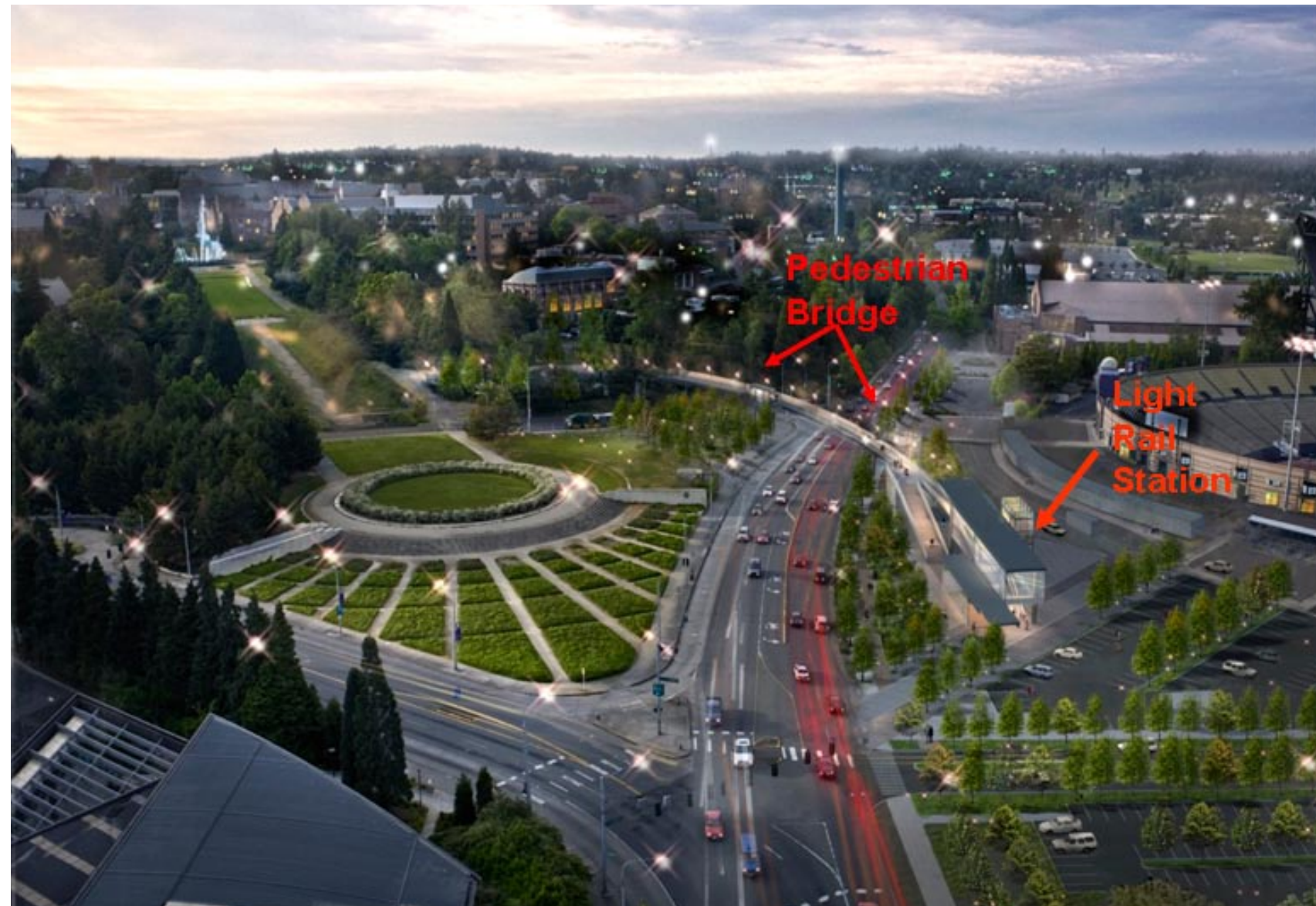






University of Washington Station

- 2006 & 2007 – Final design, VE studies recommend bridge crossing of two arterial streets and the Burke Gilman trail; LRRP recommends design
- November 2008 – UW Regents approved station design w/ bridge crossing
- April 2009 – Seattle City Council approves the UW station bridge design



Rainier Vista Concept Plan

June 2008 – UW publishes the Rainier Vista Concept Plan including “Land bridge” over trail and Pacific Place NE

- Lowers NE Pacific Place roadway
- Constructs land bridge (30 feet wide)
- Expands Burke-Gilman Trail with underpass below
- Accommodates more bus layover space
- No construction funding



UW Station Access Study - 2009

- Fall 2008 – Seattle DOT requests alternatives to pedestrian bridge over Montlake Blvd. be studied
- January 2010 – UW, ST and City of Seattle agree to pursue Rainier Vista concept with at-grade crossings
- Spring 2010 – at-grade crossings not approved by FTA; City of Seattle contribution (\$4M) not available due to budget shortfalls
- April 2010 – WSDOT Preferred Alternative for SR520 includes lid over Montlake Blvd
- May 2010 – WSDOT hosts charrette to evaluate options



Prepared by WSDOT, June 2010

Montlake Triangle Charrette

Purpose

- Evaluate opportunities to enhance pedestrian and bicycle connectivity.
- Maintain the schedules for the Sound Transit U-Link Station and Rainier Vista projects.
- Identify conceptual design options.

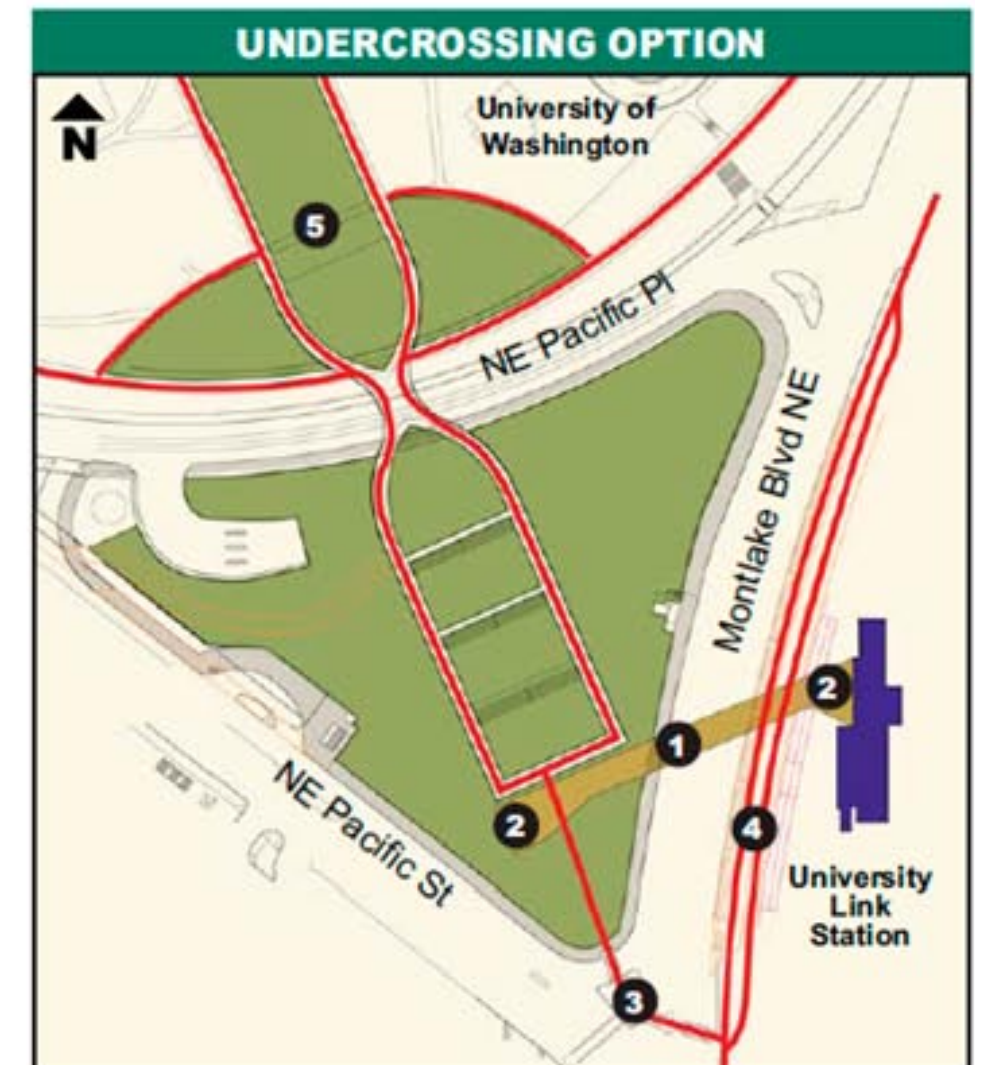
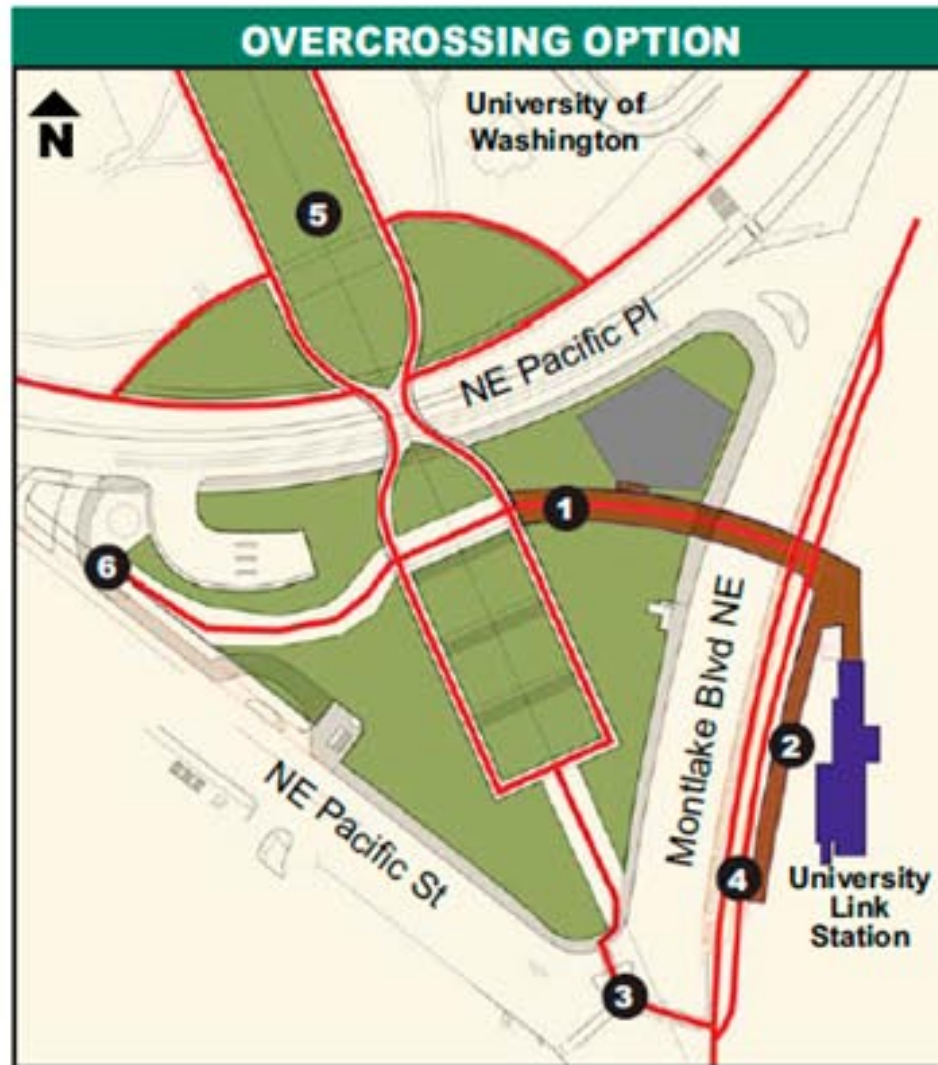
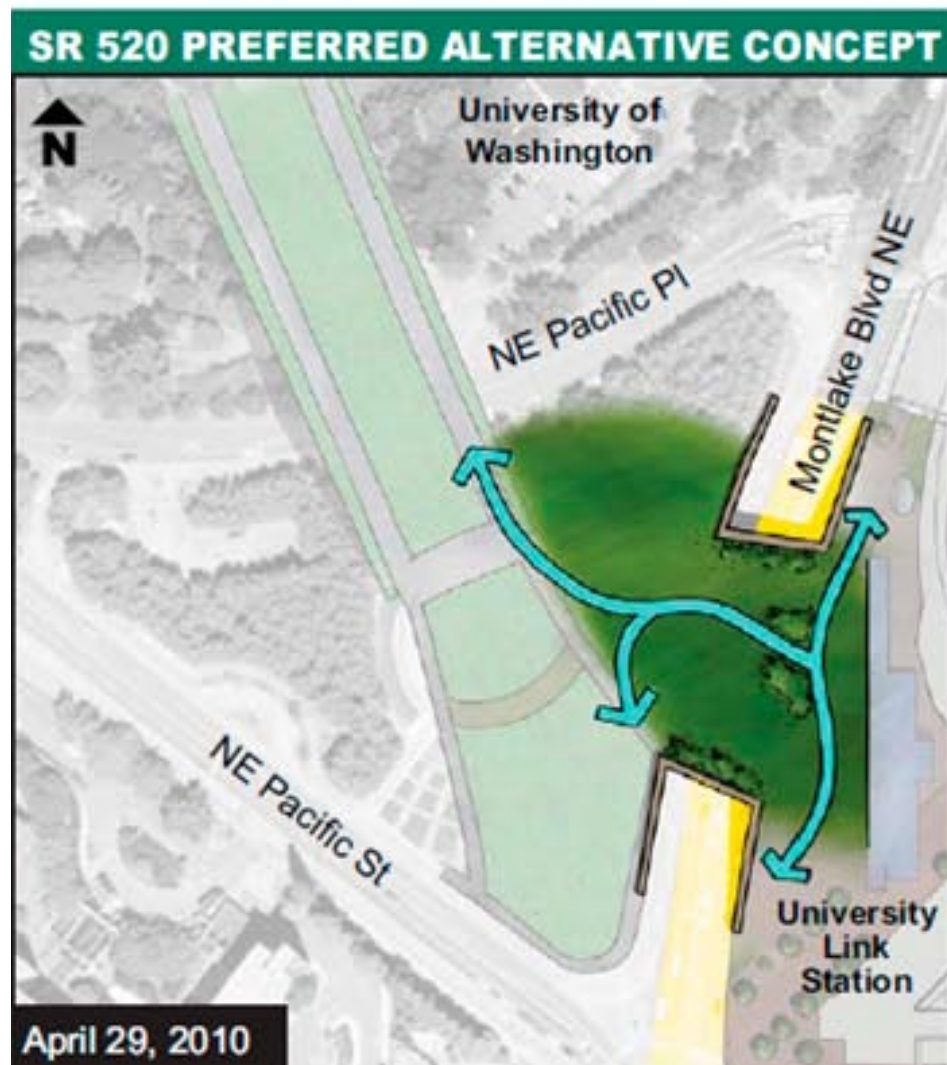
Participants:

