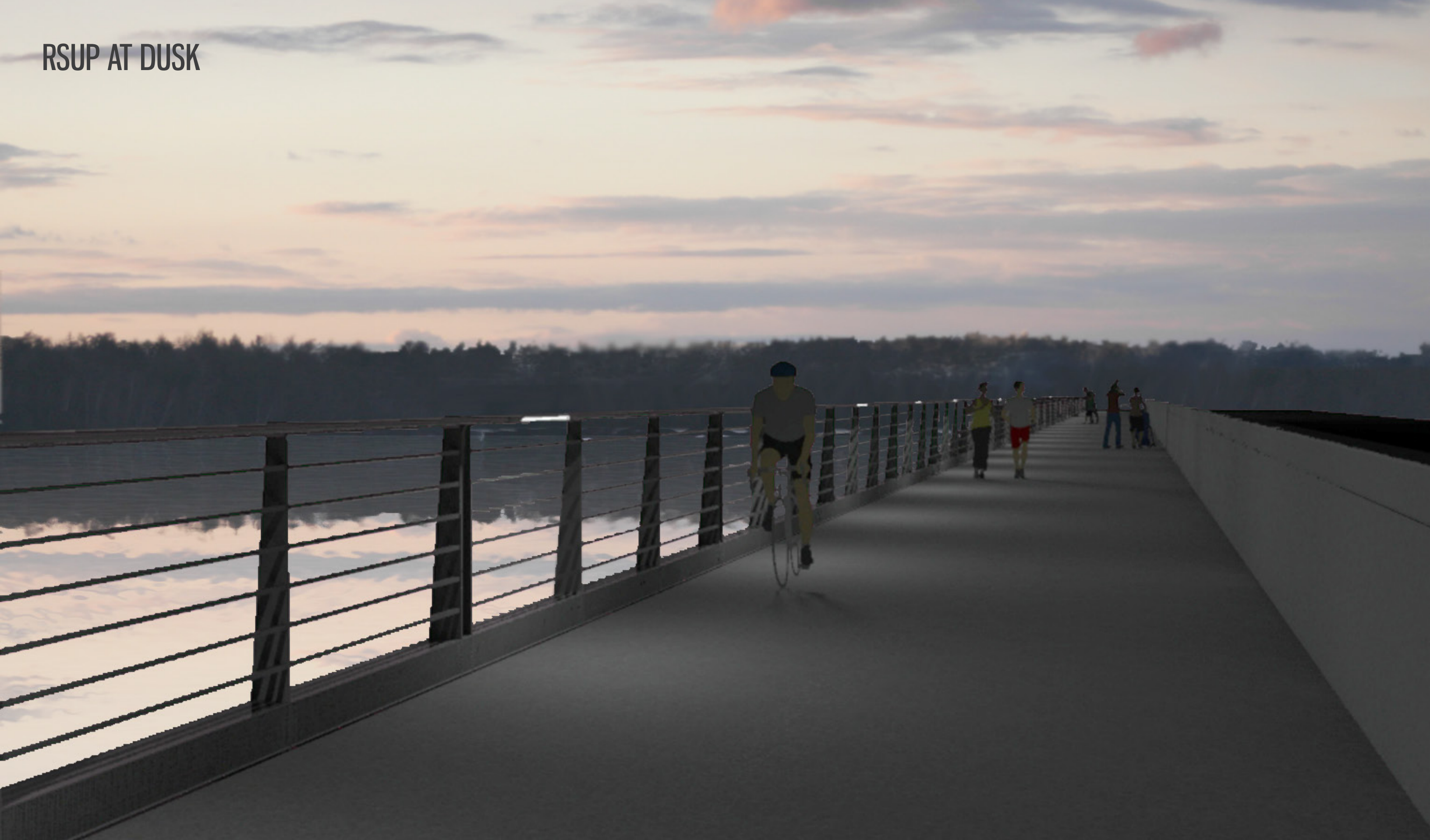
2' LED mounted at 4' height, rotated 30 degrees, spaced 15 feet o.c.

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RSUP AT DUSK



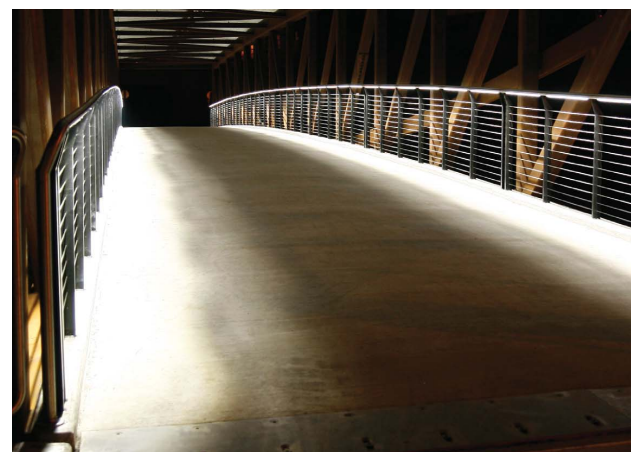
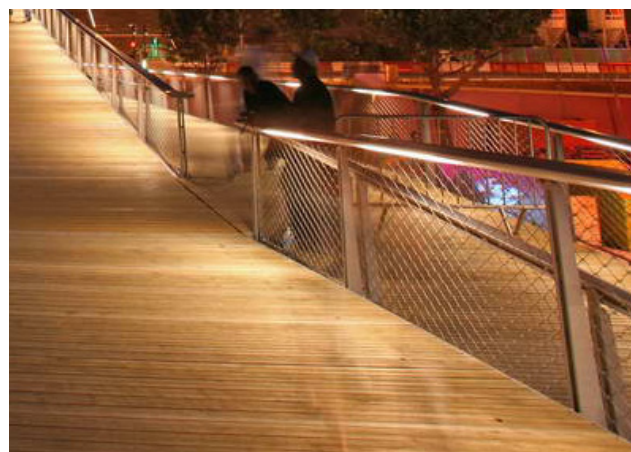
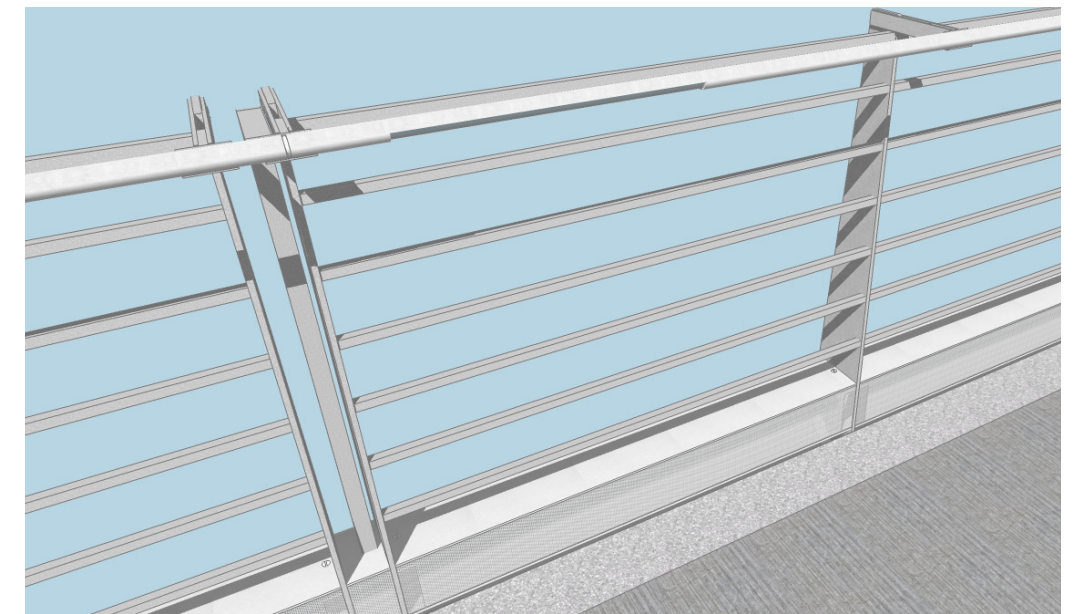
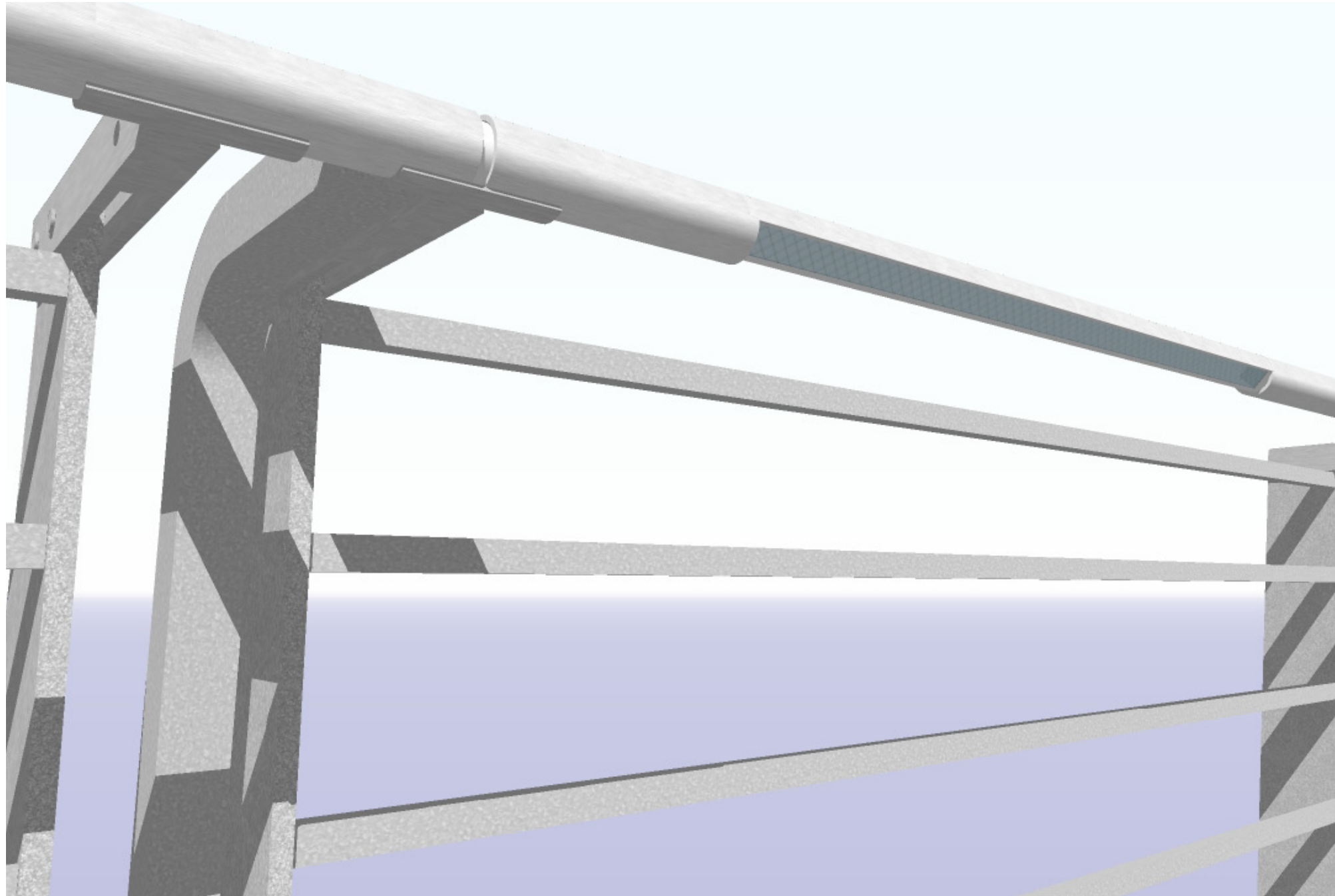
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INTEGRATED LED LUMINAIRE



