

## Corridor design incorporates community input

Our project design was based on years of community input and coordination:

- Numerous open houses and public scoping meetings in cities and towns on the Eastside.
- Multiple community design workshops throughout the design process. These workshops helped establish corridor features and aesthetics, including interchanges, lids, transit stops, corridor walls, pathways and trails.
- Informational tables at Eastside community events.
- Briefings to cities and towns at dozens of meetings.
- Regular outreach to discuss specific topics of interest, such as noise walls and potential construction effects.

We continued to refine and optimize the design during construction. The final project design included some key refinements compared to our preliminary design, including:

- Refined locations of highway lanes and ramps.
- Modified heights and locations of corridor walls.
- Addition of concrete traffic barriers throughout the corridor.
- Updated roundabout interchange at 84th Avenue Northeast.



Community members join WSDOT project staff at an Eastside Community Design Collaboration meeting in 2008.



SR 520 staff discuss Eastside project plans at the Bellevue Farmers Market.



New and wider culverts under SR 520 provide better fish passage on the Eastside's rehabilitated Yarrow Creek.



New median transit stops and HOV lanes on the Eastside give bus riders safer, more reliable travel.

## Environmental and community enhancements

This project enhances mobility and improves community connections while limiting project effects on the local environment.

### Fish habitat improvements

We made improvements to the surrounding watershed by installing larger culverts with simulated streambeds under the roadway to reduce barriers to fish migration patterns. We also completed wetland restoration at Evans Creek in Redmond, which we will monitor for approximately 10 years.

### Noise reduction techniques

We built noise walls along the roadway between Evergreen Point Road and 108th Avenue Northeast to help reduce noise from highway traffic.

### Stormwater detention facilities between Evergreen Pt Rd and 108th Ave NE

We improved water quality by detaining and naturally filtering stormwater before it enters local streams, creeks and Lake Washington.

### New lids at Evergreen Pt Rd, 84th Ave NE and 92nd Ave NE

We built three lidded overpasses above SR 520 that feature improved traffic interchanges, landscaped open space, neighborhood-connecting trails and access to new median transit stops.

## Eastside lid designs

### Evergreen Point Road lid



### 84th Avenue Northeast lid



### 92nd Avenue Northeast lid



### Bellevue Way/108th Avenue Northeast vicinity





The Eastside corridor's new transit/HOV lanes improve trip reliability for transit riders in the region.



The first leg of SR 520's cross-lake bicycle and pedestrian path opened on the Eastside in early 2015. The path eventually will run all the way to I-5 in Seattle.



Thirty-two acres of wetlands and streamside habitat along Evans Creek in Redmond were restored as part of the Eastside Transit and HOV Project.

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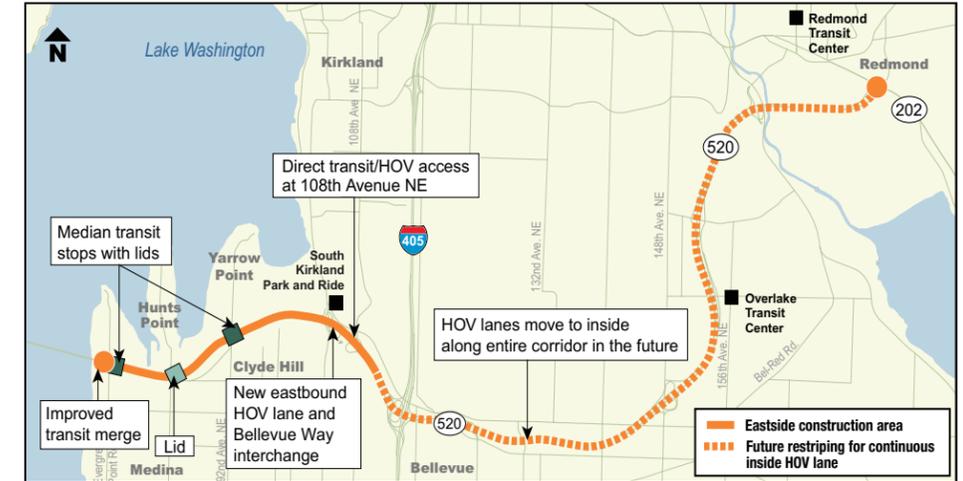


**SR 520 Bridge Replacement and HOV Program**

Medina to SR 202: Eastside Transit and HOV Project



**Eastside corridor's improvements all complete** November 2015



Vicinity map and key features of the Eastside Transit and HOV Project.

All major improvements on State Route 520's Eastside corridor opened to the public in mid-2014, approximately three years after crews started reconstructing the highway from Lake Washington's eastern shore in Medina to I-405 in Bellevue. All construction in the corridor wrapped up in mid-2015. The project improves safety, mobility and accessibility throughout the highway's Eastside corridor, and helps to reconnect the communities that were separated when the highway was built in the 1960s.

**Key highway improvements:**

- Transit/HOV lanes along the entire Eastside corridor, in both directions.
- Median transit stops at Evergreen Point Road and 92nd Avenue Northeast that are ADA-compliant.
- Wider, safer shoulders.
- An improved, reconstructed Bellevue Way interchange.
- Direct-access ramps at 108th Avenue Northeast for carpools and transit.
- The first leg of a new, regional bicycle and pedestrian path, eventually running from Redmond to I-5 in Seattle.

**Other key Eastside enhancements:**

- Eight fish-friendly culverts, six under the highway, to improve fish migration.
- Restoration of Eastside creeks and wetland areas.
- Three lidded, landscaped overpasses above SR 520.
- Corridor walls to reduce highway noise for nearby homes and businesses.
- Stormwater-detention facilities to capture highway runoff and improve water quality.

SR 520's reconstructed six-lane Eastside corridor includes three new highway lids, including one at 84th Avenue NE (in foreground) and one at Evergreen Point Road, near the new SR 520 floating bridge.