- WSDOT
- City of Seattle (SDOT)
- Seattle Design Commission
- University of Washington
- King County Metro
- Sound Transit



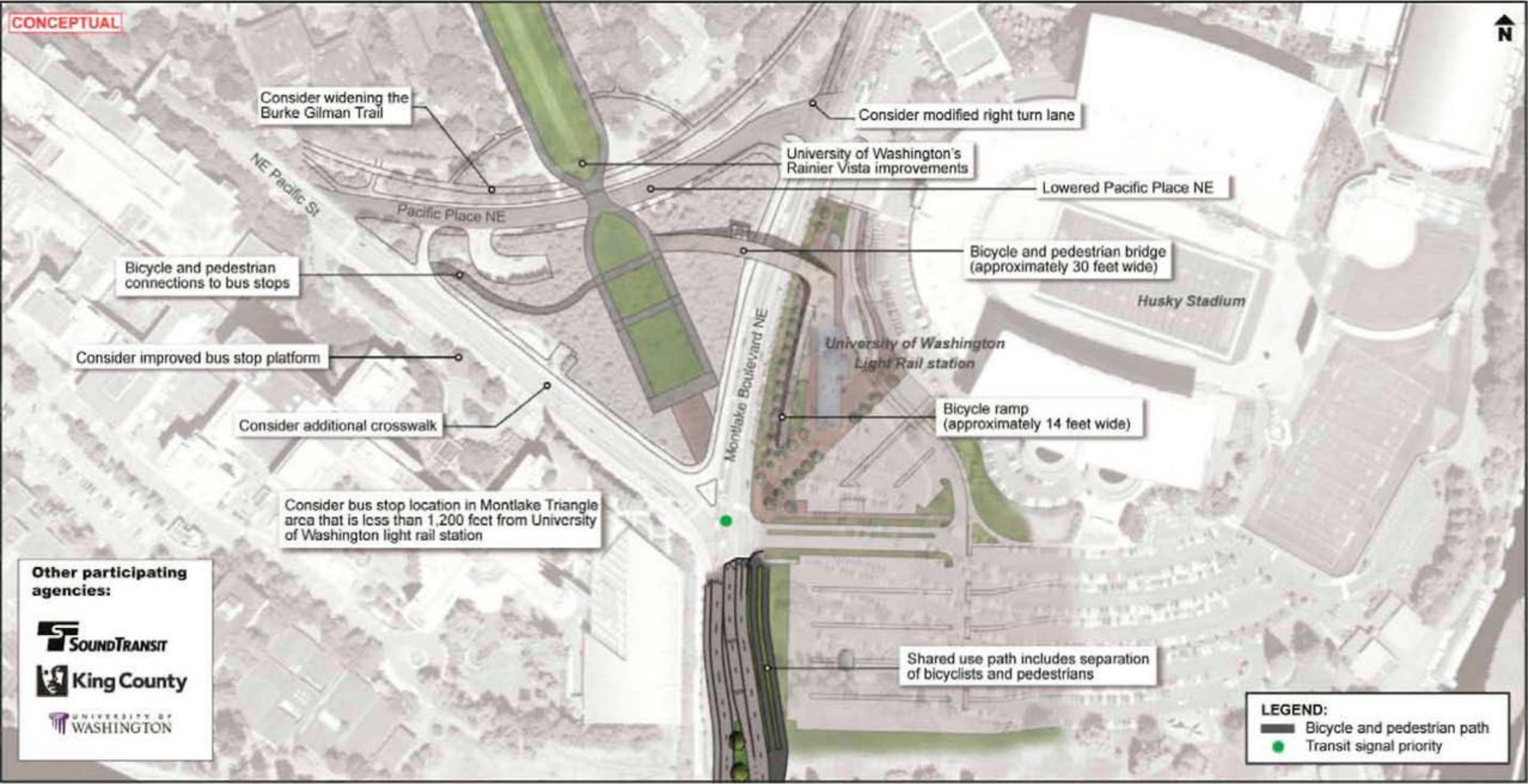
Developments since May 2010

- June 2010
 - WSDOT led design refinement of new Montlake Blvd. crossing to meet UW, ST, City, WSDOT & legislated requirements
 - Options all oriented to center of “Triangle”
 - UW’s design/build bid allowed to expire (June 25)
- July/August
 - Reports to steering committee, public meetings



Montlake Triangle Charrette Recommendation

September 13, 2010



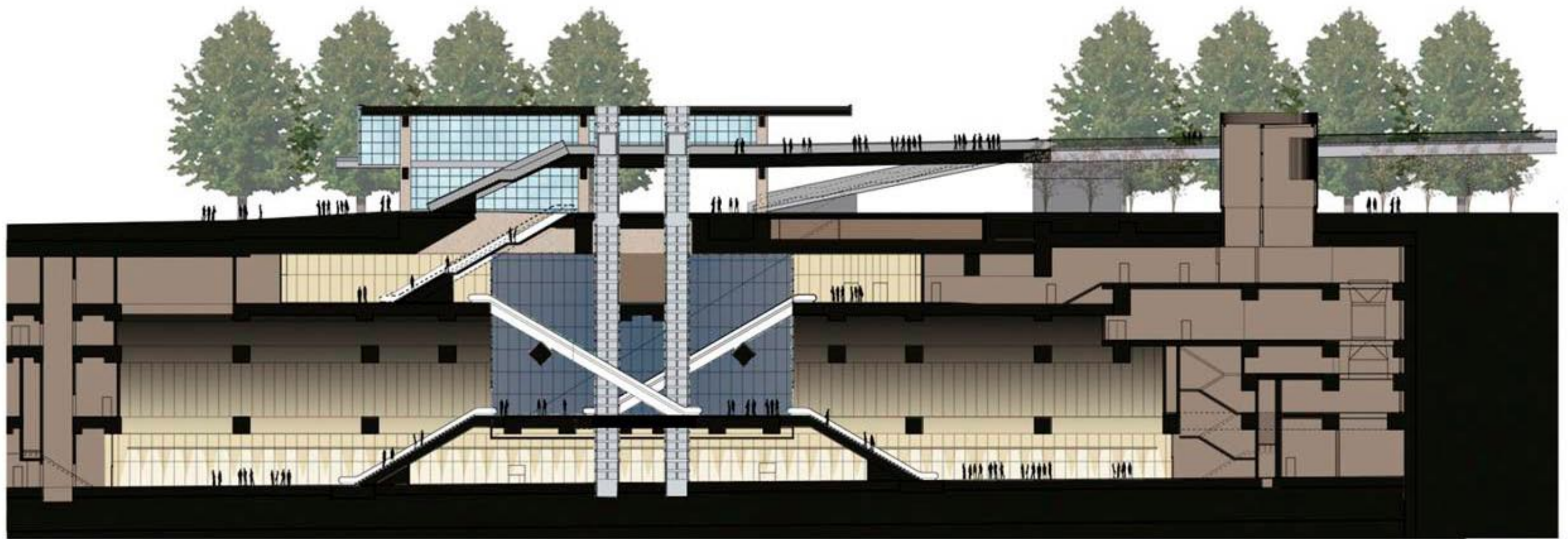
Project Boundaries



① Sound Transit Station and Pedestrian Bridge

Plan at Bridge Level – Current Plan





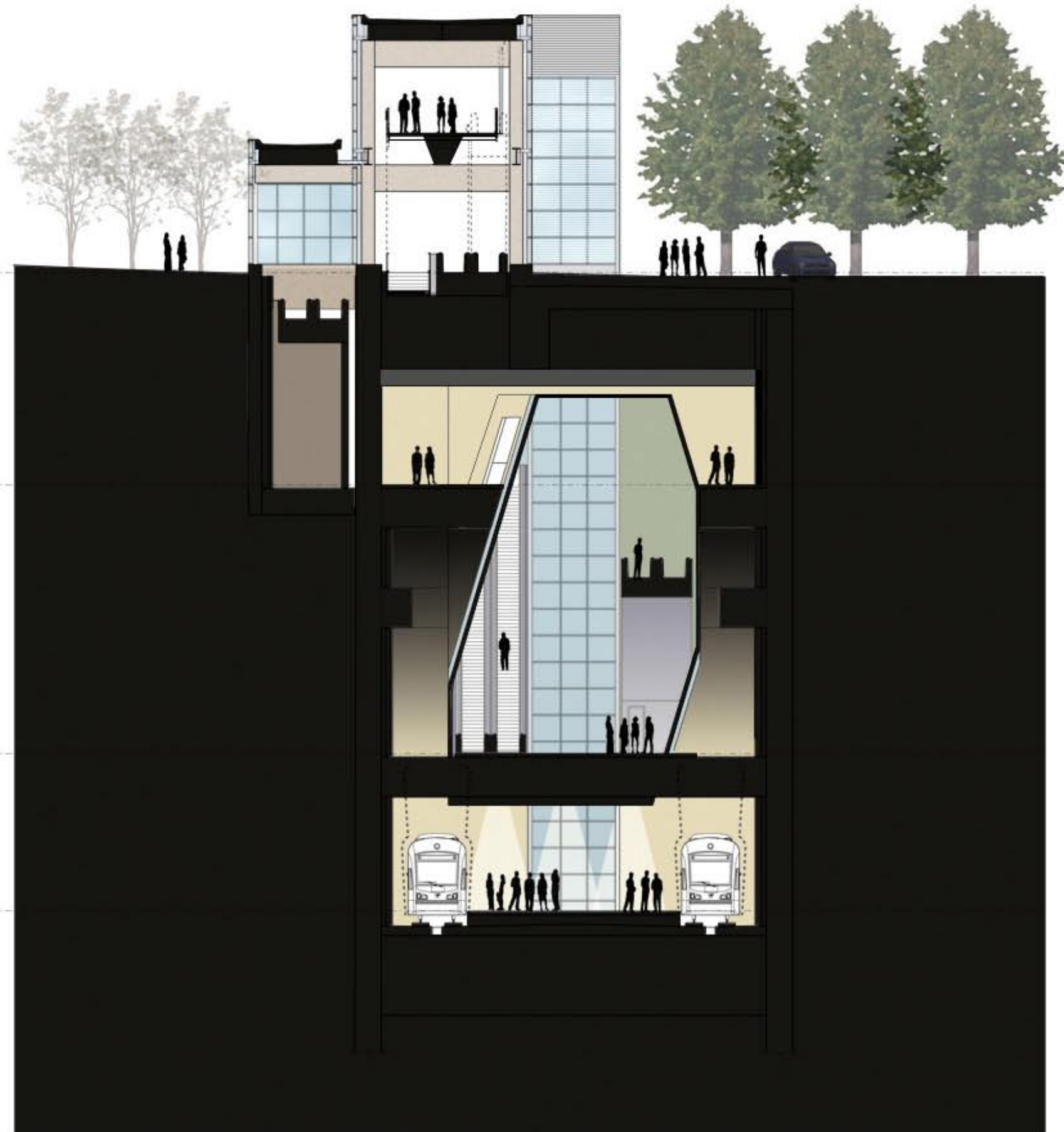
ENLARGED LONGITUDINAL SECTION - PUBLIC SPACES

GRADE
67'-6" @ NORTH ENTRANCE

MEZZANINE LEVEL
35'-6" F.F.