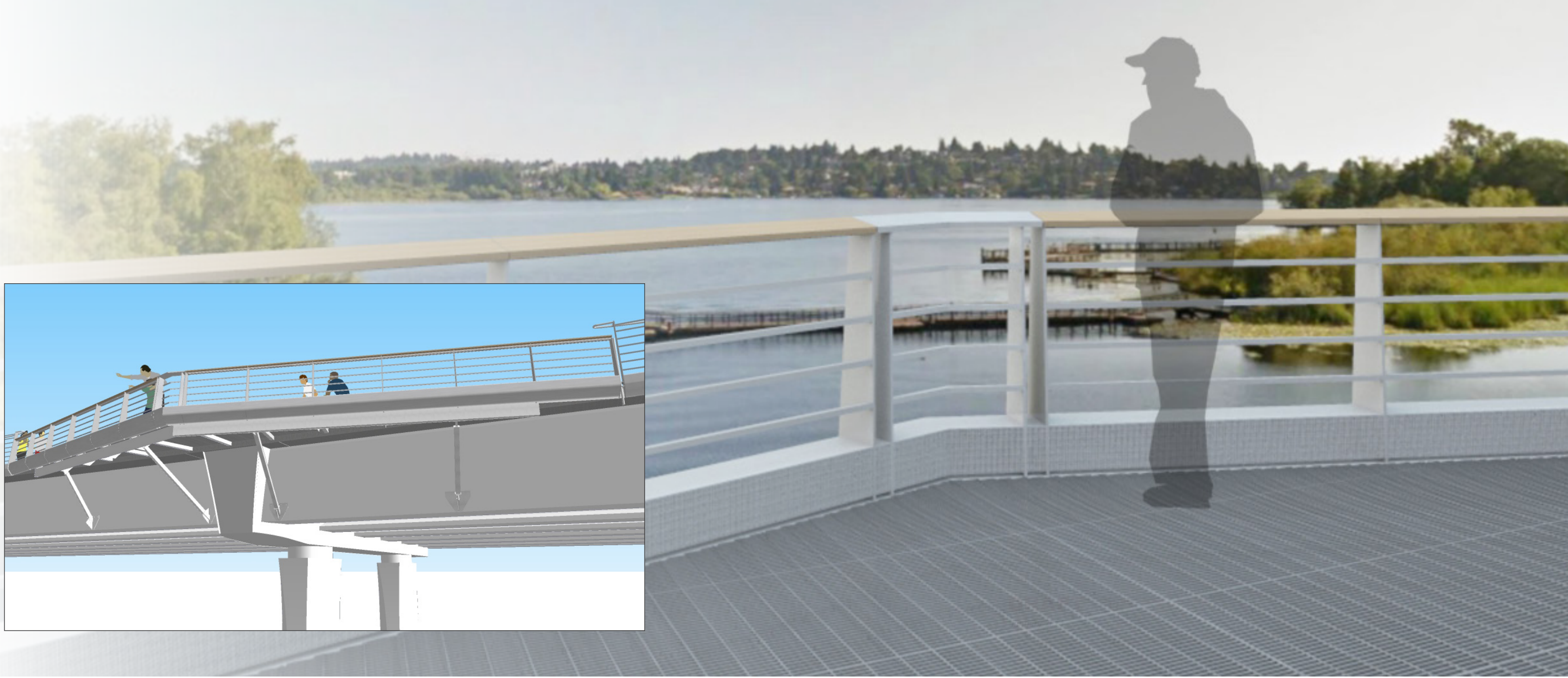
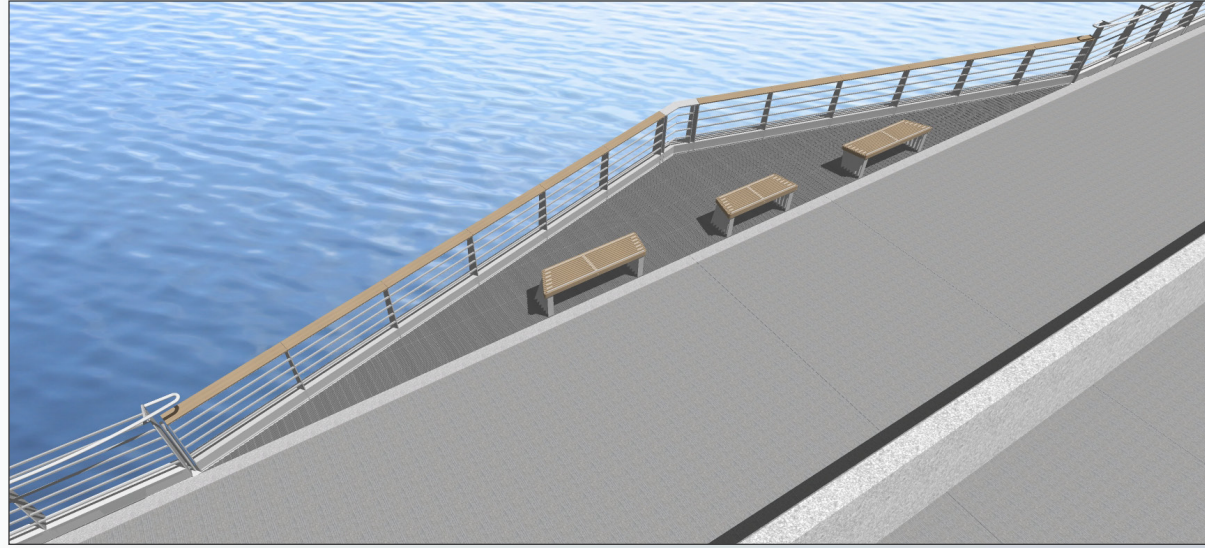
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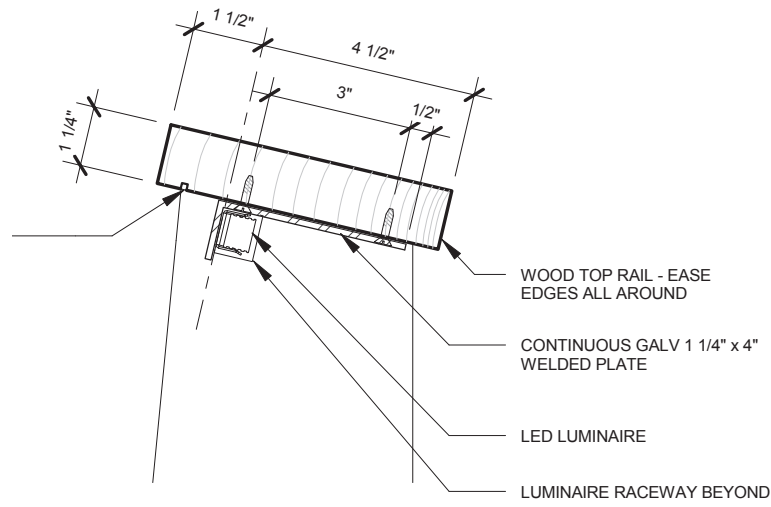
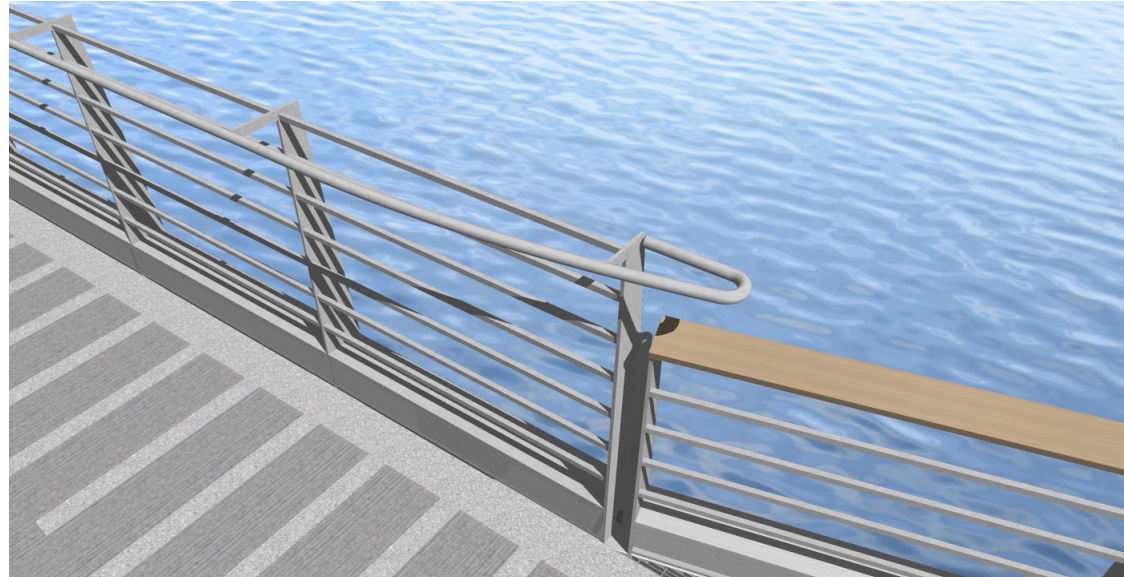
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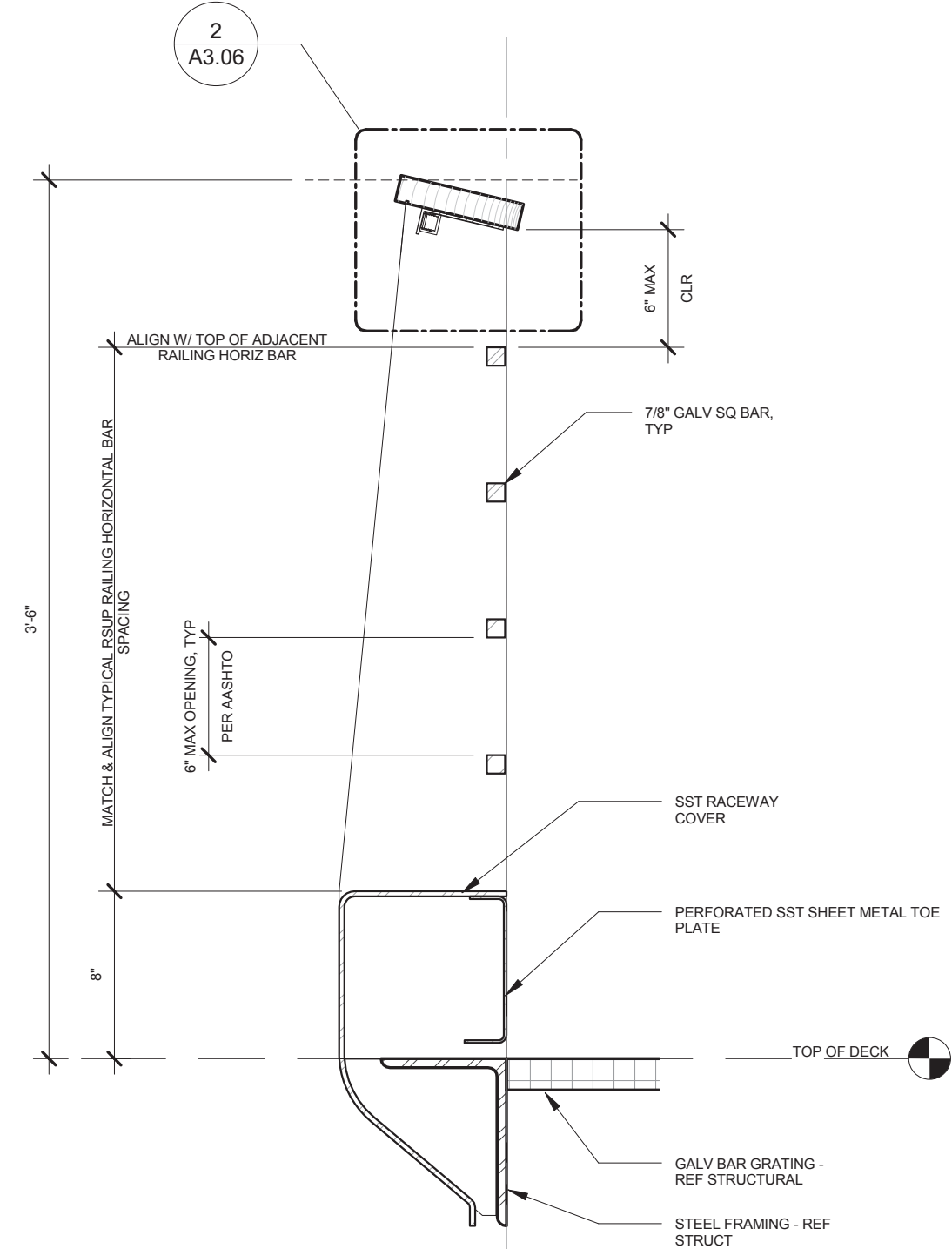
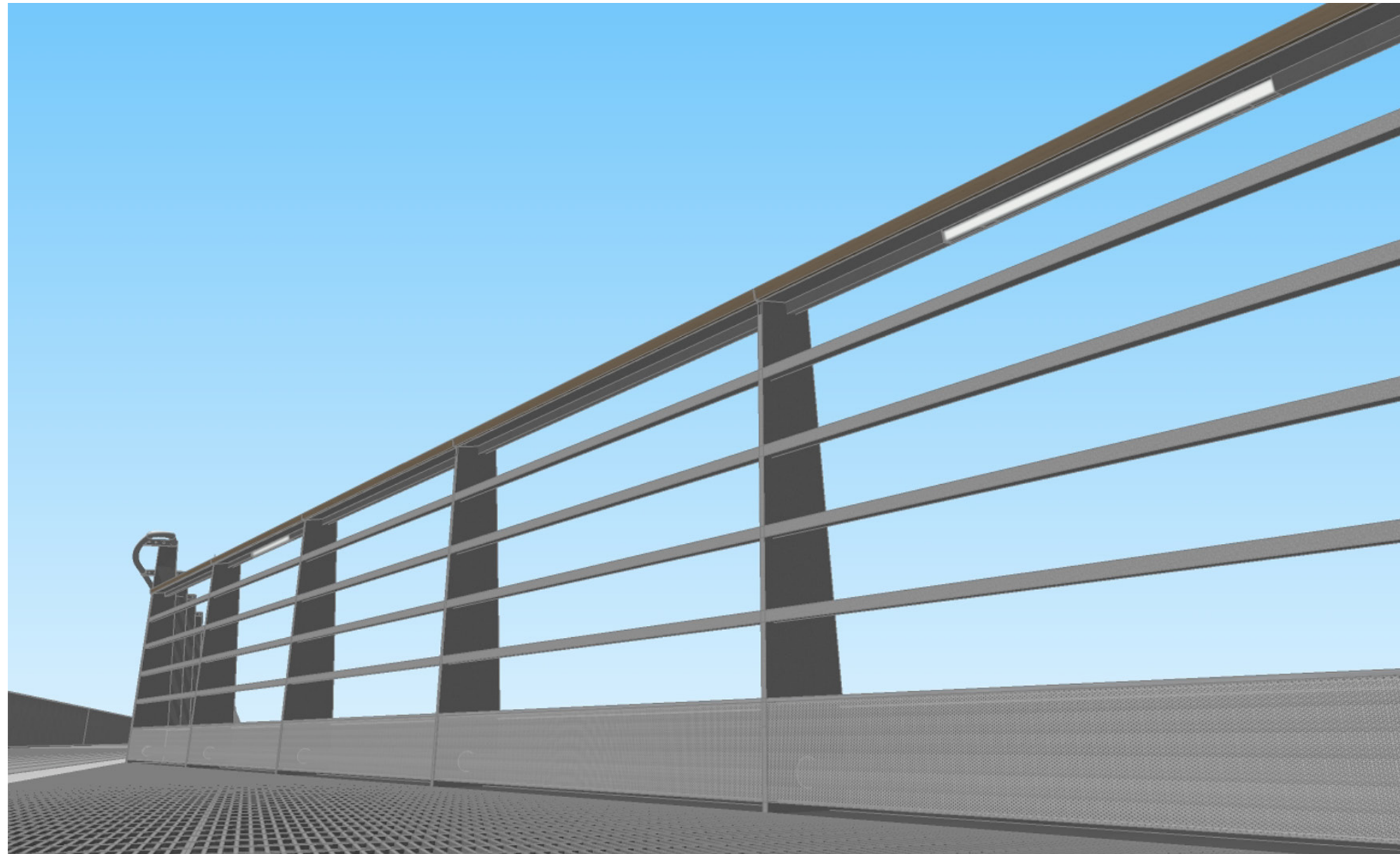
BELVEDERES



