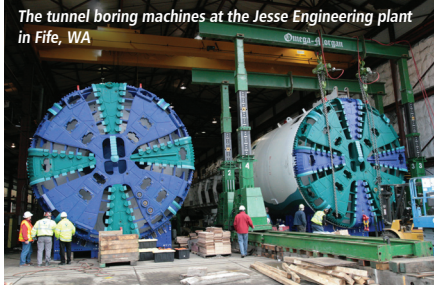


Building University Link



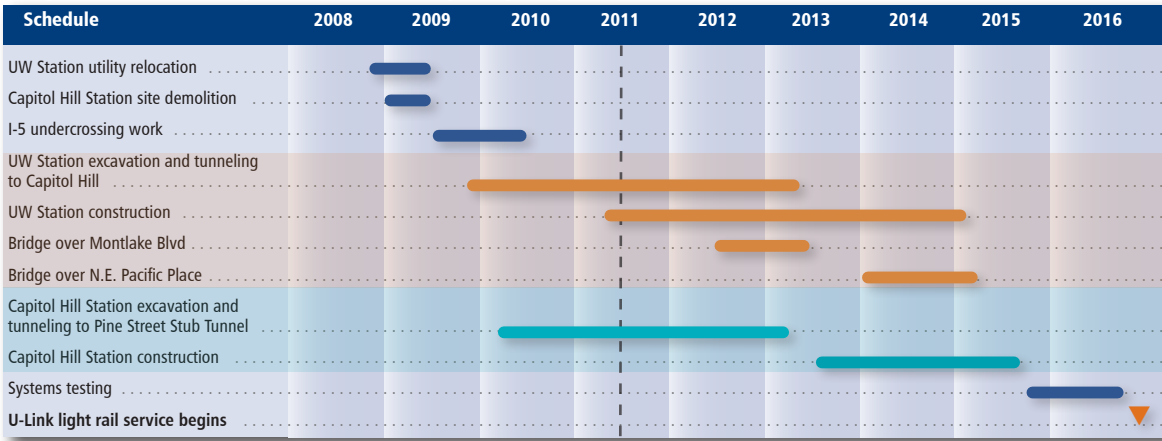
The tunnel boring machines at the Jesse Engineering plant in Fife, WA

Tunnel and station construction

The first step in tunnel construction was excavating the station boxes from the surface, which are 65 and 110 feet deep. After the station boxes were constructed, the tunnel boring machines (TBMs) were launched. These machines are very similar to the one used to dig the Link light rail Beacon Hill tunnel.

Two tunnel boring machines simultaneously worked south from the University of Washington Station. At Capitol Hill Station, one tunnel boring machine worked south to connect to the north end of the Downtown Seattle Transit Tunnel. When it reached the downtown tunnel wall, the TBM was removed, reassembled and relaunched from Capitol Hill Station to dig the second tunnel. At both sites, the excavated dirt (called "spoils") was removed at the station and hauled away in trucks.

Just as captains name their boats, tunneling contractors often name their TBMs. The U-Link TBMs are named Togo and Balto. The two TBMs that will be digging from the UW to Capitol Hill are, not surprisingly, named after famous Huskies—the four-legged kind. "Togo" and "Balto" were canine heroes of a grueling sled dog relay to deliver medicine 674 miles from Anchorage to Nome, Alaska during a diphtheria outbreak in 1925. This amazing journey is commemorated each year with the Iditarod sled dog race. Our "dawgs" had a shorter trip (approximately two miles) but also under challenging conditions. The TBMs operated between 100 and 300 feet underground and up to almost five times normal air pressure!



SCHEDULE

Construction of the University Link began in 2009 and will open for service in 2016. By 2030, the University Link line alone is projected to add 70,000 daily boardings to the Link light rail system.

FUNDING

Funding for University Link was approved by the Sound Transit Board in April, 2006. The project is budgeted at \$1.9 billion dollars (adjusted for inflation). Sound Transit received a federal grant of \$813 million from the Federal Transit Administration to construct the line. Local funding is 100 percent secured from local taxes approved by voters in 1996.

COMMUNITY OUTREACH

Sound Transit is committed to keeping the community informed about construction activities and promptly solving any problems.