BASEMENT LEVEL 3
-5'-0" F.F.

PLATFORM LEVEL
VARIES



CROSS SECTION

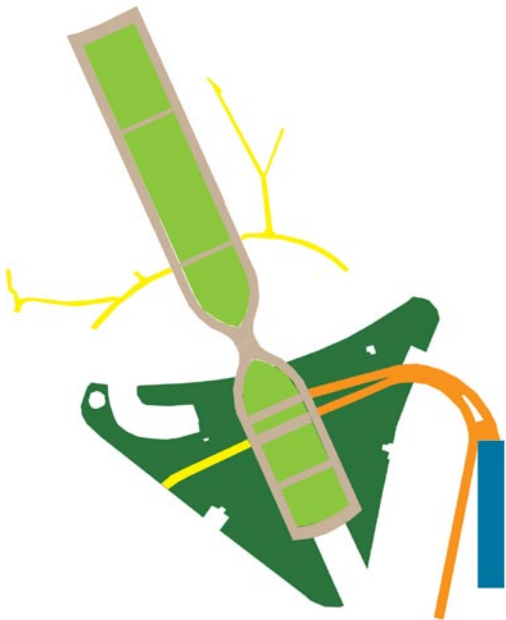
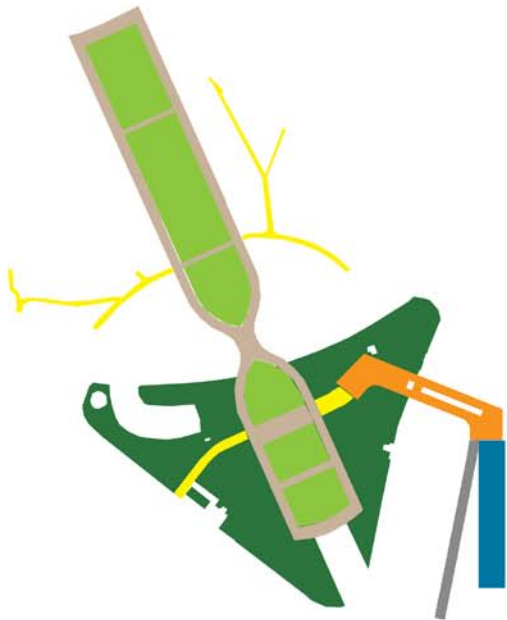
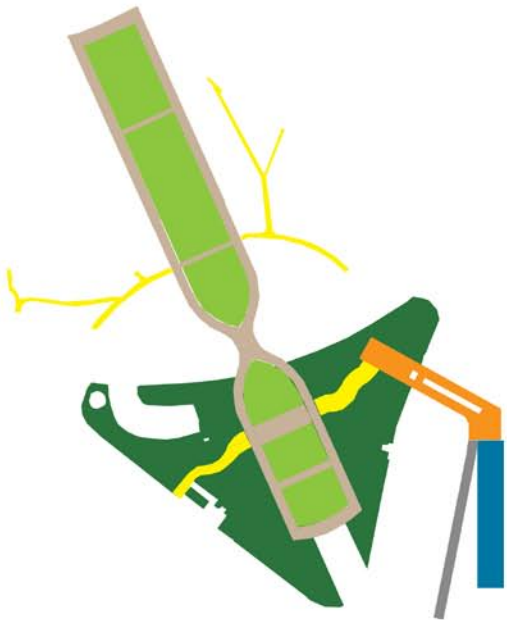
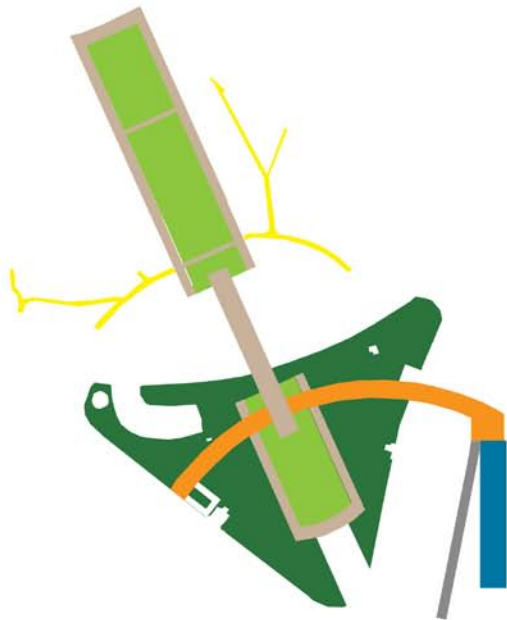
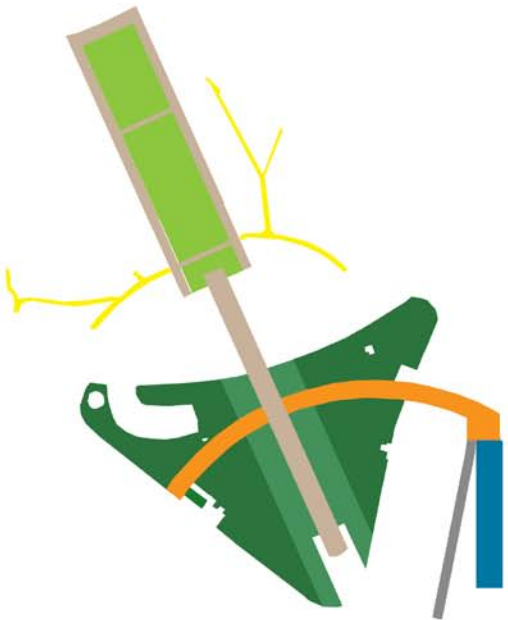
① ST Station and Pedestrian Bridge