BELVEDERE RAIL & LUMINAIRE



2 WOOD TOP RAIL
 3" = 1'-0"



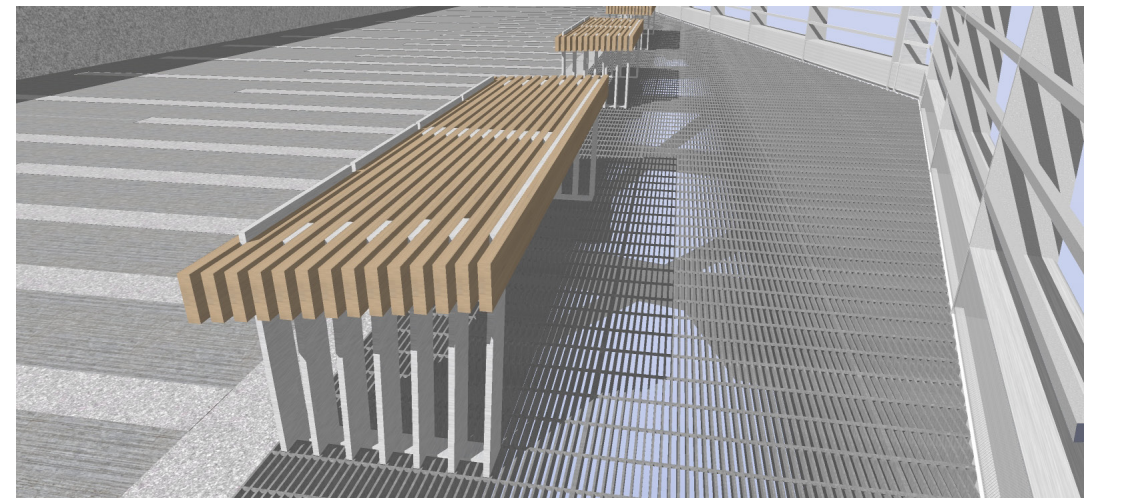
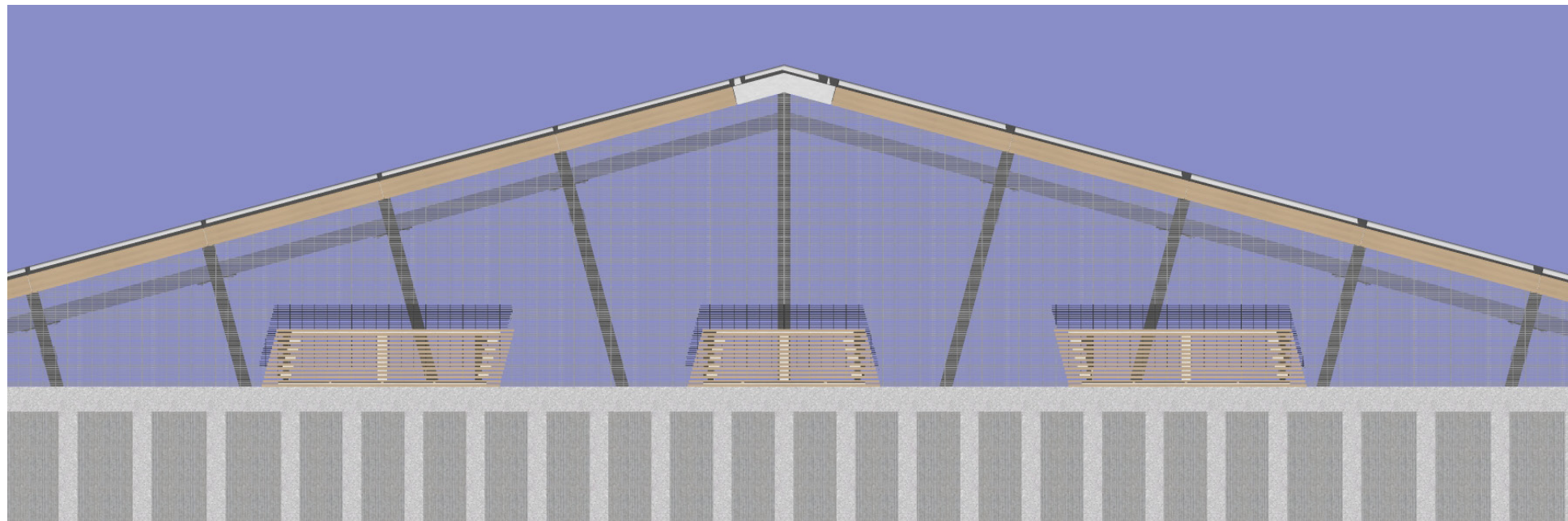
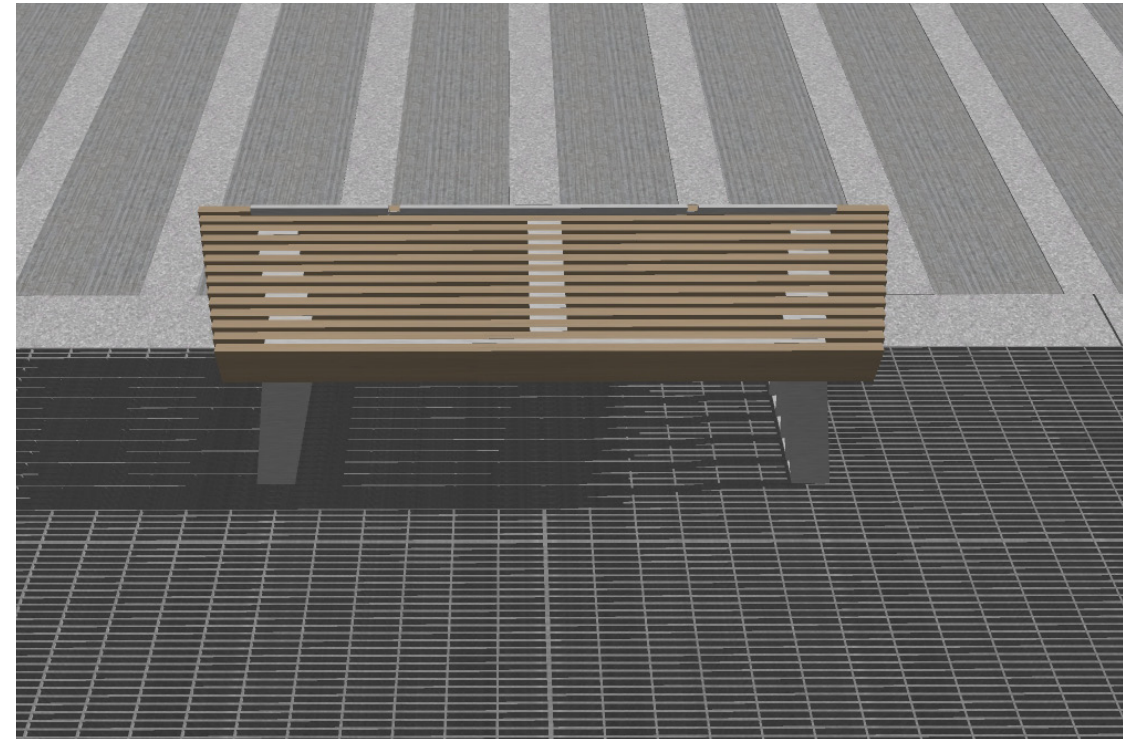
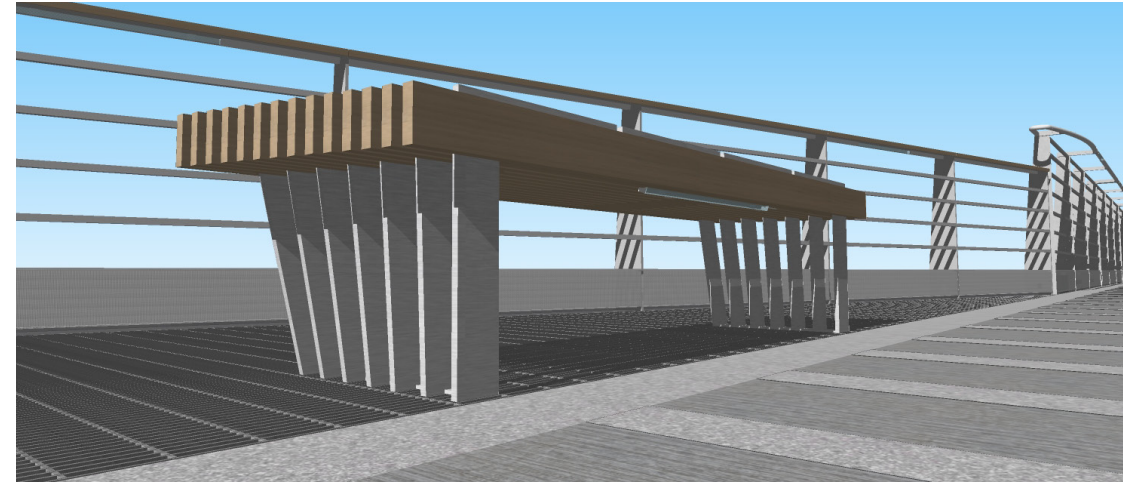
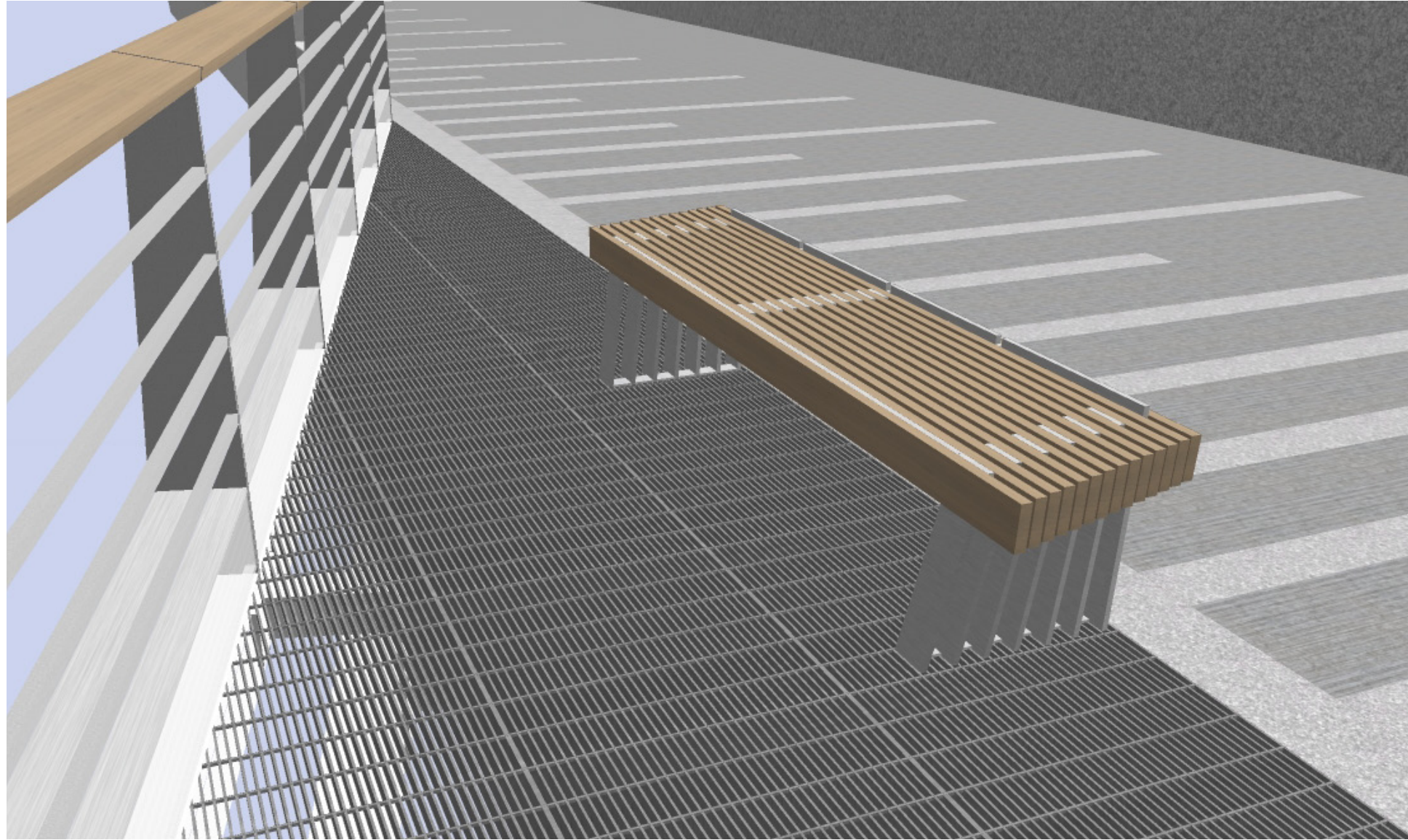
