



## **Phase 2B**

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# **Terminal Level Overview**

**9. 24. 2012**



Looking north from the lobby of the station. This area is also known as the main waiting room.





Plywood protects the terrazzo floor during construction. Major seismic upgrades are currently taking place in this area. These upgrades includes: all new perimeter columns, grade beams and reinforced interior columns.





To a name a few; Rehabilitation of the King Street Station Project requires hard work from many contractors, subcontractors, small businesses, public aid, city management team, and talented volunteers to make it happened.





Looking northwest at the compass room on right and previous men's room on left.





Looking northwest from the main waiting room. Top left: Large sheets of metal enclosed newly installed columns to support the building's vertical and shear stress.





Sunlight streams through the temporary plexiglass windows from level 2 of the building. Damages to the ornamental plaster are being repaired. A separate slide show will show the work in detail.





The compass room was restored by WSDOT and Amtrak in early 2000, additional upgrades will be done by SDOT in 2013.





The chandelier and plaster in the compass room gives us a good hint how magnificent the waiting room will look once restoration is complete.





A collection of new steel pieces which will be installed as part of the seismic upgrade.





This area will have new deep pile foundation, columns, grade beam, along with new plumbing.





New steel framing at previous Amtrak lunch room provide additional structural load capacity. New concrete slabs, deep pile foundation, grade beam, and new utility lines were also installed.





The original electrical room was located in the middle of the building along the east side wall shown here. The new electrical and mechanical control room is now located under the plaza adjacent to the tunnel beneath.





Another view from the original electrical room. Train platform are located to the left.





These interior columns have been retrofitted. Ornamental plaster will wrap the upper part of the columns and marble panels will cover the lower parts of the columns.





Temporary wall on the left separates Amtrak current operating space from construction zone.





Covered canopy walkway serves as the temporary waiting room while the main waiting room is under construction.





Temporary restrooms are located left of the Amtrak entrance.





Ample signage are located throughout Amtrak's new operating space to minimize confusion.





Previous Amtrak warehouse is now the new baggage claim room. New terrazzo floor, restored marble wrap columns, and refurbished windows grace the new space.





Travelers navigate the new space with the help of new signs. Stains in the original marble panels add character to the 106 year old station.





Construction banners located across from the new ticketing office are frequently updated. A comment box is available for suggestions, complaints, and praise.





Most double doors are new replicas of the originals.





Amtrak's new ticketing space.





At the far northern end of the temporary waiting room is the entrance to boarding, departures and arrival.





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Seats are located throughout the entire new operating space. Once the construction in the main waiting room is complete, this area will be Amtrak warehouse.