② Crossing Plaza

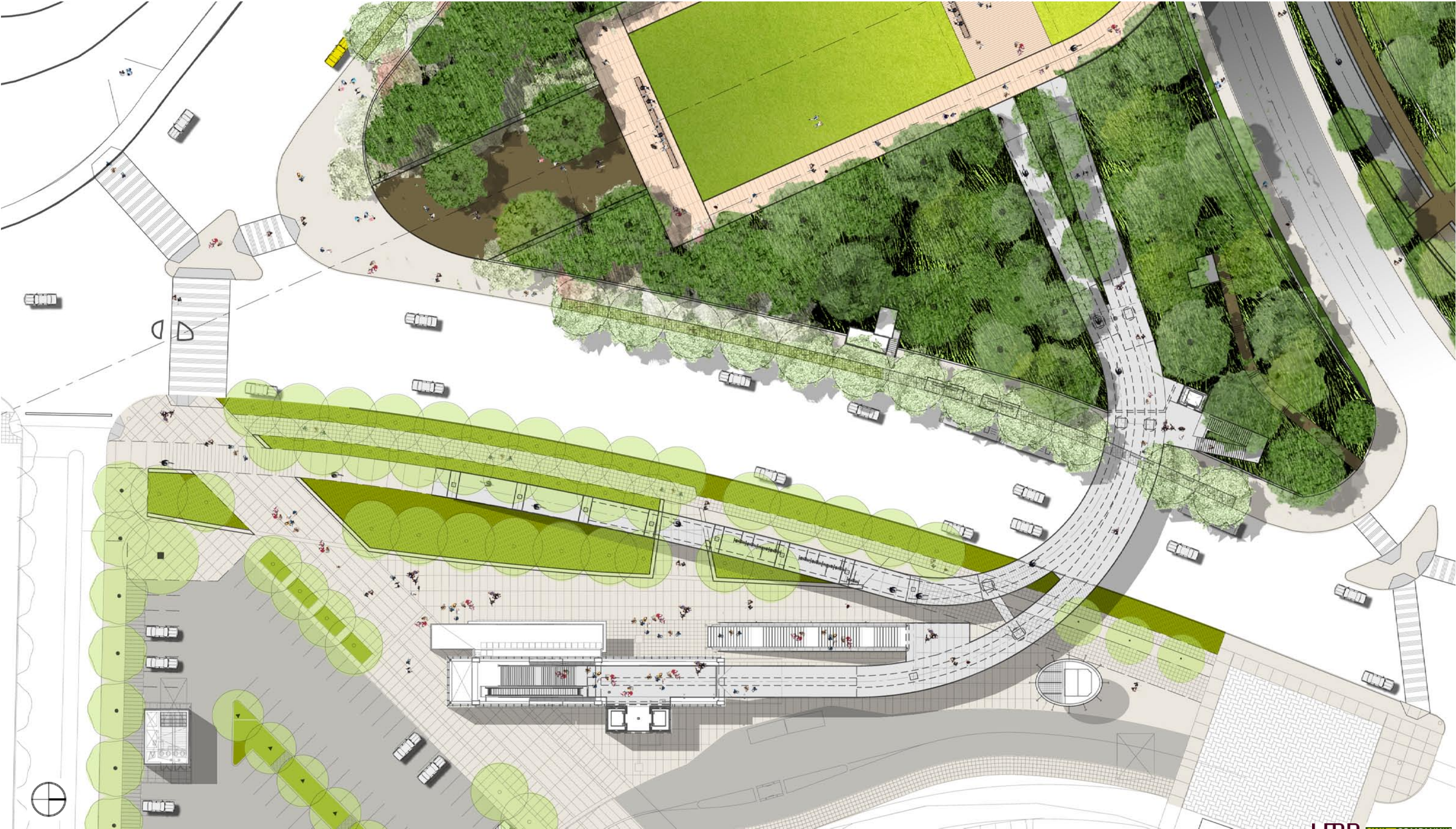
③ Montlake Entry

④ Pacific Place Landbridge

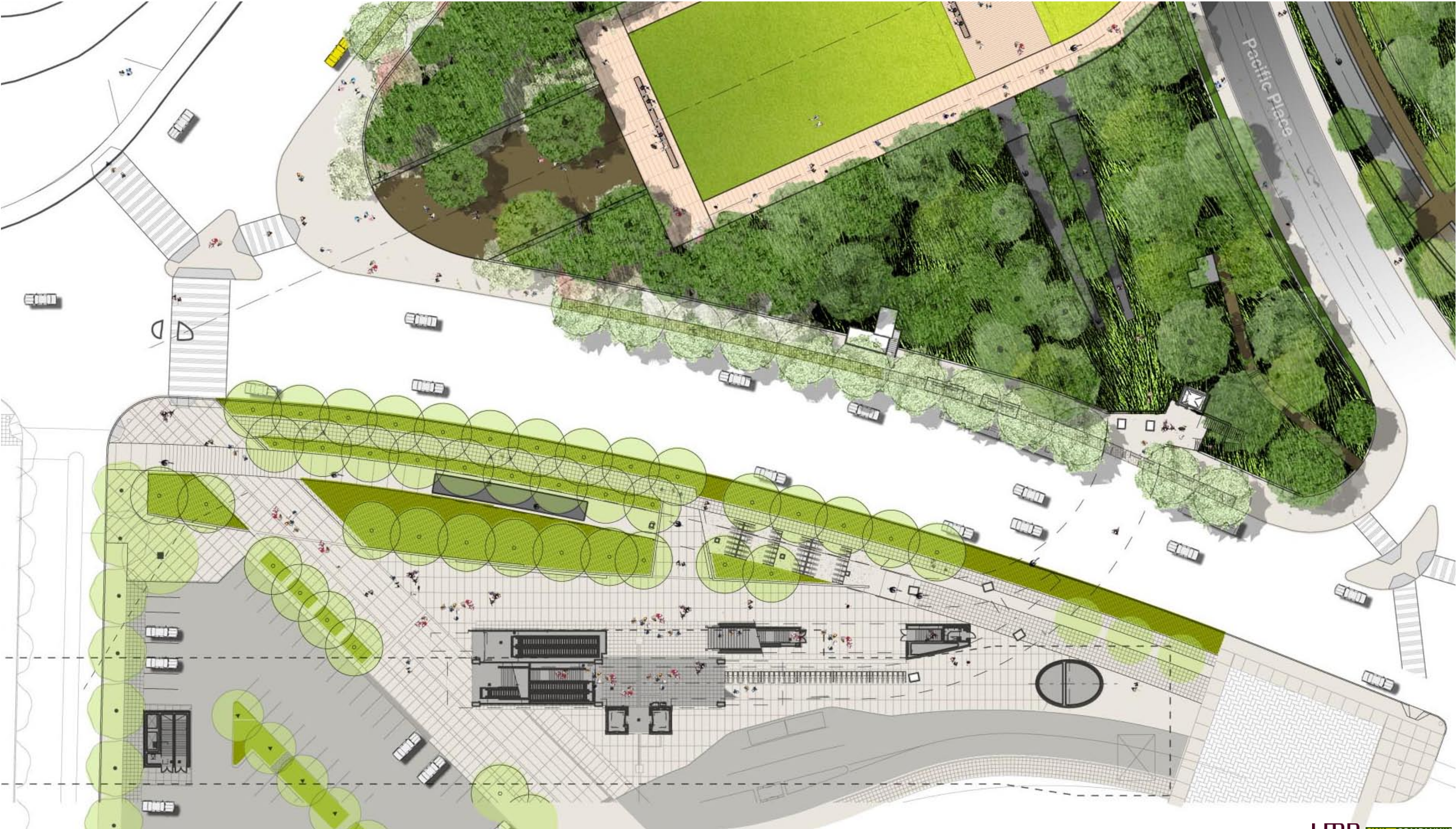




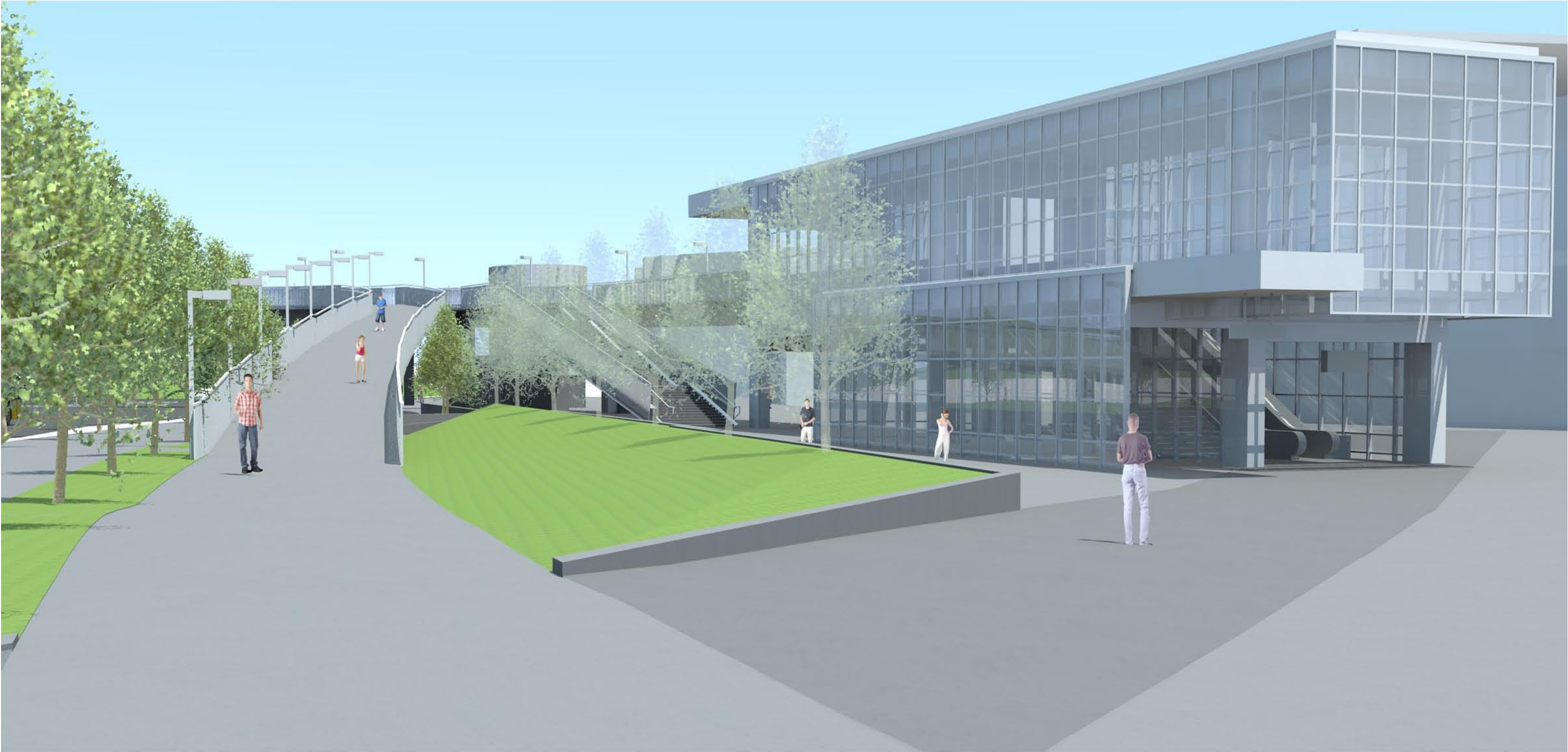
Plan at Bridge Level



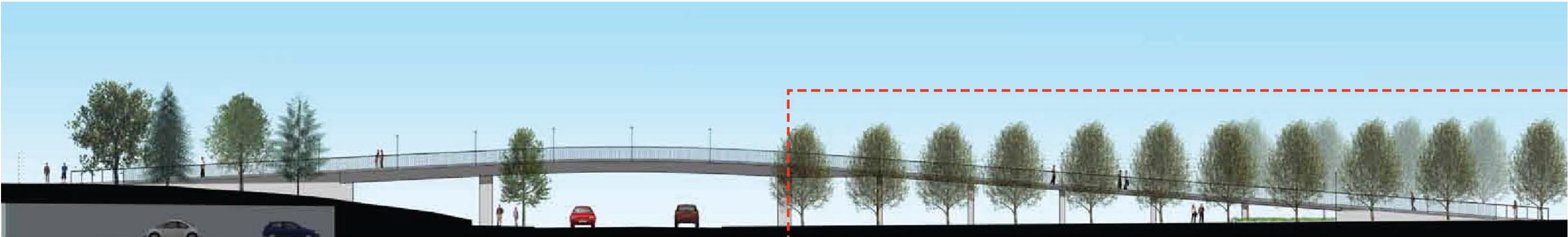
Plan at Street Level



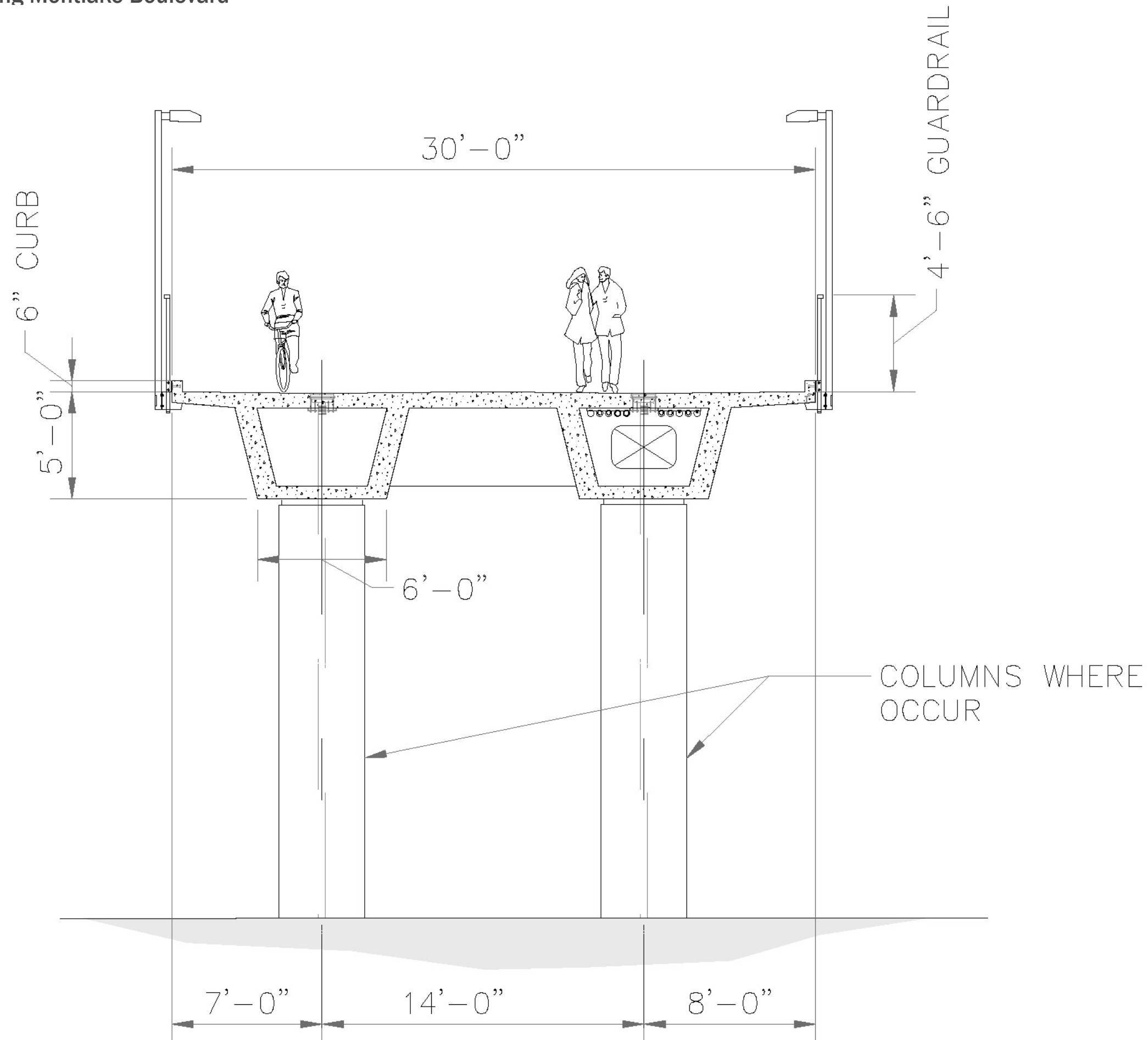
Perspective View of Sound Transit Station