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BENCHES



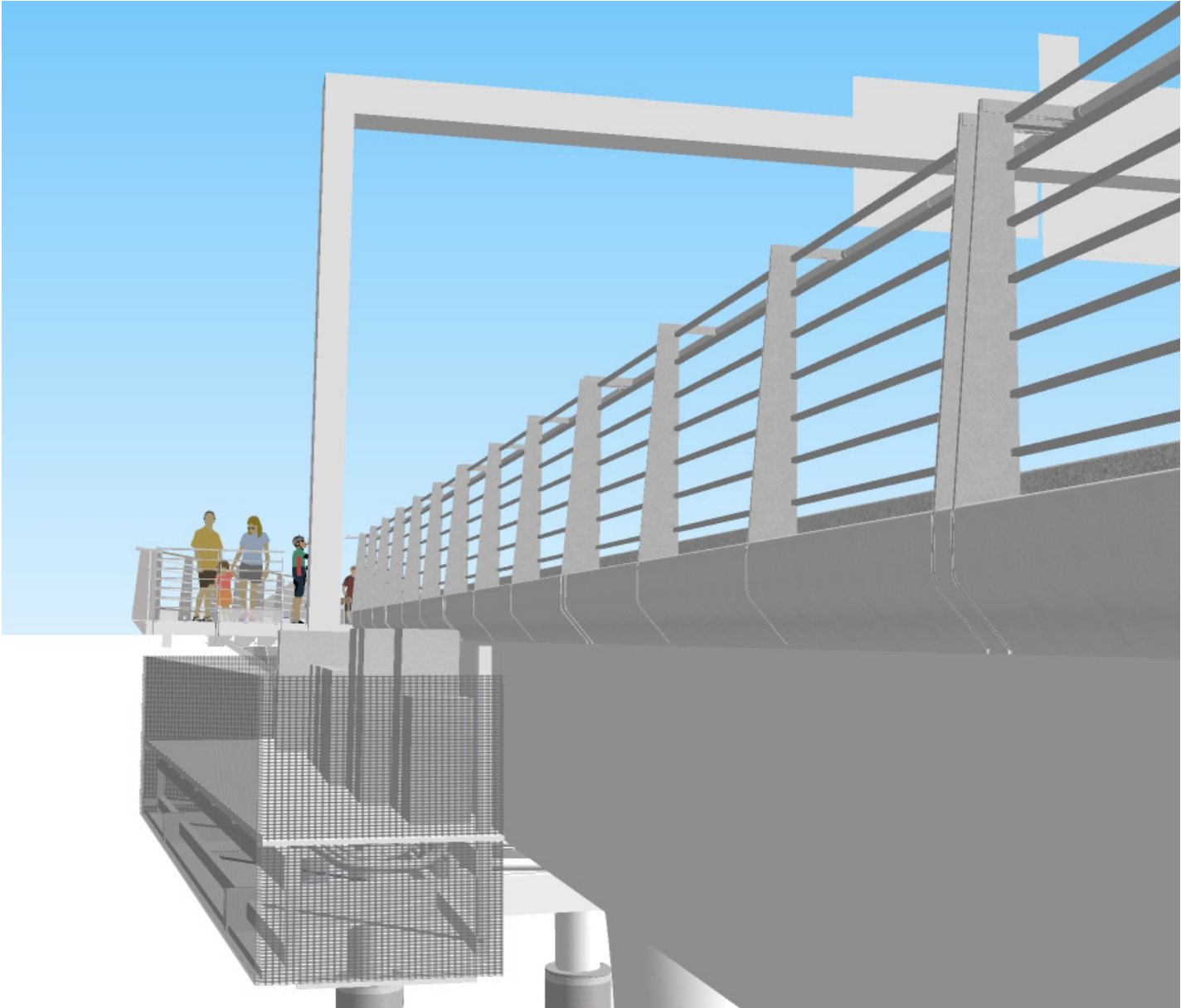
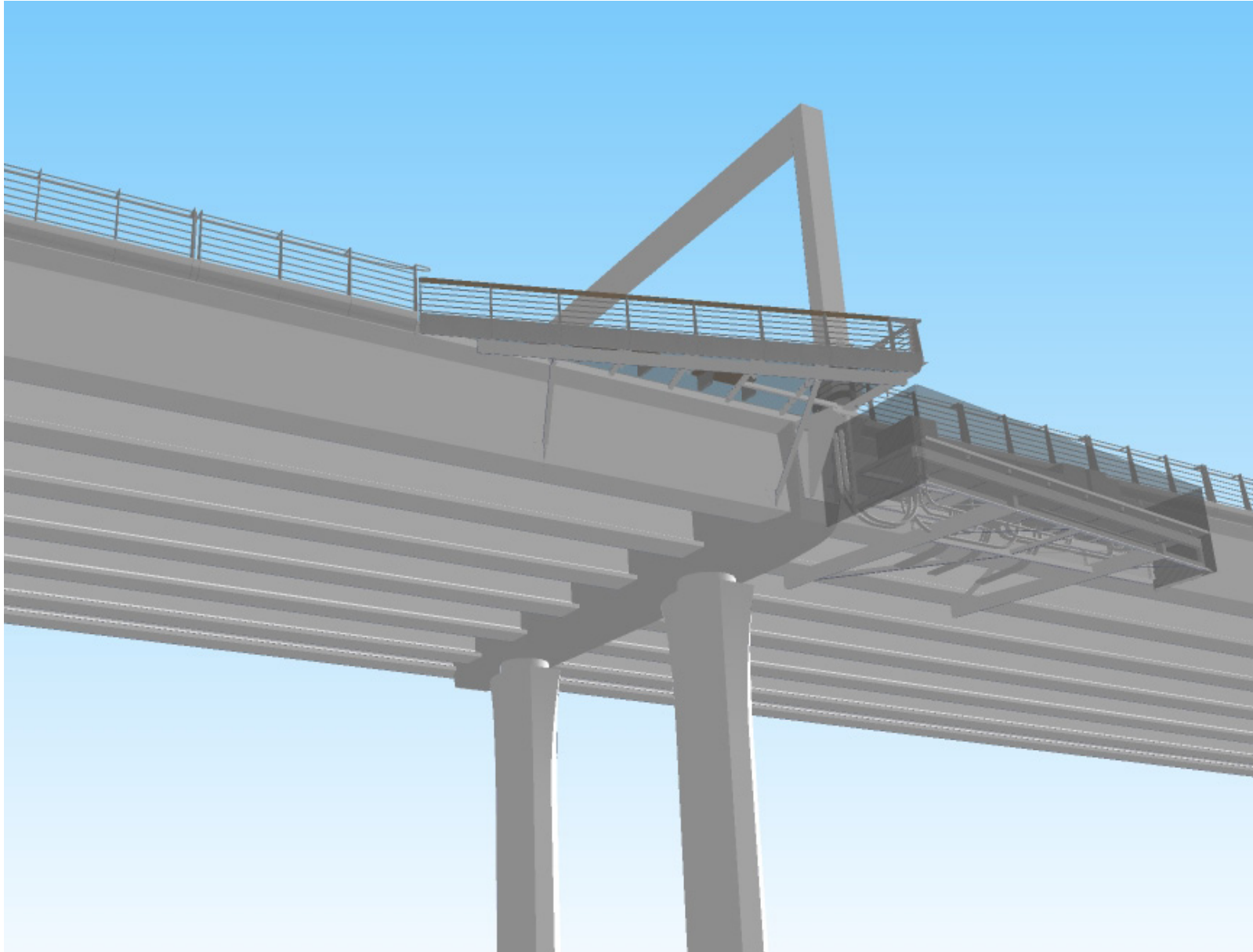
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BELVEDERE / UTILITY PLATFORMS



