Office of the Waterfront City of Seattle

HDR
Engineer of Record
Paul Bott, PE, SE
Project Manager

Rosales + Partners
Bridge Design
Miguel Rosales, AIA
Bridge Designer

Project is WSDOT funded
1. Provide grade separated connection for patrons of Colman Dock Facility which improves dock operations and pedestrian circulation.

2. Provide a cost-effective, durable and context sensitive bridge solution which enhances the Waterfront as a place for people.

3. Enhance the City of Seattle Colman Dock Hub Strategy which creates a critical connection point between WSF, Transit, Streetcar, and support other hubs at King Street Station and Westlake.
1. Minimum width between railings: 16’-0”
2. Minimum height of railings: 42”
4. Promenade Clearance: 14'-0" to 16'-0"
5. Minimum number of piers in the right of away
6. Safety and Aesthetic Lighting
7. Details and materials compatibility with Colman Dock Ferry Terminal
Option 1
Extradosed CIP Concrete

Option 2
CIP Concrete

Option 3
Fink Truss Steel
Marion Street Pedestrian Bridge Replacement Project

Potential Future Phase

PHASE 1

Elevator

Elevators

+/- 175'

+/- 480'

+/- 110'

44'

47'-8 1/2"
Architectural Sections - Main Span and Approach

Main Span Section

Approach Span Section
Lighting Details - Main Span and Approach

Elevation Lighting - Main Span

Pier Lighting (Typical of two)

Ramp Pier Lighting (Typical of five)

Reveal Light Fixture

Stainless Steel Rail / Led Light Strip
Railing Details - Approach Bridge

Pedestrian Rail Typical Post Section

Pedestrian Rail Typical Post Elevation on Approach
Pedestrian Rail Typical Post Elevation on Bridge

Pedestrian Rail Typical Post Section on Bridge
Railing Details - Approach Bridge Side

ELEVATED WALKWAY

Railing Elevation at Ramp Expansion Joint

Railing Detail at Ramp Expansion Joint

Railing Plan at Ramp Expansion Joint
Railing Details - Ferry Terminal Side
Architectural Section – Temporary Transition
Temporary Transition Ramp