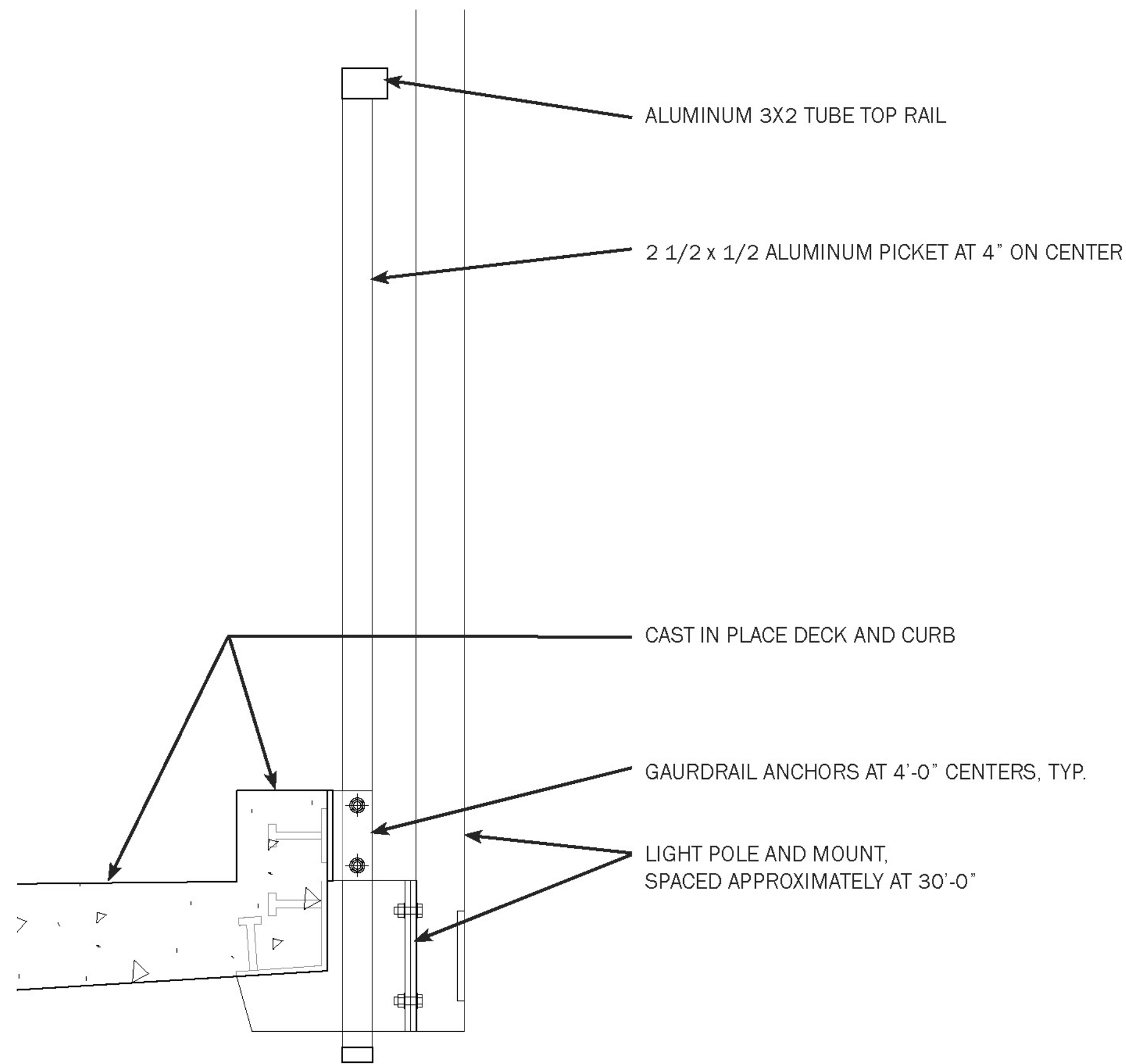
Elevation at Bike Ramp



Typical Bridge Section Spanning Montlake Boulevard



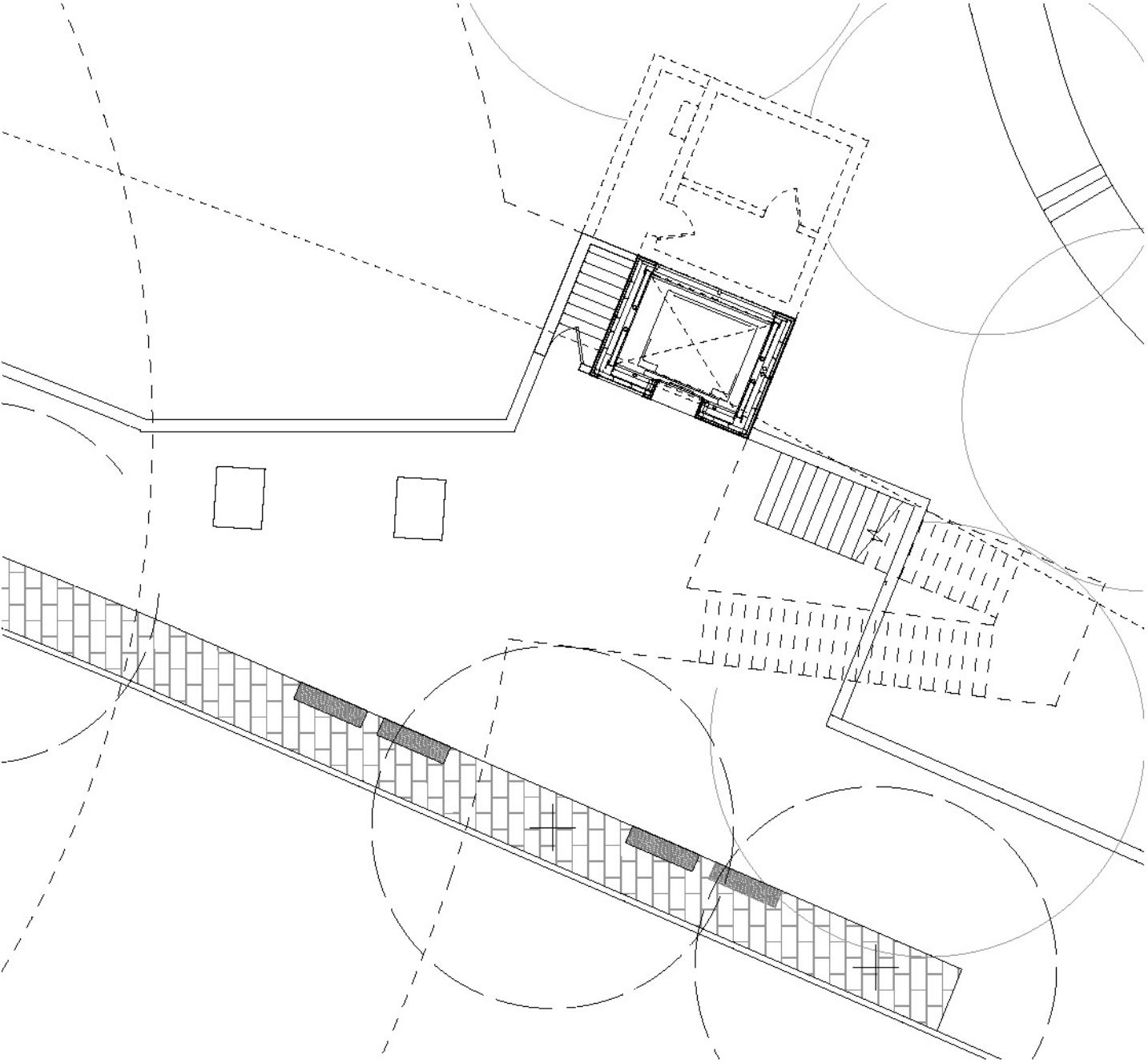
Typical Guardrail Detail



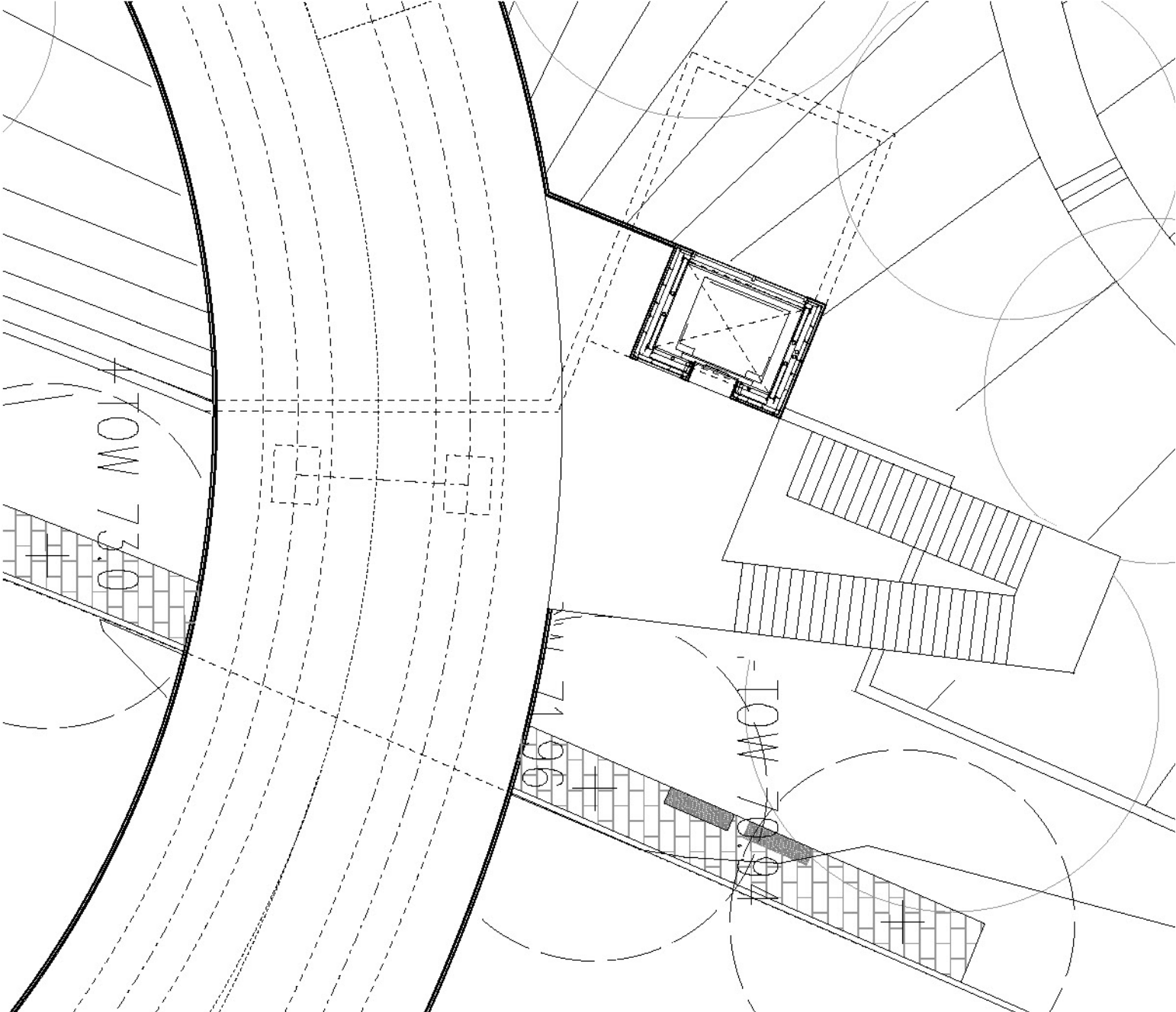
Perspective View of Bridge Looking South