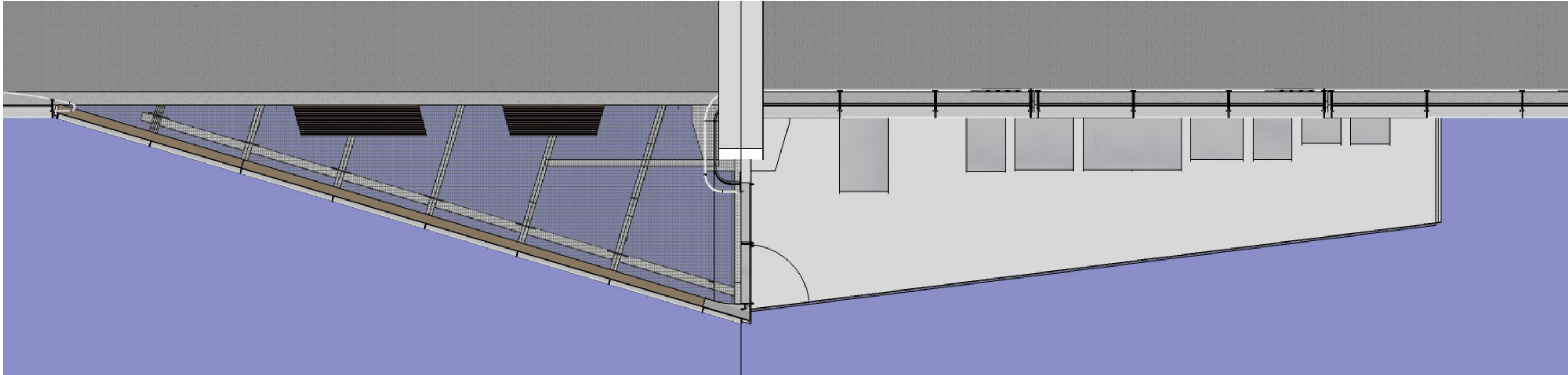
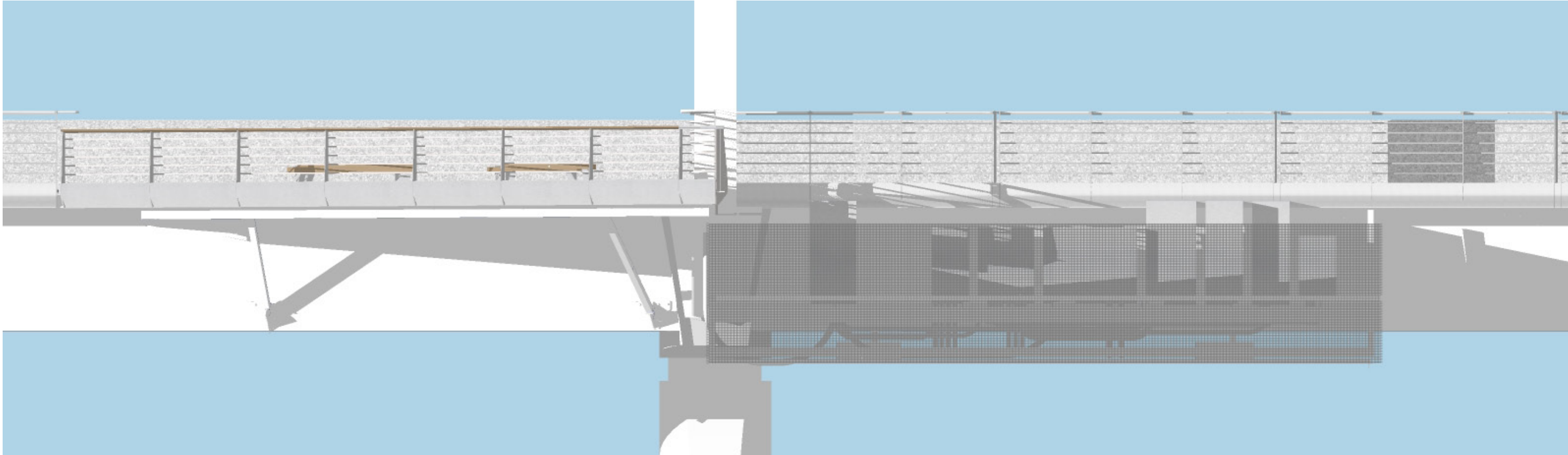
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BELVEDERE / UTILITY PLATFORMS



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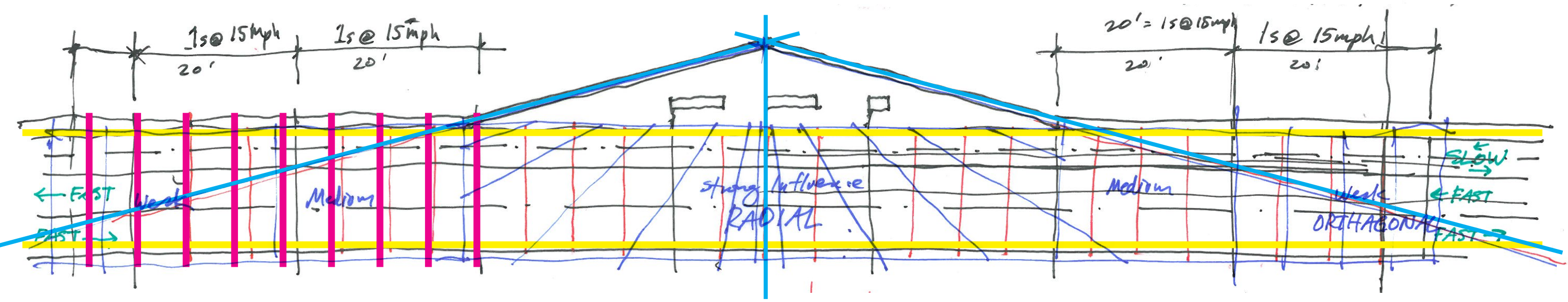
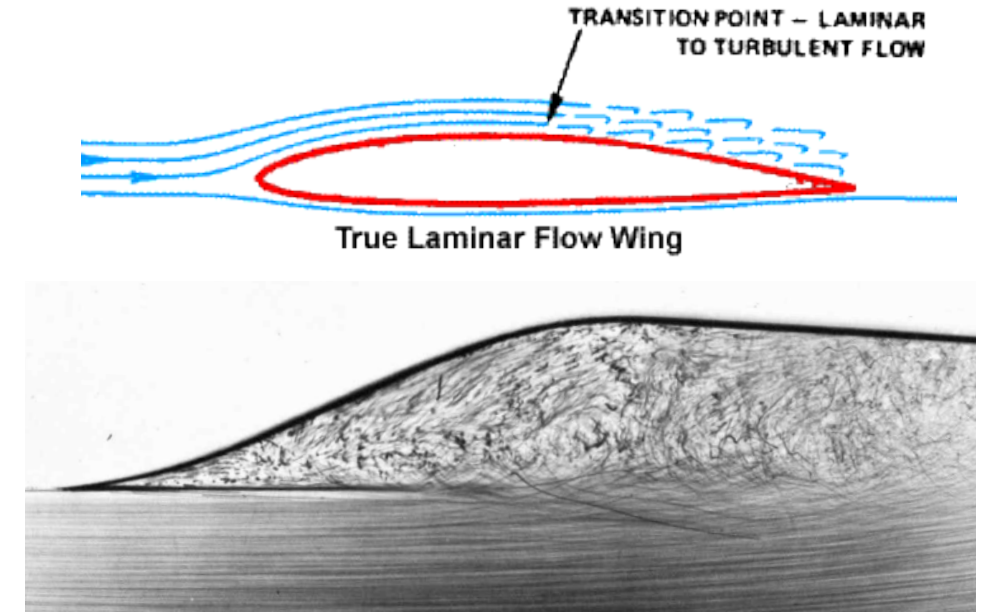
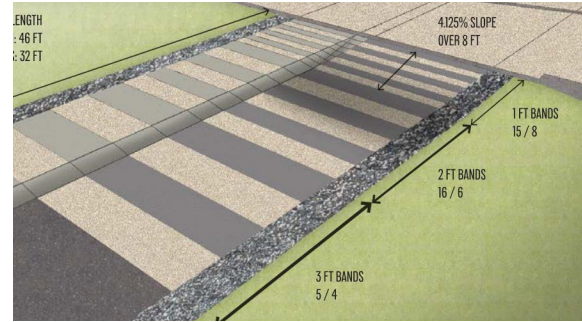
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THE CROSSING EXPERIENCE: MARKINGS, TEXTURES & TURBULENCE