FOR MORE INFORMATION

To request a briefing for your organization or for more information, contact Wilbert Santos, Community Outreach Coordinator, at 206-370-5516 or ulink@soundtransit.org. You can also visit Sound Transit's website at www.soundtransit.org/u-link.



www.soundtransit.org

To receive email updates about this project, subscribe online at www.soundtransit.org.



University Link Light Rail

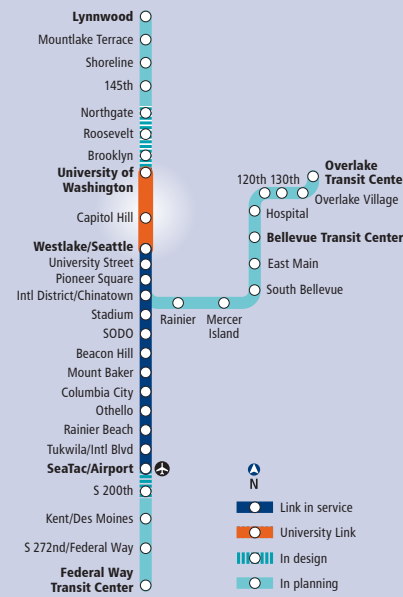
FACT SHEET

MAY 2012

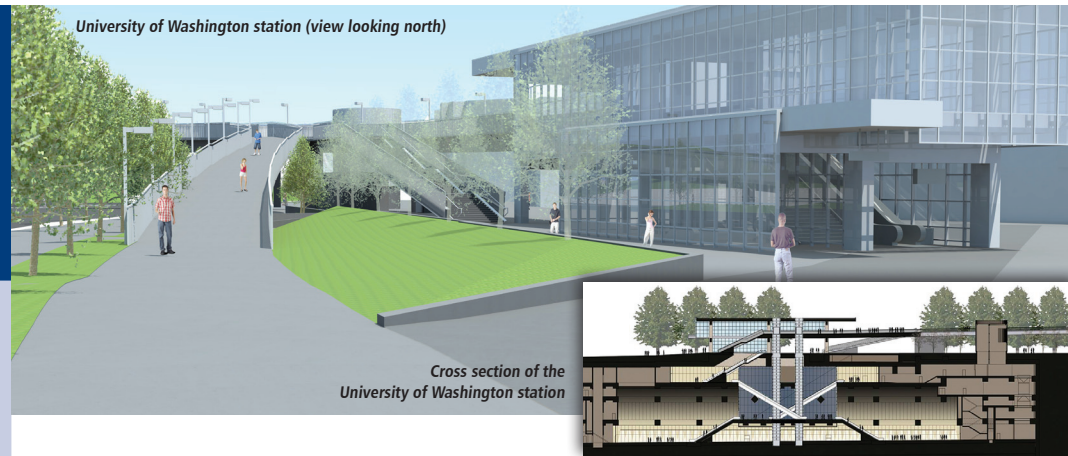
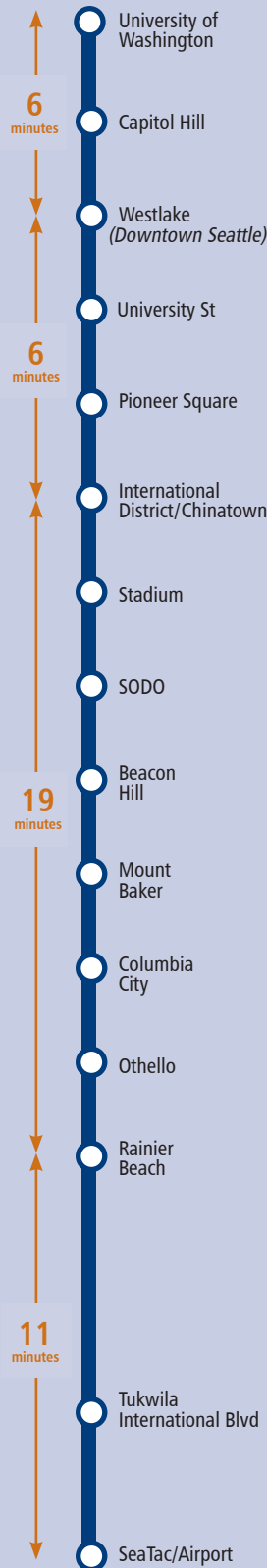
University Link is a priority for the region's transit system. It connects some of the region's largest urban centers—downtown Seattle, Capitol Hill and the University District—with a high-speed, high-capacity, congestion-free light rail line through the region's busiest corridor. The line's two stations will also serve the University of Washington, Seattle University and Seattle Central Community College, providing a strong ridership base for frequent all-day service.