Stair and Elevator

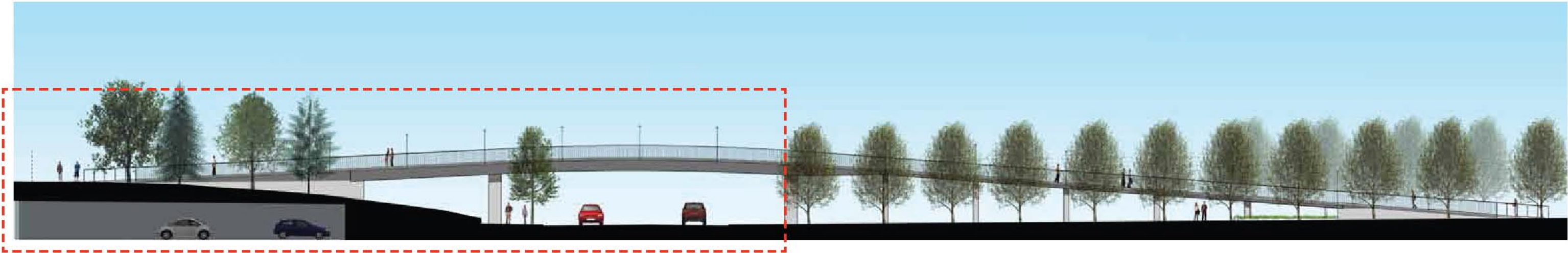


At Street Level



At Bridge Level

Elevation of Bridge across Montlake and Bike Ramp Landing



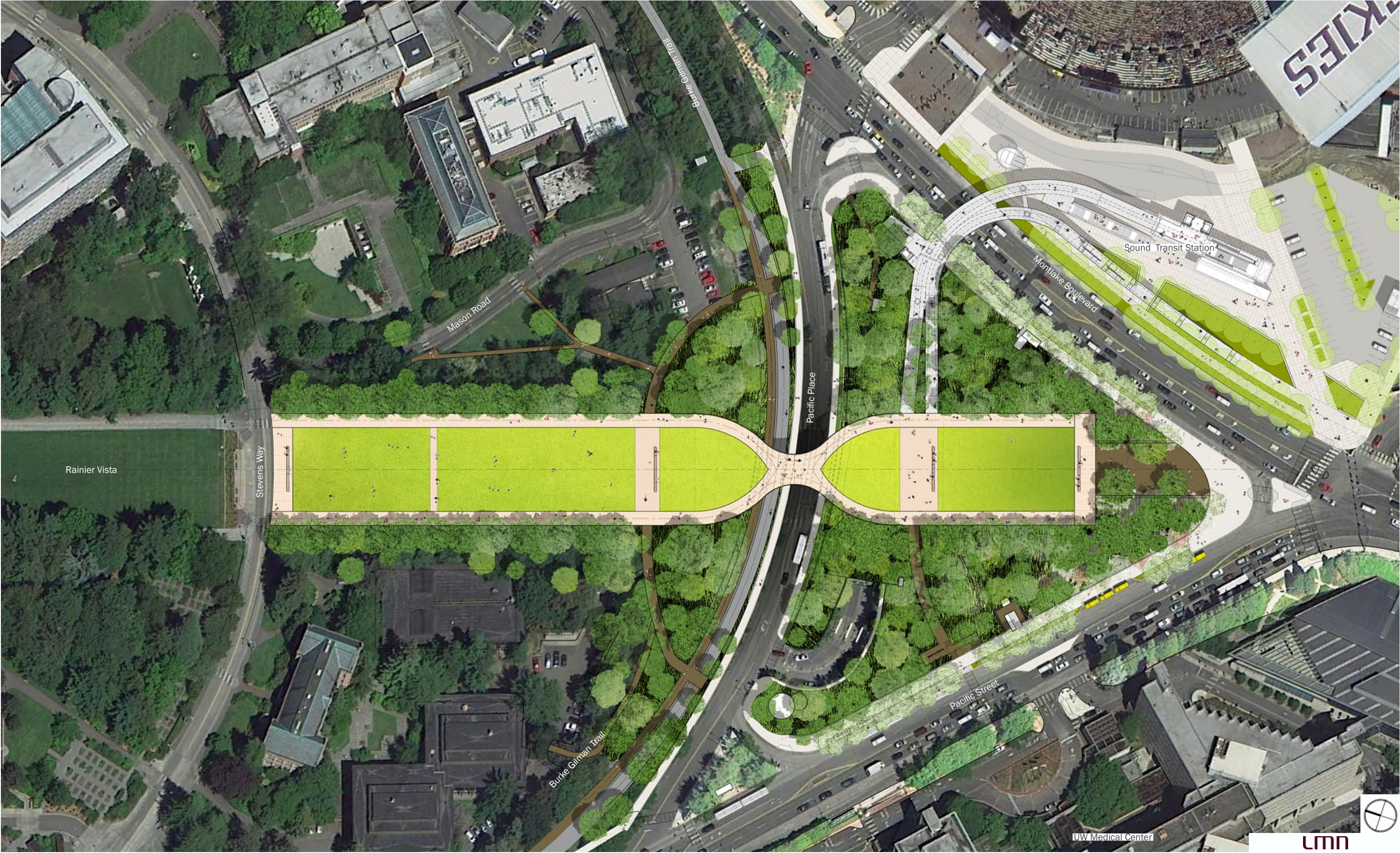
Perspective View of Stair and Elevator



Perspective View of Bridge from Axis Crossing Court



Current Design with New Sound Transit Pedestrian Bridge



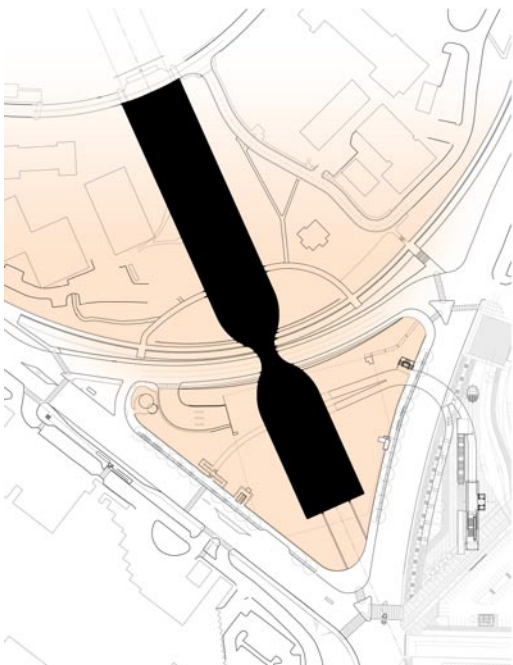
Design Concept



Broken Ground



Reconnected/Carved



Add Axis Object

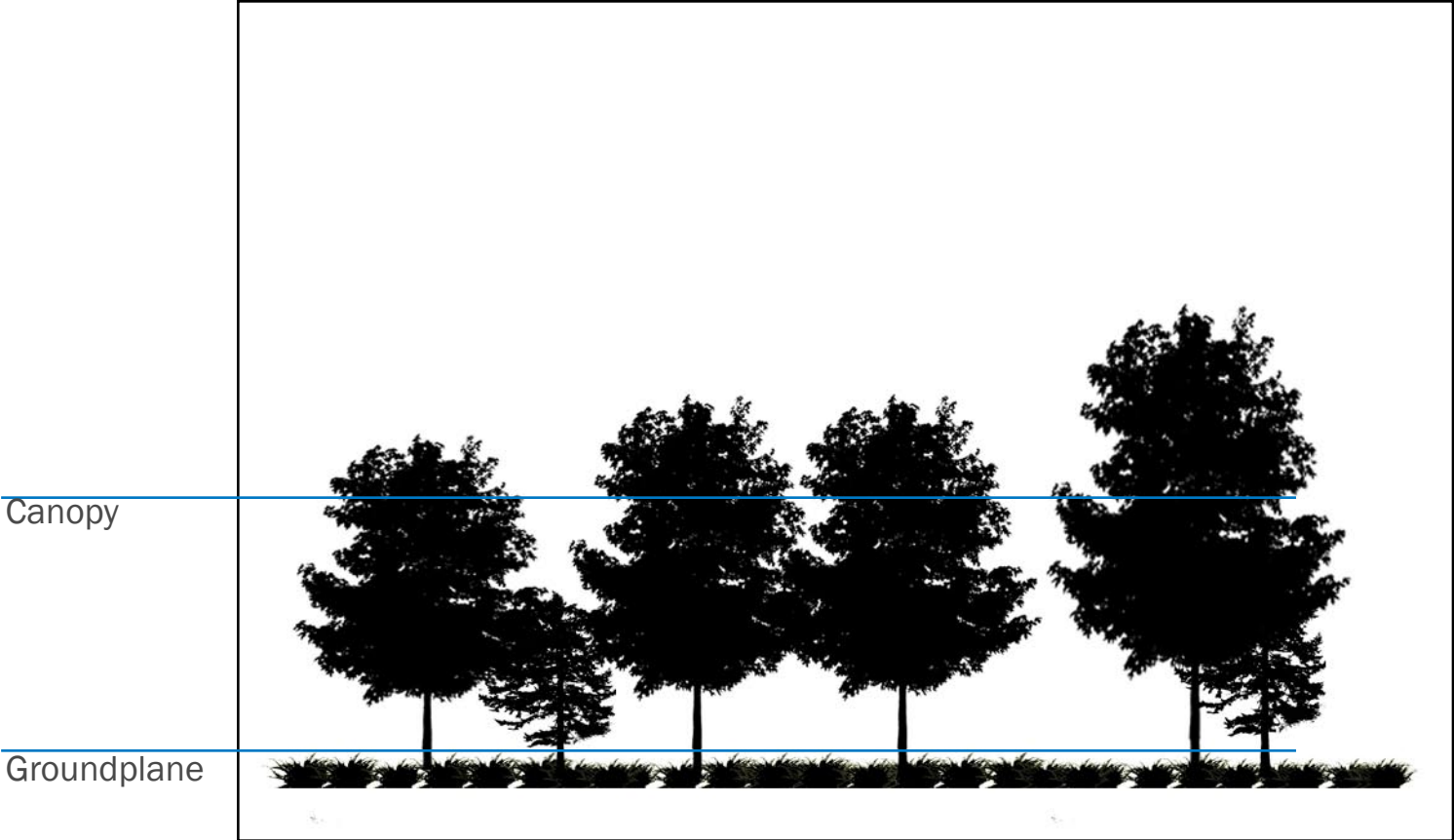


Framing Edge

Planting Concept - Initial Planting

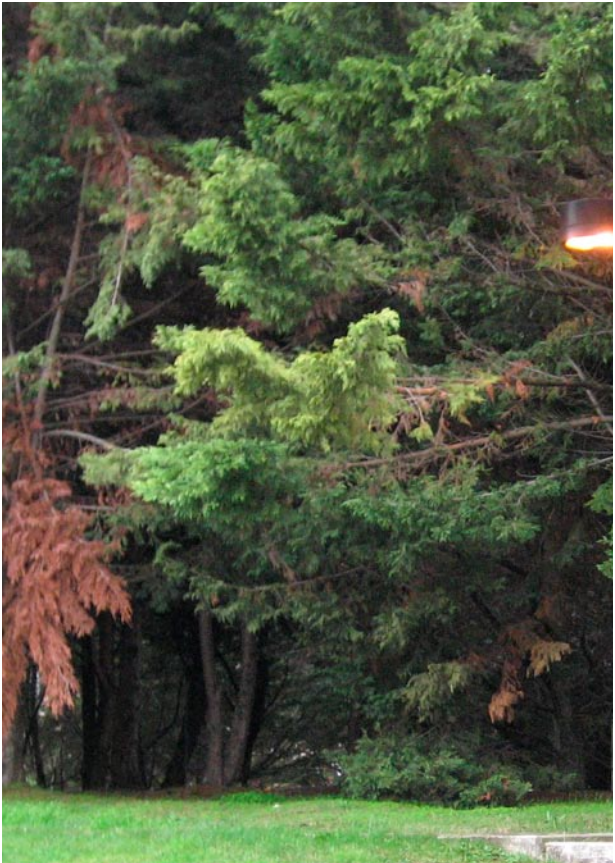


Deciduous Forest- Bigleaf Maple + Ferns



Early planting is predominantly deciduous for rapid growth with a few shade tolerant conifers planted in strategic places