Street View from bike lane on I-90 bridge



Bridge Length (ft)	6000			
	mph*	feet per hour	feet per min	feet per second
Bike fast	20	105,600	1,760	29.3
Bike moderate	14	73,920	1,232	20.5
Run	9	47,520	792	13.2
Walk	3.1	16,368	273	4.5

Piers		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	0	150	300	450	600	750	900	1050	1200	1350	1500	1650	1800	1950	2100	
Bike fast			0.09	0.17							0.77					
Bike moderate			0.12	0.24							1.10					
Run			0.19	0.38							1.70					
Walk			0.55	1.10							4.95					

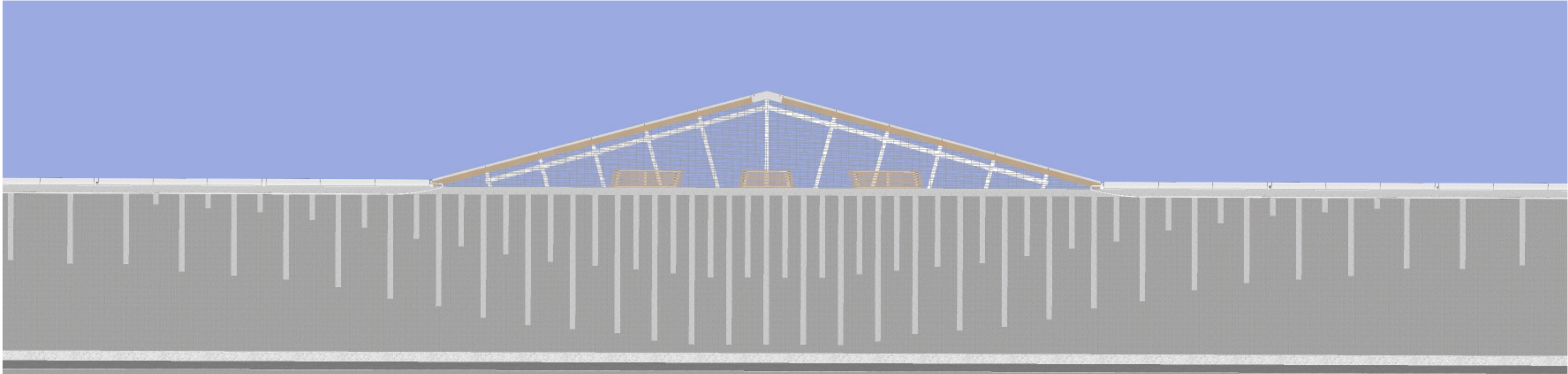
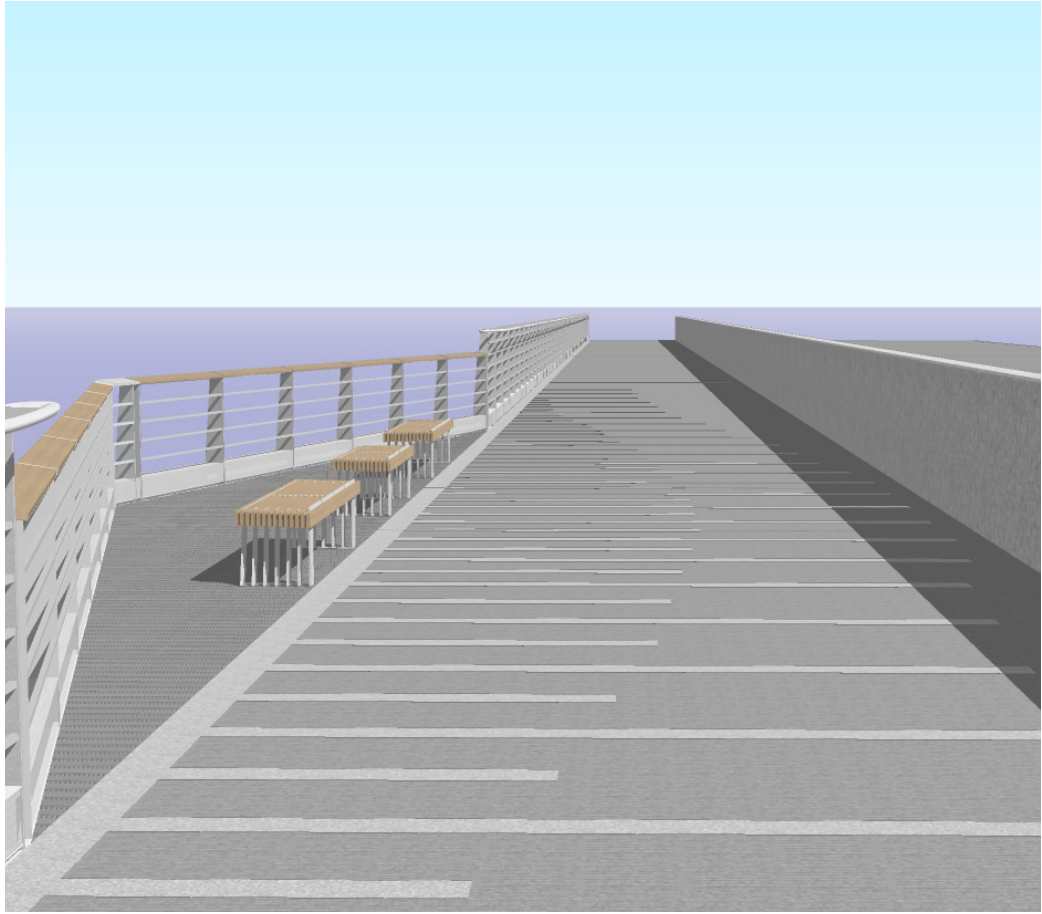
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TEXTURED SURFACE PATTERN



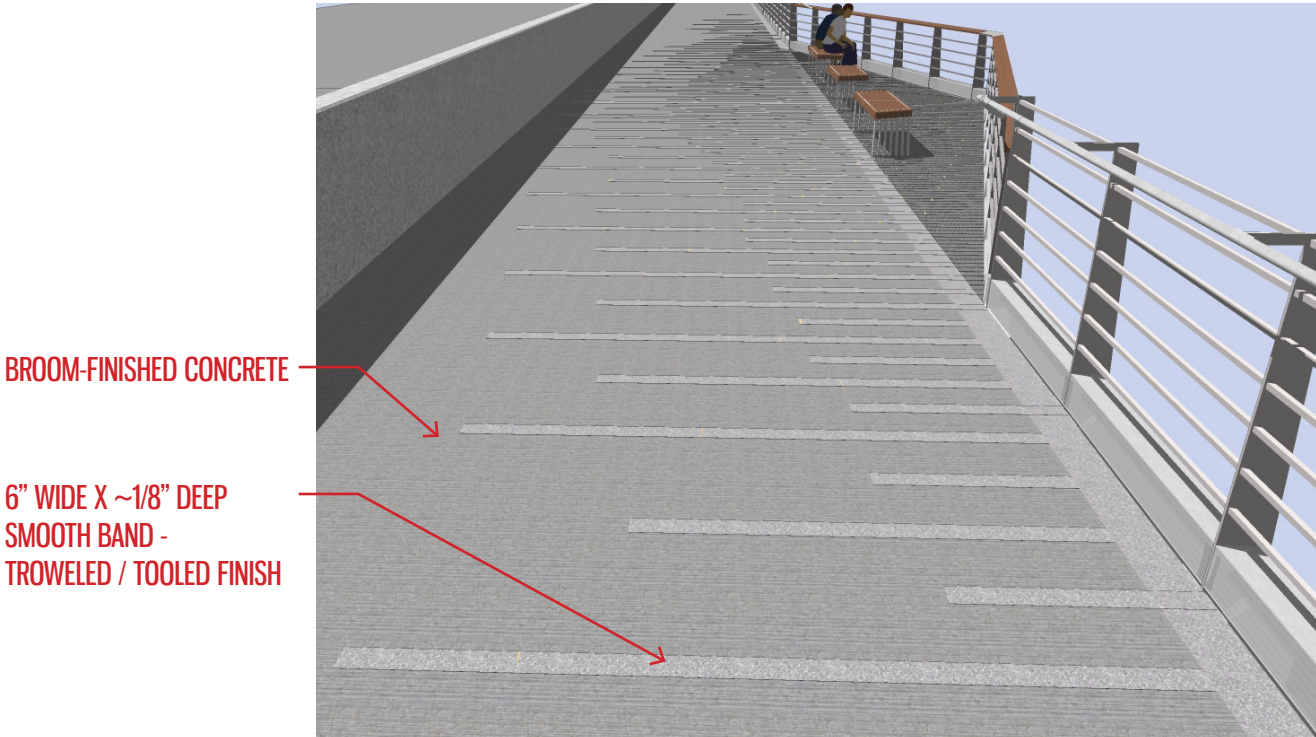
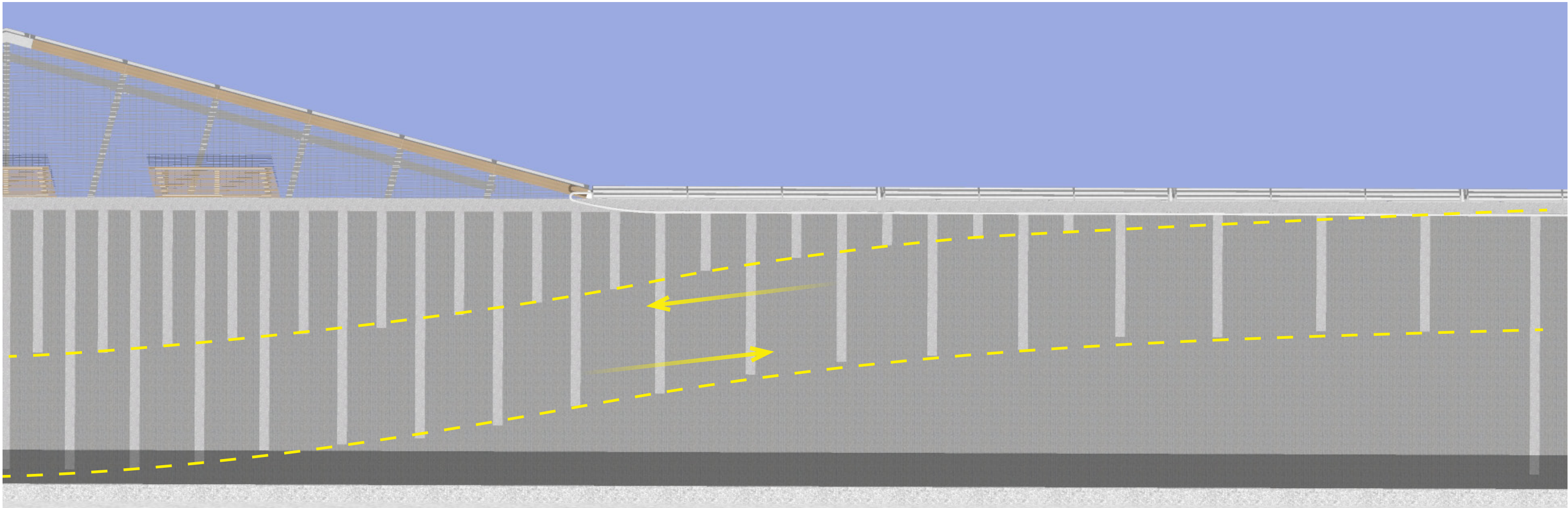
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TEXTURED SURFACE PATTERN