Link Light Rail System

University Link adds 3.15 miles to the region's light rail system, bringing the total to over 19 miles. The entire line will run in twin-bored tunnels from Westlake Station in the Downtown Seattle Transit Tunnel to the University of Washington, with stations at Capitol Hill and on the University campus near Husky Stadium.



Link light rail travel times



University of Washington Station

The University of Washington station will be an underground facility located adjacent to Husky Stadium. It will provide access to the UW campus and UW Medical Center, nearby sports venues and surrounding neighborhoods. The entrance to the UW Station is near Husky Stadium, and a pedestrian bridge over Montlake Boulevard will connect the station to the Montlake Triangle. The University of Washington will also be building a land bridge over NE Pacific Place which will connect the triangle to the UW Campus.

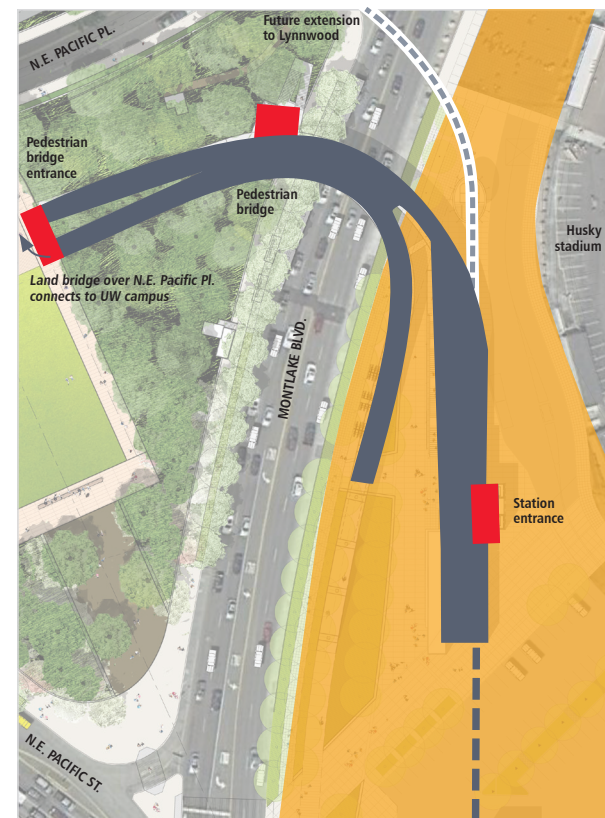
Sound Transit has been working closely with the University of Washington to coordinate design and construction issues and minimize impacts to vital research activities. Sound Transit is also coordinating with other local agencies; Washington State Department of Transportation, King County Metro and the City of Seattle as the Montlake Triangle Project and the SR 520 Bridge Replacement Project moves forward. By 2030, Sound Transit estimates that approximately 21,500 riders will board the trains each day at this station.

For more information about the University of Washington Station, please visit www.soundtransit.org/UWstation.

Public art

Local artist and UW graduate Leo Saul Berk's concept is to create an underground planetarium by cutting an artist-designed hatch pattern into the back-lit metal walls of the station interior. The walls make up the chamber where transit riders traverse the deep underground station on two pairs of up-down escalators and on two elevators. The patterns relate to the actual geologic cross-section of the station site, and are inspired by geology soil coding. The experience will remind the viewer of where they are and what is just on the other side of this station's massive concrete walls.

Of the concept, Berk states, "My primary inspiration for the artwork for this station is the actual depth of the station platform. The 110 foot decent/ascent will be primarily accessed through escalators creating an excellent opportunity for riders to reflect on the significance of this location."