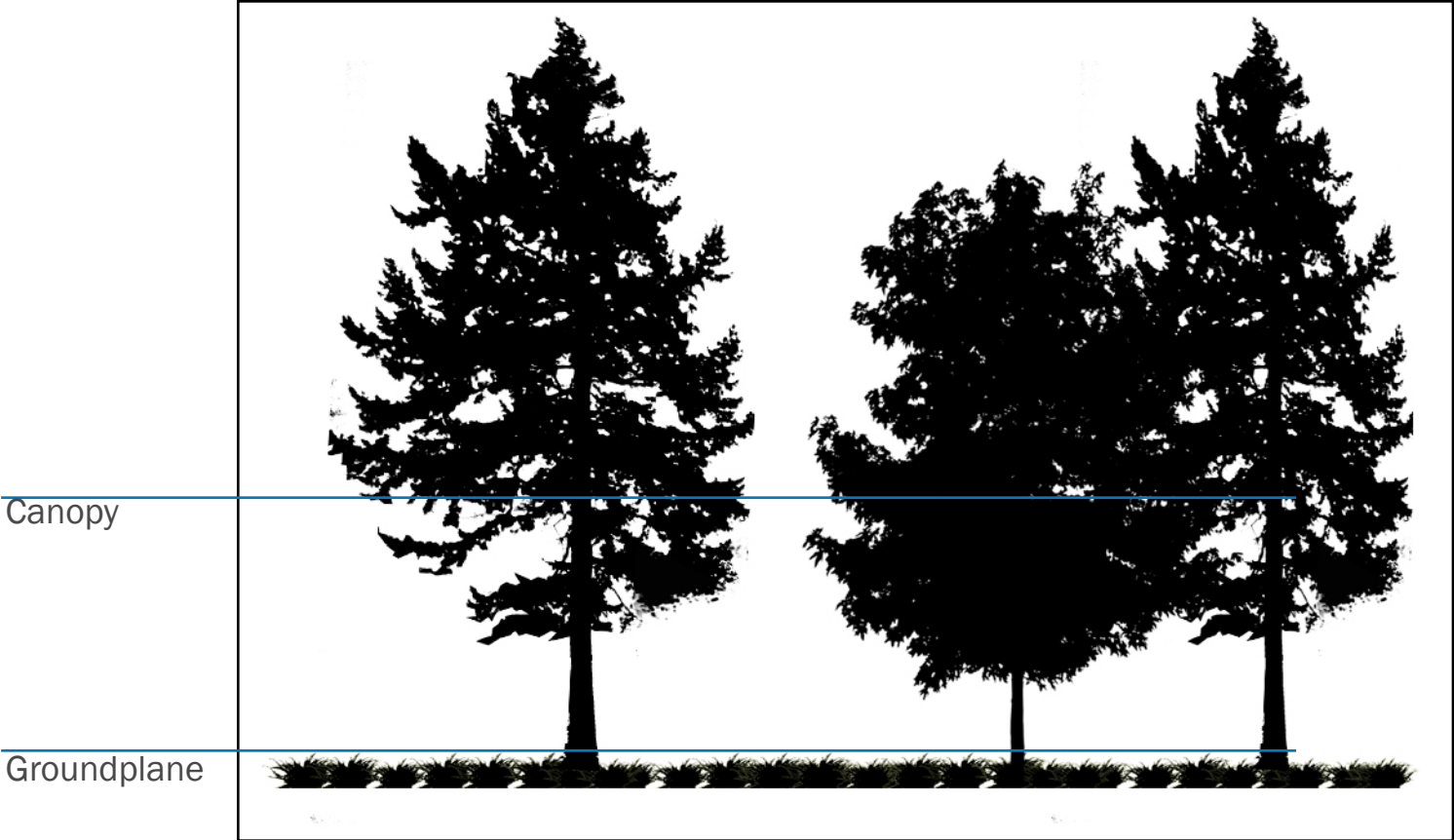
Planting Concept - Managed Forest



Mixed Forest



Learning Environment



As forest matures the conifers eventually overtake the deciduous trees

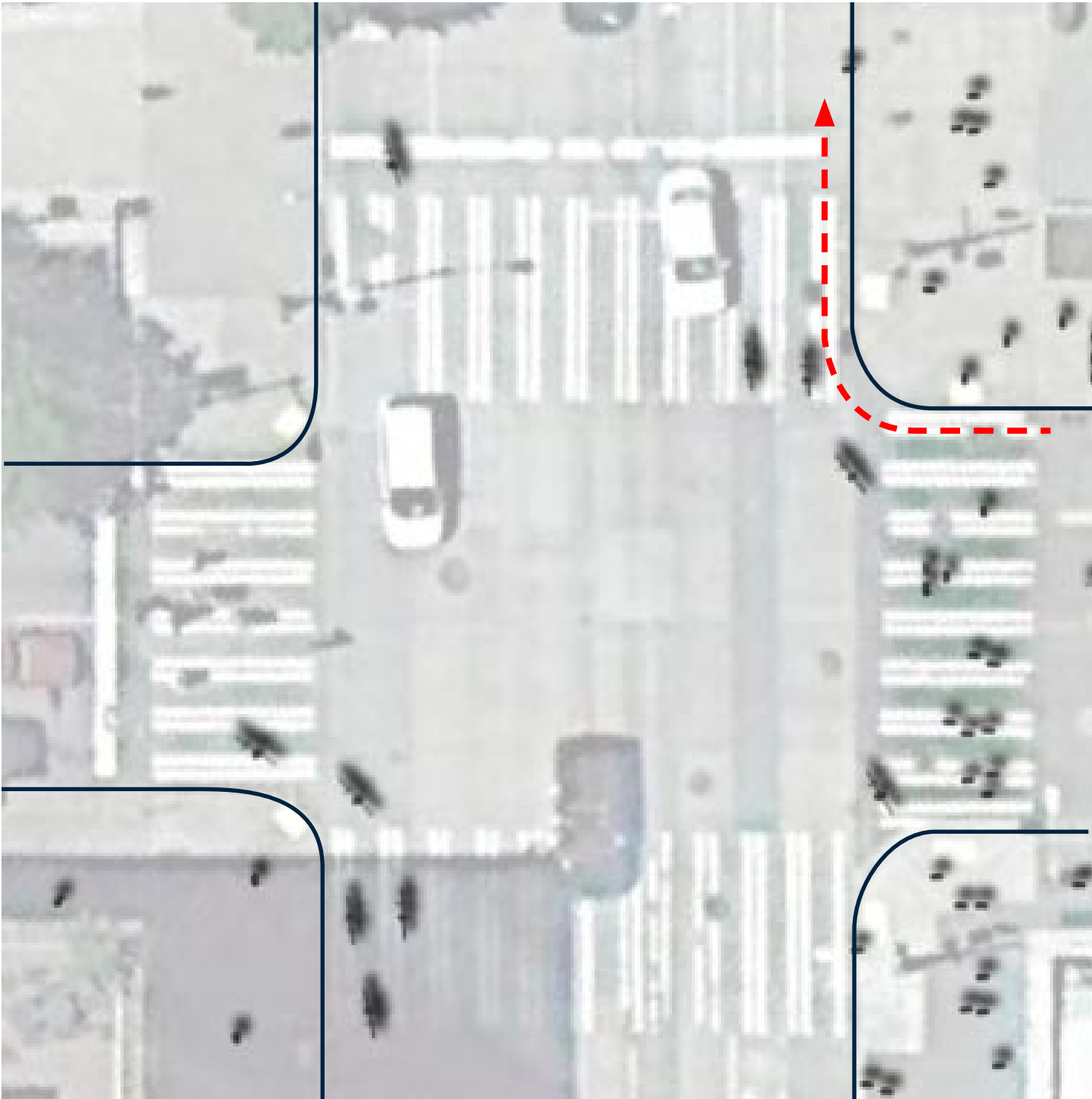
2 Crossing Plaza



Crossing Plaza – View from Sound Transit Bridge to the West

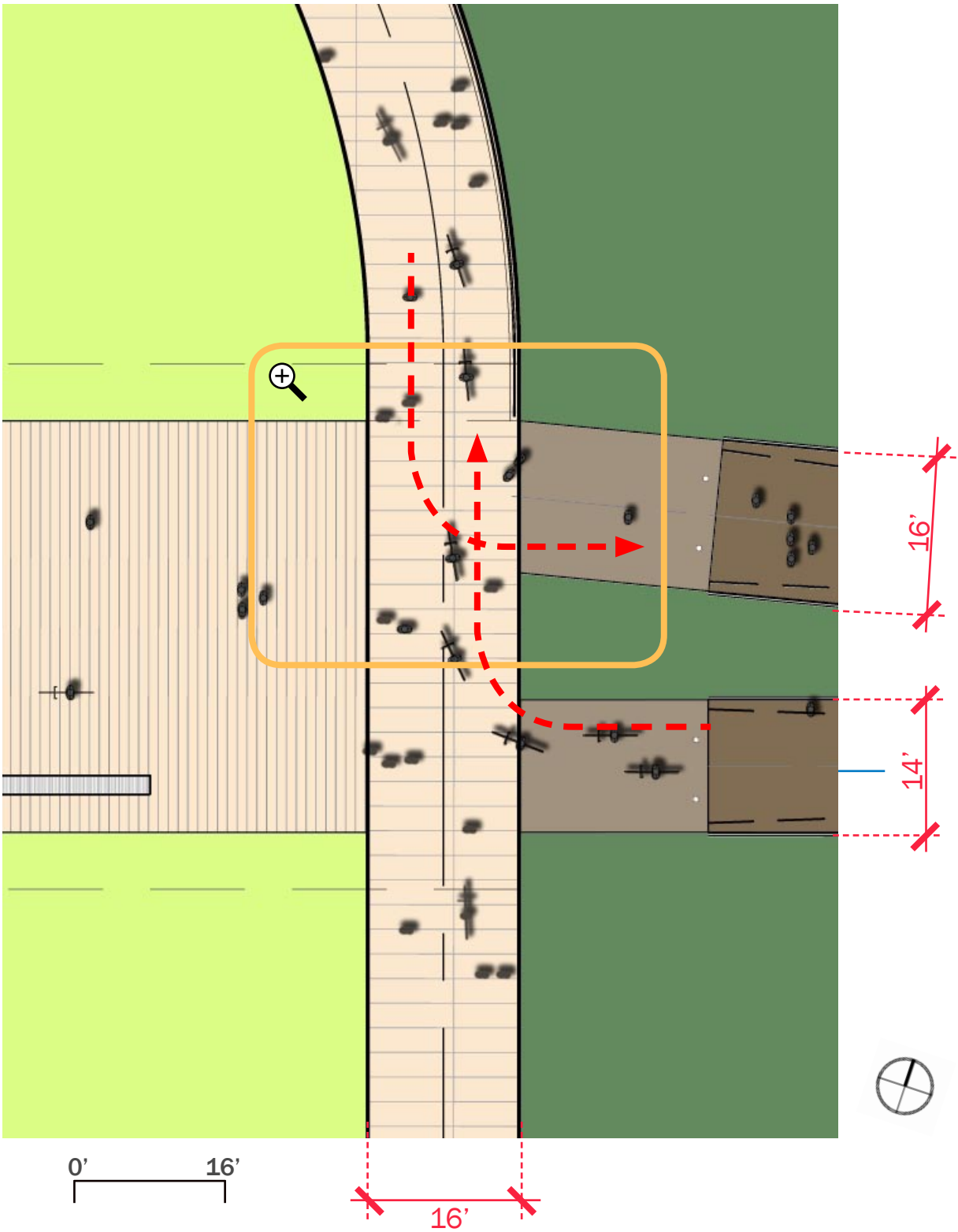


Crossing Plaza – Pedestrian and Bicycle Movement



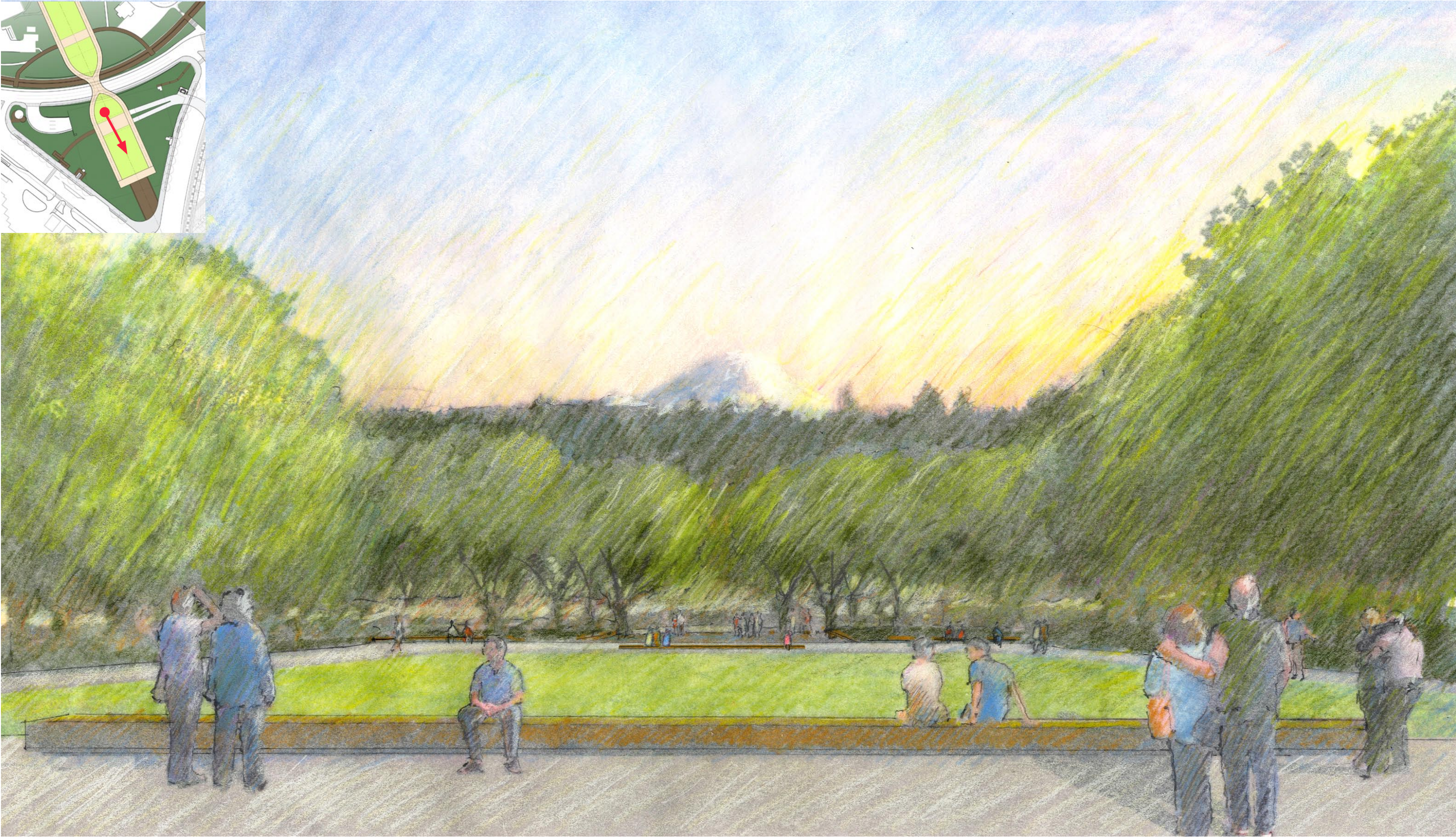
0' 16'

University St + Second Ave



0' 16'