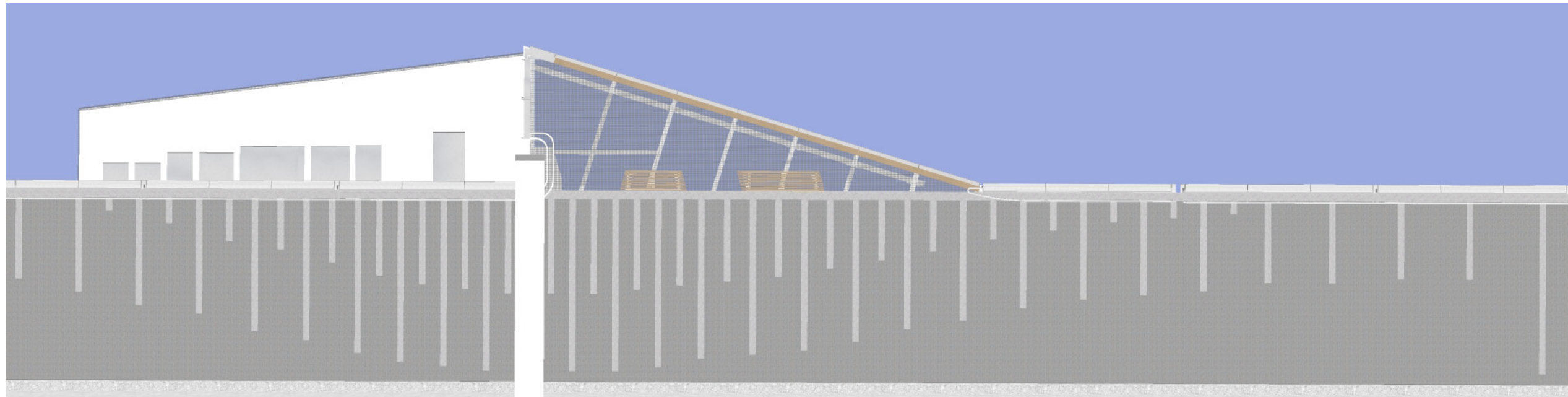


BROOM-FINISHED CONCRETE

6" WIDE X ~1/8" DEEP
SMOOTH BAND -
TROWELED / TOOLED FINISH



PATTERN AT UTILITY PLATFORM BELVEDERES



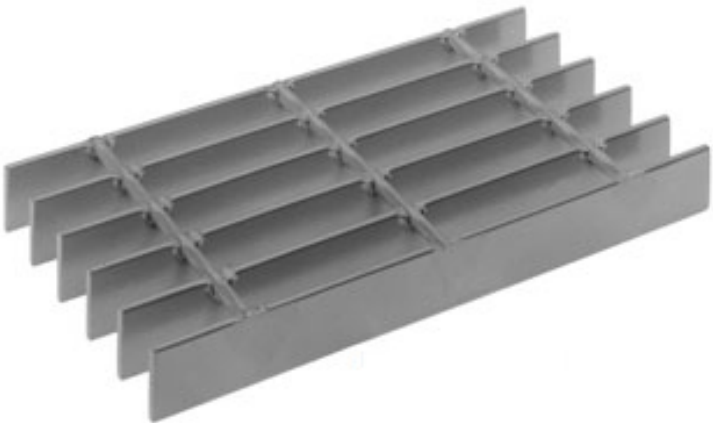
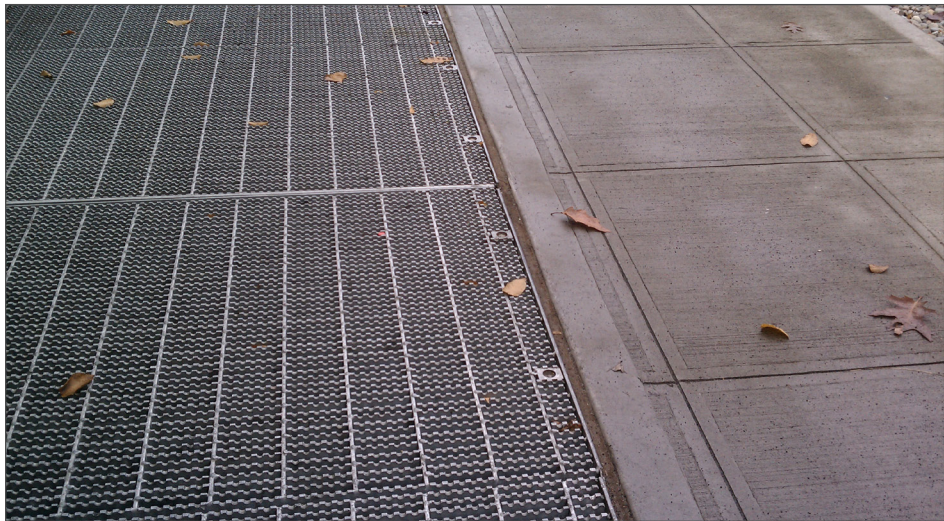
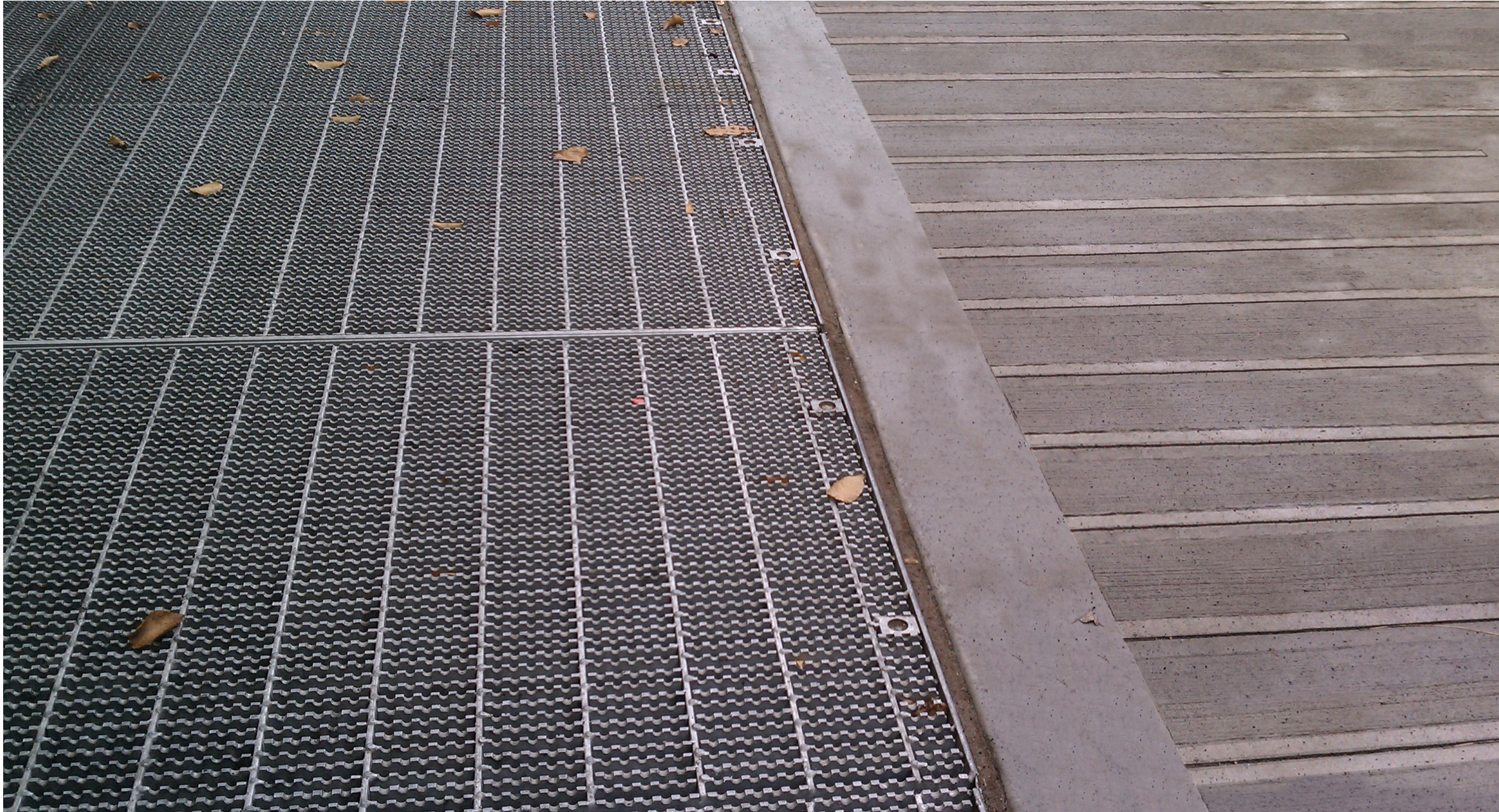
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BAR GRATING & CONCRETE



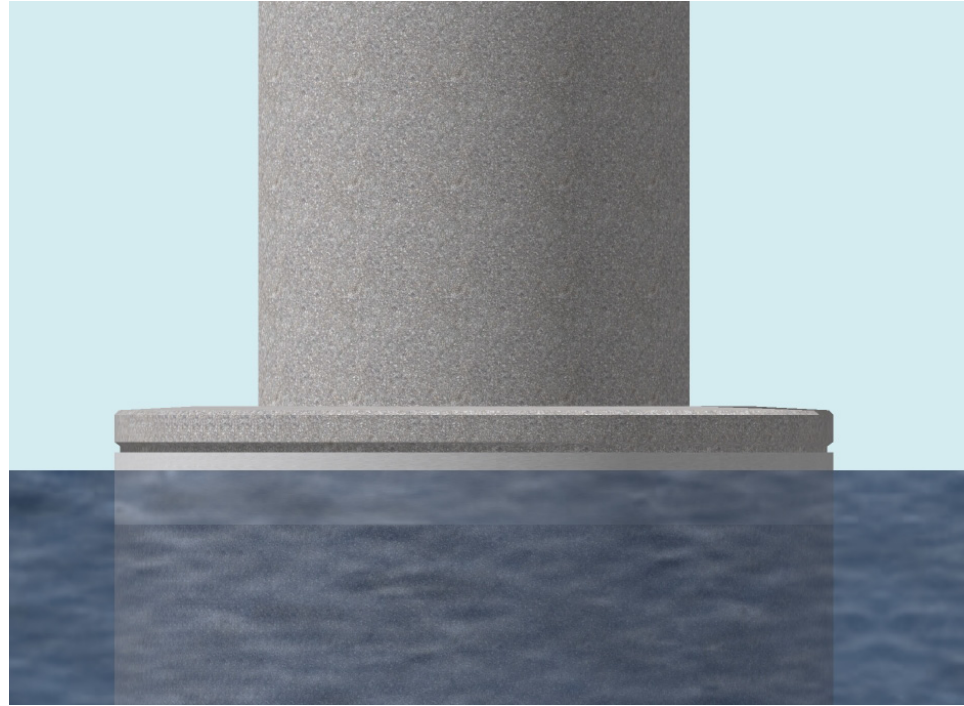
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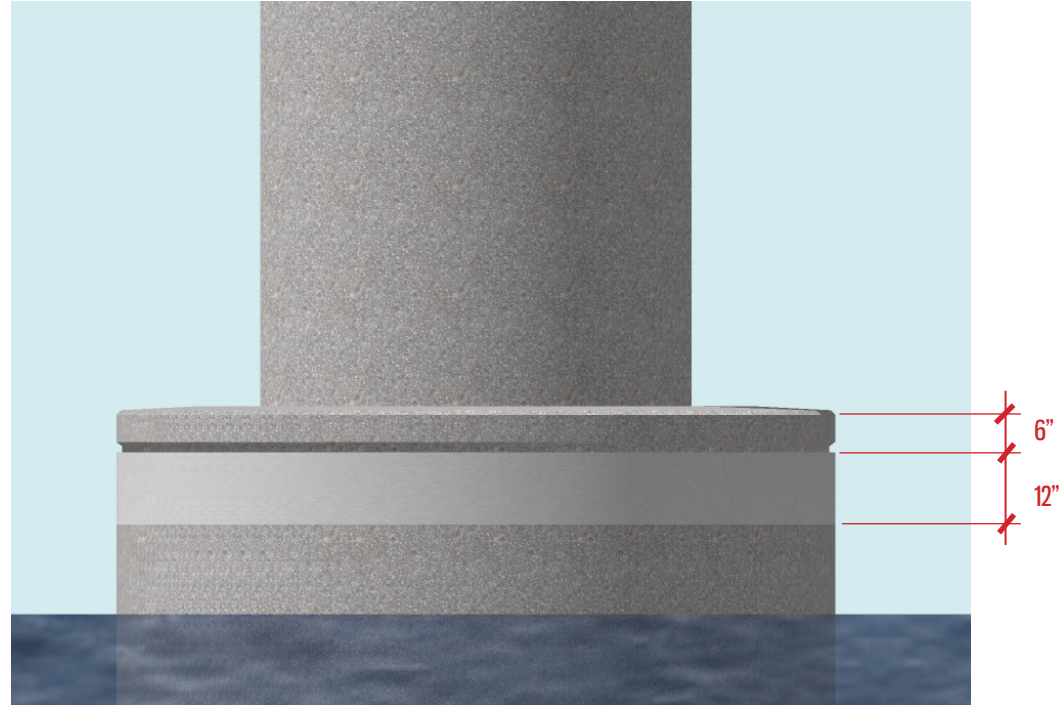
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PIER CAPS



