VII. STANDING COMMITTEES

B. Finance, Audit and Facilities Committee

Rainier Vista Pedestrian Land Bridge – Informational Update

INFORMATION:

This is an informational update on progress being made toward advancing the lower portion of the Rainier Vista Concept Plan (RVCP) with a proposed pedestrian land bridge.

PROJECT DESCRIPTION:

Sound Transit is required to have a grade separated crossing along the Burke Gilman Trail as part of the pedestrian access to and from the train station at Husky Stadium. Sound Transit’s solution was to provide a 600 foot long pedestrian bridge over Montlake Blvd and Pacific Place to connect the station to the south end of Rainier Vista.

During the permitting review, Seattle Department of Transportation (SDOT) requested a study be performed to see if there was an equal, if not better, alternative to the bridge. A committee comprised of Sound Transit (ST), the University of Washington (UW) and SDOT concluded there was indeed a better alternative that used the RVCP as the basis of the design.

SCOPE OF THE PROJECT:

The scope of the Rainier Vista Pedestrian Land Bridge (RVPLB) project lowers Pacific Place NE and constructs a land bridge that will connect the Montlake triangle with lower Rainier Vista in a seamless pedestrian experience. Transit patrons will access the triangle via a combination of existing crosswalks and new

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1/21/10
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mid-block crossing along Montlake. This mid-block crossing will be funded and installed by SDOT.

The project will be constructed in two phases. The first phase is a design-build package responsible for lowering Pacific Place, constructing the land bridge, realigning the Burke-Gilman trail, installing required lighting and rough grading the triangle and lower Rainier Vista. The second phase is a design-bid-build landscape package responsible for restoration of the surface treatment for the triangle and lower Rainier Vista.

The RVPLB project is proceeding with Schematic Design and development of the RFP for the design-build package simultaneously. Statements of Qualifications were submitted in early December by ten teams. Upon review and scoring by committee, four teams were selected to be shortlisted and invited to prepare proposals by the end of March 2010. At that time, the University will determine if the project is financially feasible. If it is not, the default will be to construct the bridge initially proposed by Sound Transit. The four shortlisted teams are:

- Graham/ABKJ
- Mortenson/Mowat/CH2M Hill
- Sellen/KPFF/Bright/Merlino
- Tri-State/INCA

The project would be jointly funded by the University, SDOT and Sound Transit for a total project cost of $18.7 million. Each agency has agreed to contribute $4 million to the project, with Sound Transit’s contribution to be supplemented by the $6.7 million it had planned to use for the sky bridge.

- Project budget: $18.7 million
- D-B land bridge construction budget: $10.7 million
- Surface landscape construction budget: $4 million
- Other costs (consultants, project management, contingency) $4 million

PROPOSED SCHEDULE:

- Short list design build firms December 2009
- Sign interagency agreement January 2010
- Review design build proposals April 2010
- UW decision to proceed April 2010
VII. STANDING COMMITTEES

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- Start Construction 1Q 2011
- Project Complete September 2012

PREVIOUS ACTIONS:

October 2008 – Rainier Vista Concept Plan (information only)

Attachment
Rainier Vista Pedestrian Bridge Concept
UW SOUND TRANSIT STATION ACCESSIBILITY STUDY: OVERALL PLAN

SOURCES:
Rainier Vista Concept Plan
University of Washington
(June 2008)
Michael Van Valkenburgh Assoc.

Sound Transit
Link Contract U 250
UW Station Finishes (May 2009)

FILLED DEPRESSION VIA CONSTRUCTION SPOILS

BGT PEDESTRIAN/BIKE ACCESS TO CAMPUS

PEDESTRIAN PATHS

BGT BIKE THRUWAY

PLAZA (see NORTH PLAN)

DEPRESSED ROADWAY ON PACIFIC PLACE

ADA ACCESSIBLE PATH TO PLAZA

LANDBRIDGE OVER PACIFIC PLACE & BURKE GILMAN TRAIL

ENHANCED RAINIER VISTA CORRIDOR PLANTING

SOUND STATION CONNECTION TO MID-BLOCK CROSSING (see MID-BLOCK PLAN)

ADA ACCESSIBLE PATH TO CAMPUS
strengthen edges
simplify center
integrate disparate sections
improve comfort