University of Washington Station

- Station entrance
- Station
- Tunnel alignment
- Future alignment
- Construction staging area



Capitol Hill Station

The underground Capitol Hill station will be built just east of Broadway Avenue and south of East John Street, beneath Nagle Place and adjoining properties. In addition to serving Seattle Central Community College and Seattle University, this station will also serve the densely populated residential neighborhood and the Broadway business district. Group Health Medical Center and other employers are also nearby. Locating the station east of Broadway and west of Cal Anderson Park reduces construction disruptions in the Broadway business district and the recently developed park.

Capitol Hill Station will be about 65 feet deep and have three entrances: a north entrance on the east side of Broadway at the corner of East John Street, an entrance on the west side of Broadway just south of East Denny Way, and a south entrance at the corner of East Denny Way and Nagle Place. By 2030 about 14,000 riders are expected to board the light rail trains each day at this station.

When construction is finished, surplus property will be available for re-development that is compatible with the station facilities and neighborhood.

For more information about the Capitol Hill Station, please visit www.soundtransit.org/capitolhill.

Public art

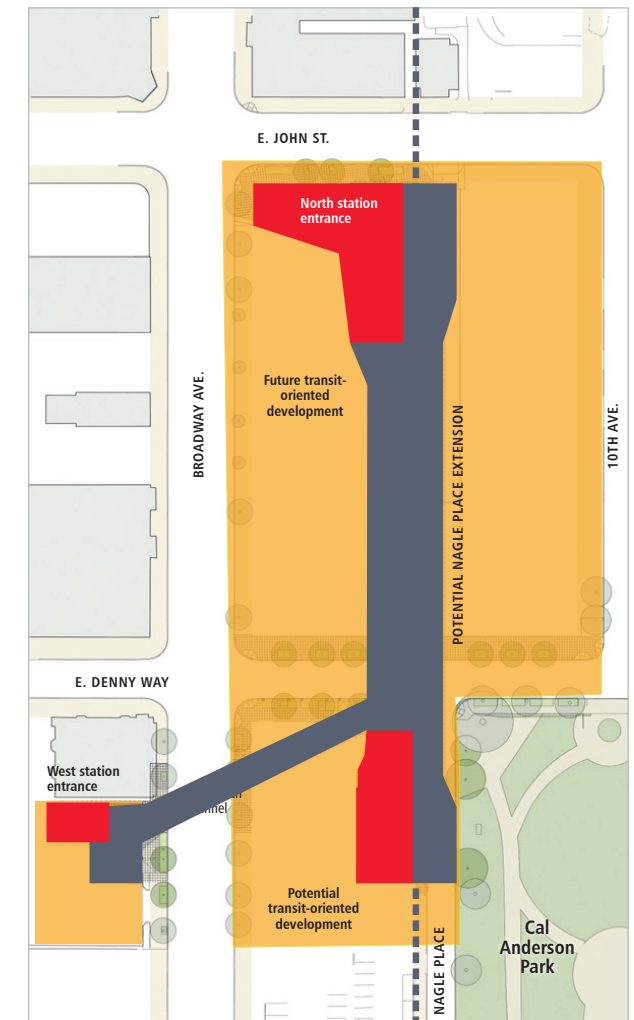
Sound Transit's public art program, called *STart*, has commissioned artists to develop works for both University Link stations.

At Capitol Hill Station, Mike Ross will create artwork for the platform level and Ellen Forney for two station entrances. Ross, of New York City, uses a wide range of media in his work to explore elements of light, space, form and interactivity. His award-winning sculptures have been seen throughout New York and in Key West, Amsterdam and Berlin. He is developing a sculpture for Capitol Hill Station that explores the tension created by forces that both pull together and push apart and the juxtaposition of nature and powerful technology.

Ellen Forney, a Capitol Hill artist, has proposed two murals for the north and west entrances of the station. Her designs mirror some of the same themes of Ross' sculpture: a level of playfulness, ambiguity, and a juxtaposition of forces pushing together and pulling apart. With the clean graphic quality of Forney's work and the bold color she has chosen, her murals will become beacons for the entrances to the underground station.

The *STart* program

For more information, contact: Barbara Luecke, Art Program Manager, at barbara.luecke@soundtransit.org or 206-398-5059. See the latest on Sound Transit's Public Art program at www.soundtransit.org/start.



Capitol Hill Station

- Station entrance
- Station
- Tunnel alignment
- Construction staging area and future development