NORMAL HIGH WATER LAKE LEVEL



LOW WATER

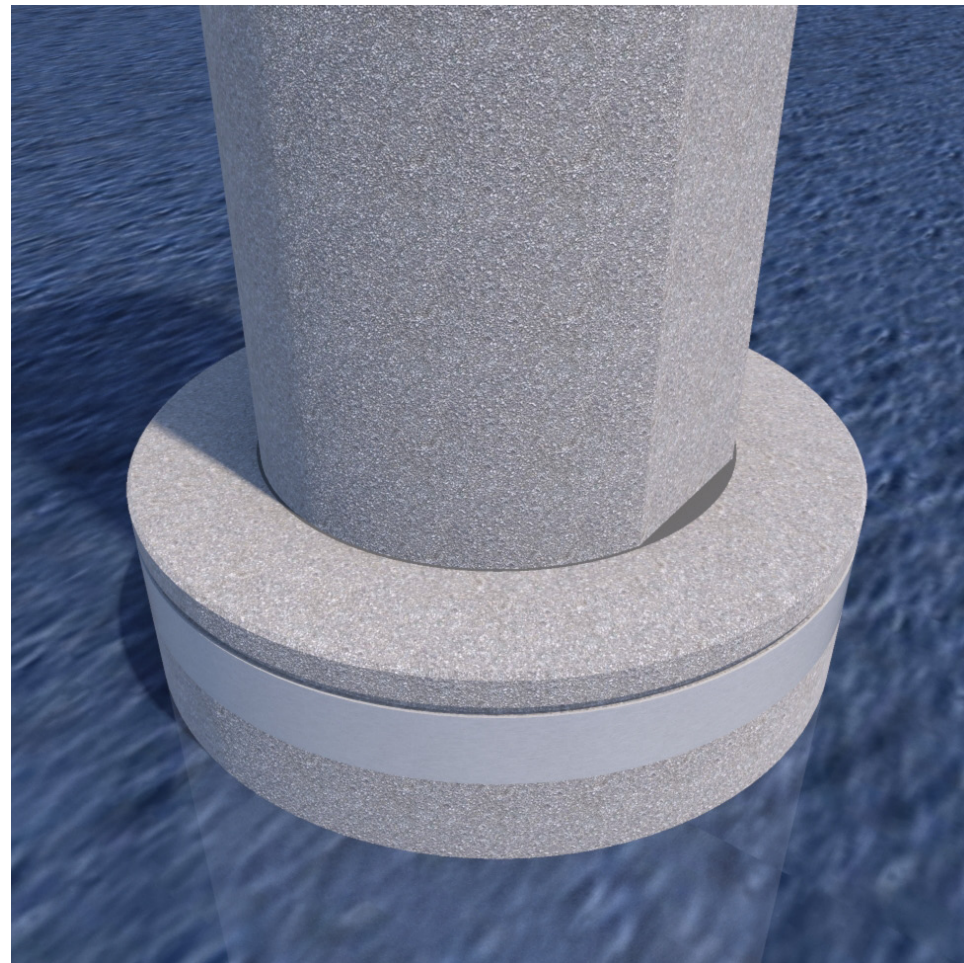
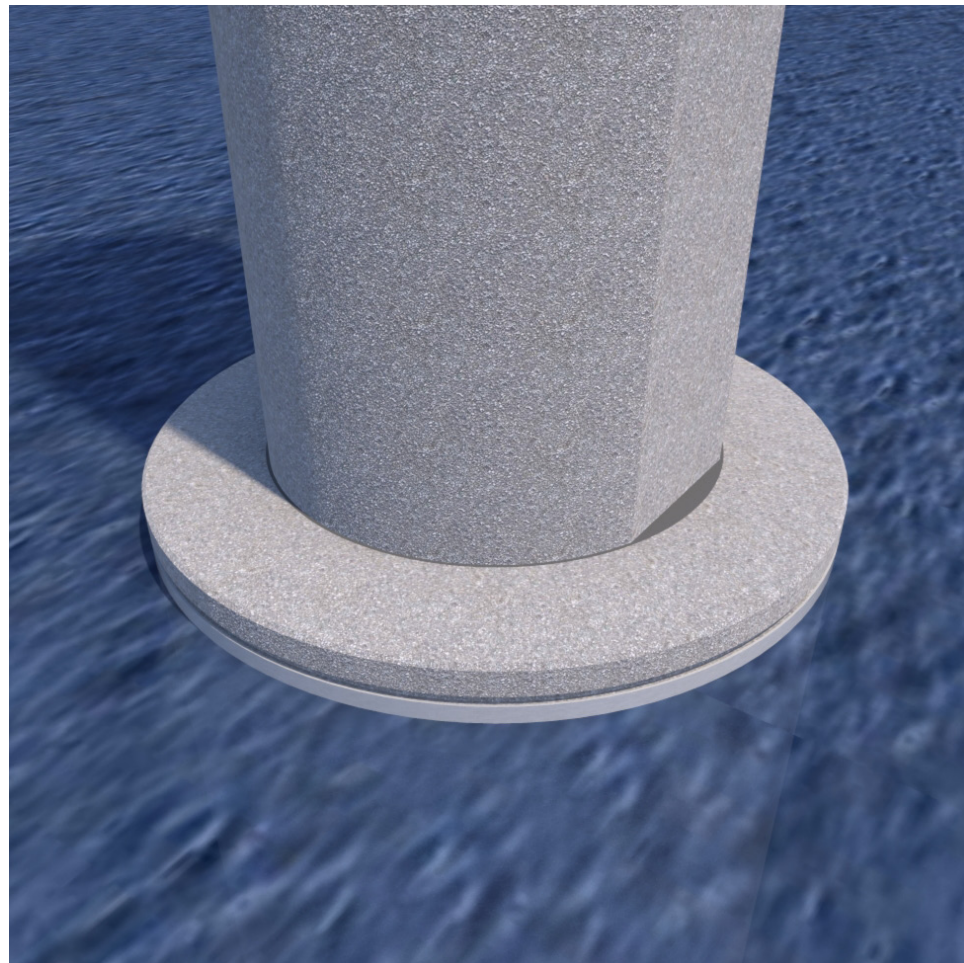


Figure 89. Photos. Specimen DS-1 column damage after cyclic testing.

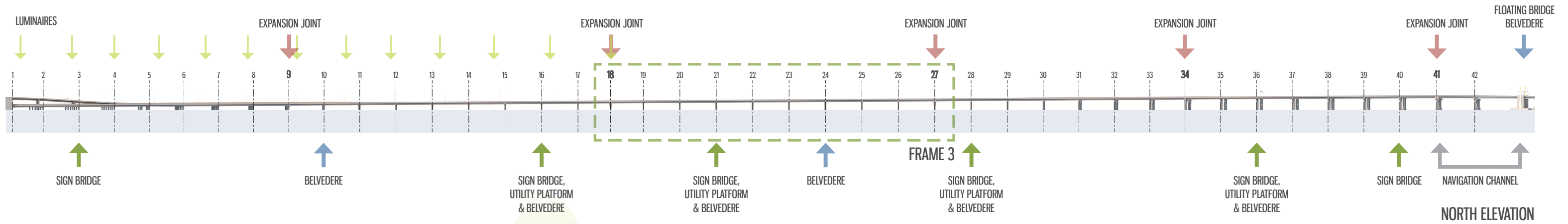
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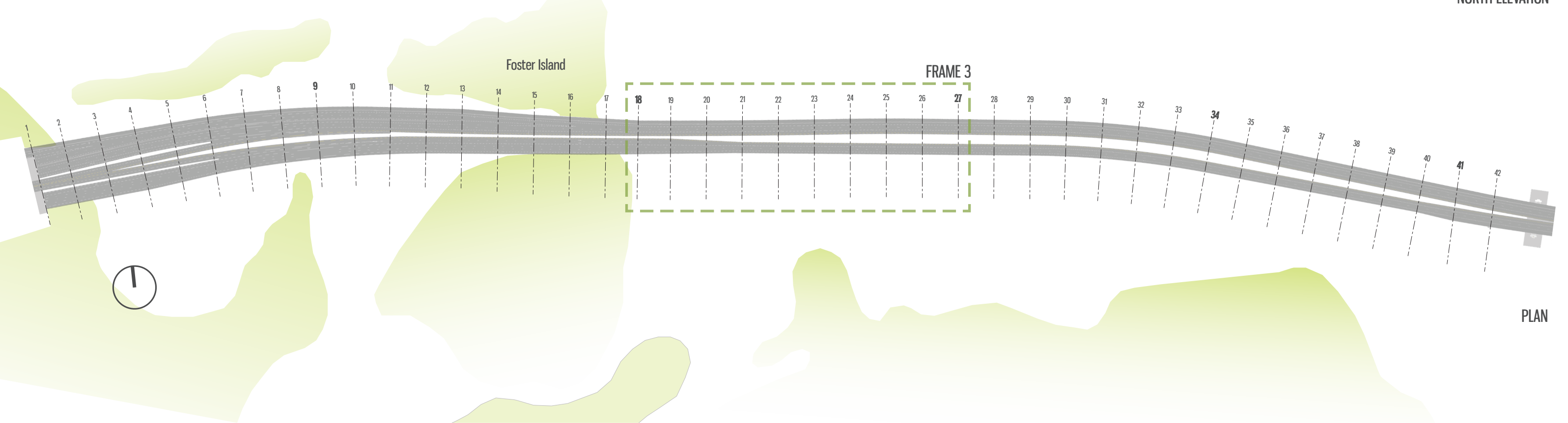
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ABOVE-BRIDGE ELEMENTS



NORTH ELEVATION



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