Crossing Plaza –View from Plaza to Triangle Court – Straight End

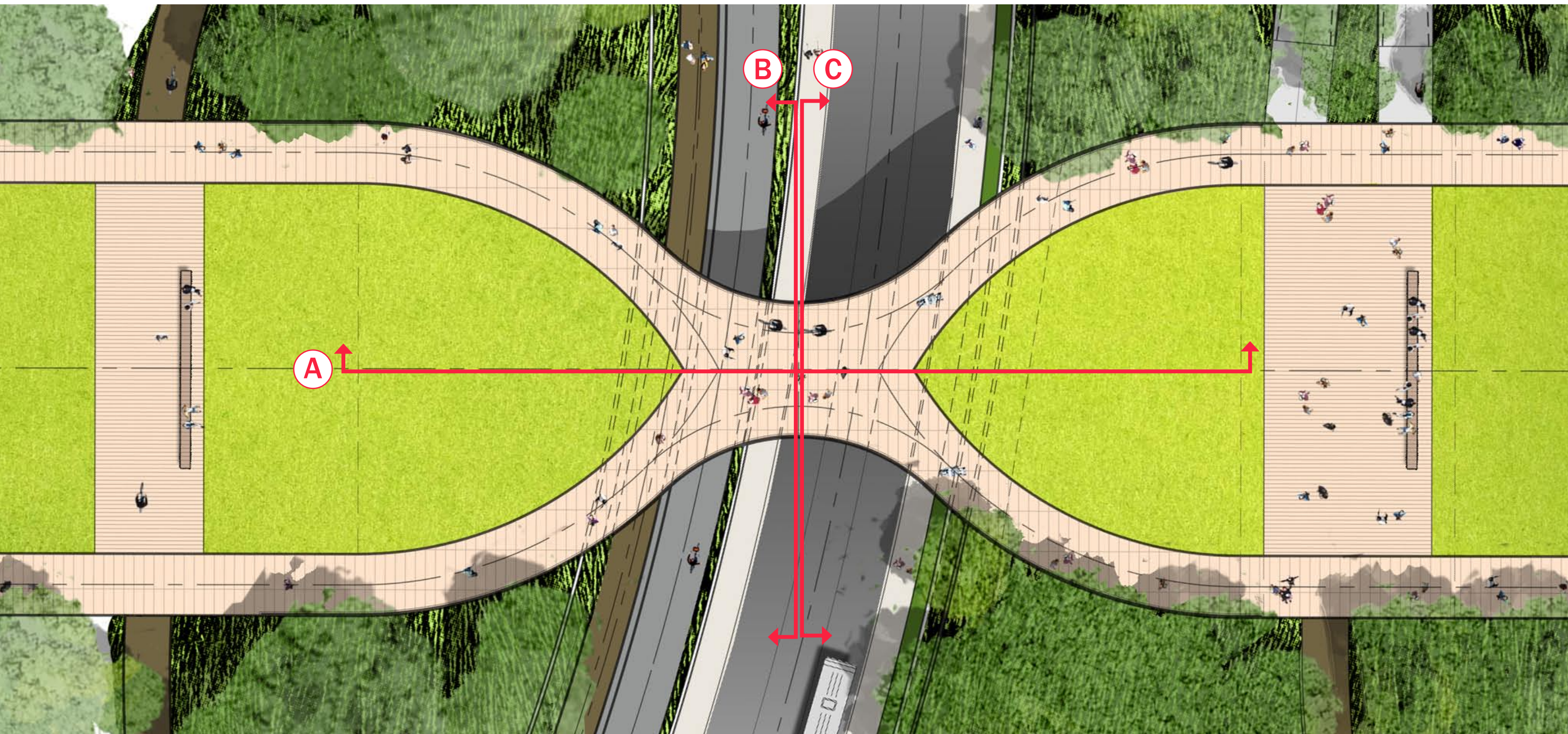


3 Montlake Entry

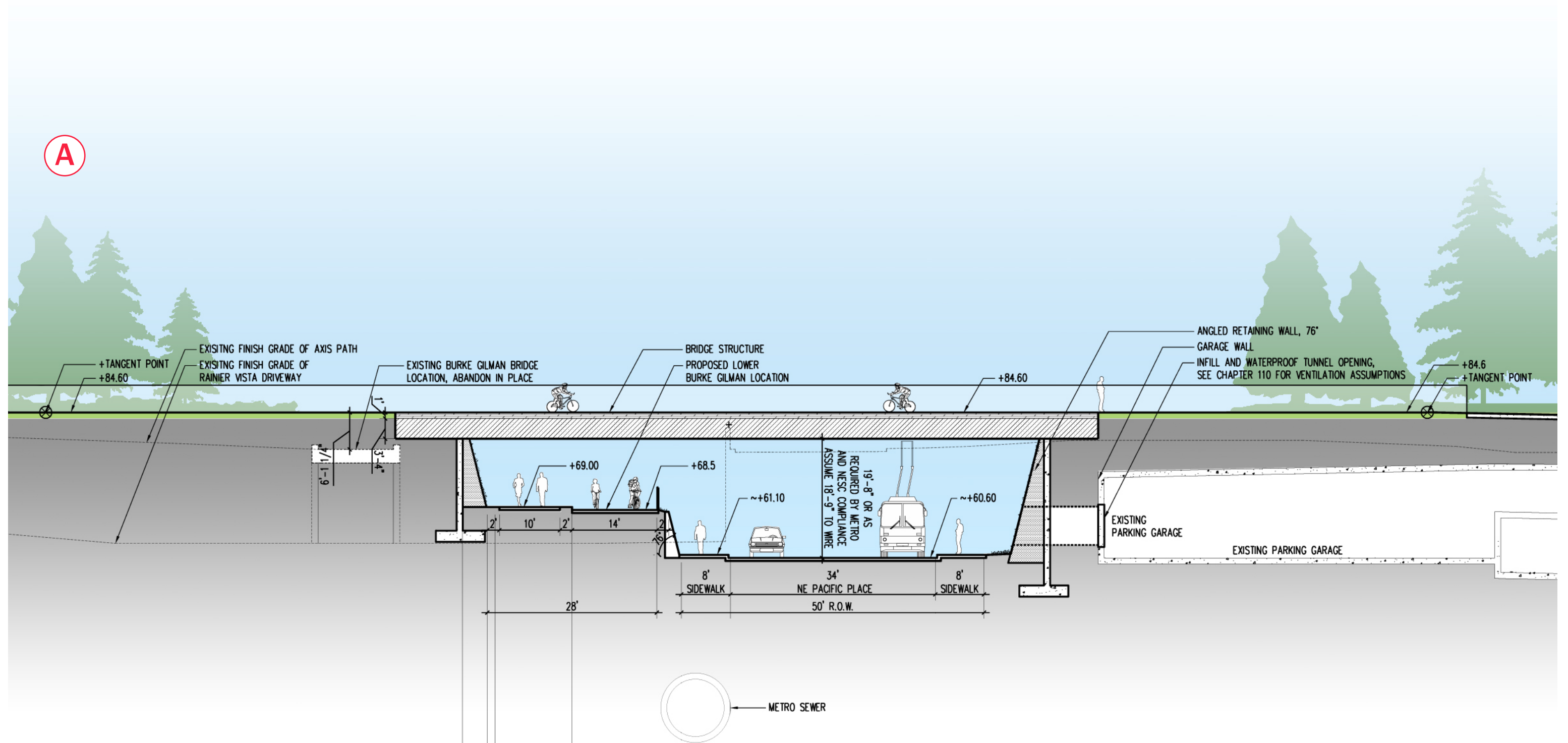


Triangle Court – View from Montlake Boulevard up Axis – Straight End

4 Pacific Place Landbridge



Pacific Place Landbridge – Section



B

EXTENT OF BRIDGE BEYOND

TOW +82.6

NARROWEST PART (WAIST) OF BRIDGE +84.6

TOW +82.6

EXTENT OF BRIDGE BEYOND

LOWERED BURKE GILMAN TRAIL BYPASS

EDGE OF SIDEWALK AGAINST WALL

LP +69.00

BRIDGE ABUTMENT BEYOND

C

NARROWEST PART (WAIST) OF BRIDGE +84.6

EXTENT OF BRIDGE BEYOND

TOW +82.6

TOW +82.6

LP +60.5

APPROXIMATE LOCATION OF VENTILATION AREA, SEE CHAPTER 110 FOR VENTILATION ASSUMPTIONS

BRIDGE ABUTMENT BEYOND

+62

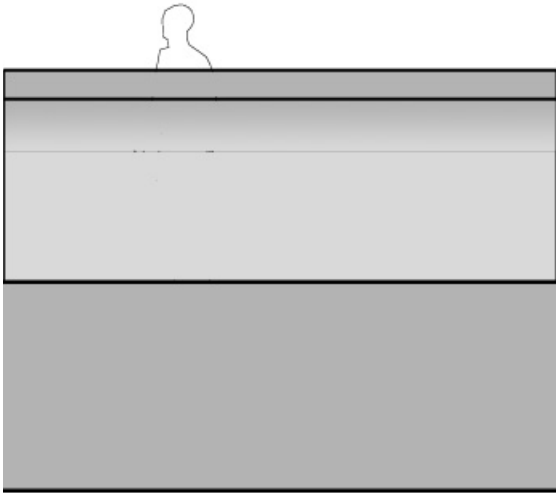
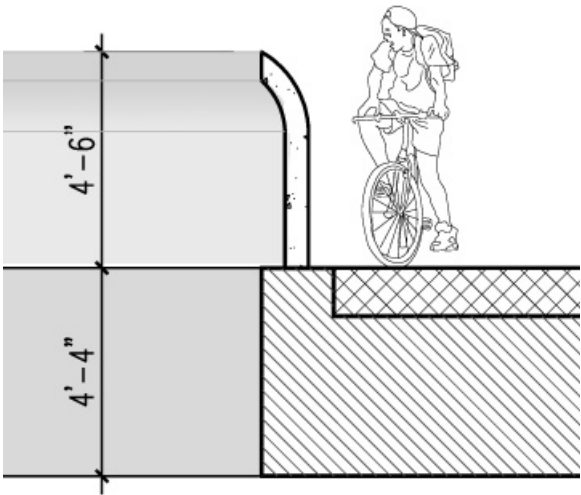
+64

+66

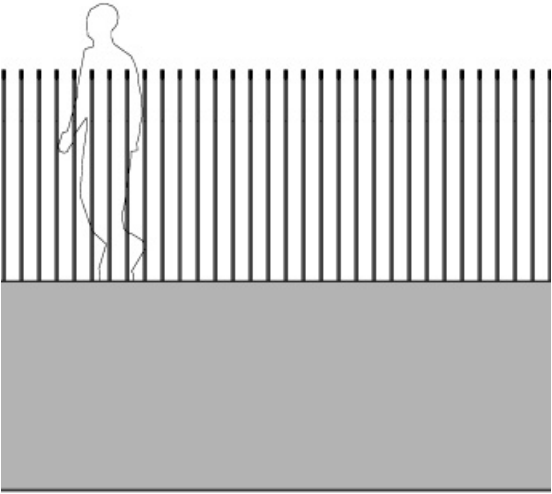
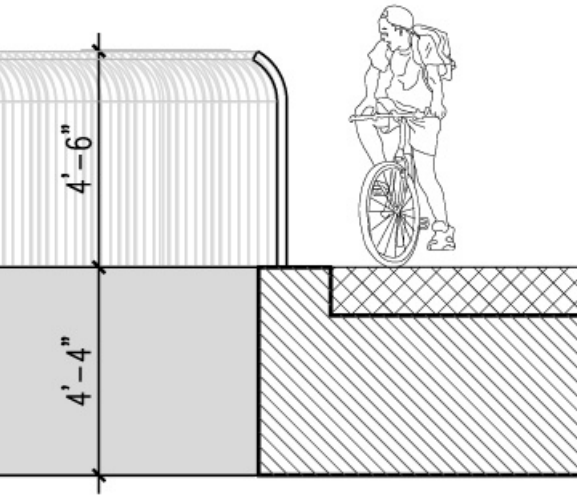
+68

Pacific Place Landbridge Railing Options – Sections and Elevations

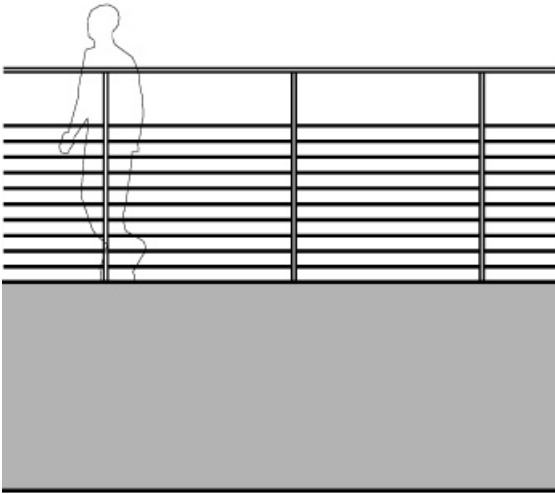
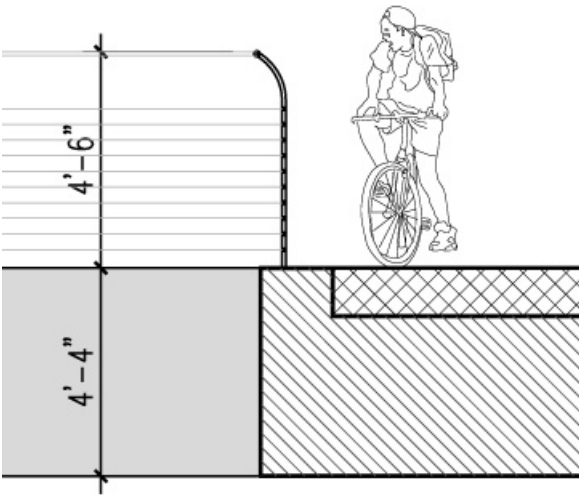
Option A - CONCRETE



Option B - PICKETS



Option C - WIRES



Pacific Place Landbridge – Lighting Concept



Current Design with New Sound Transit Pedestrian Bridge

