WELCOME!

Kính Chào Quý Khách

Bienvenidos

환영합니다!

5:30 to 6 pm  Review displays and speak with project staff
6 to 6:30 pm  Presentation and Q&A
6:30 to 7:30 pm  Continue reviewing displays
Stay Involved!

Stay in touch through our project website:
http://www.seattle.gov/transportation/northgatepedbridge.htm

Questions?
Contact Art Brochet
art.brochet@seattle.gov or 206-615-0786
## NORTHGATE PEDESTRIAN AND BICYCLE BRIDGE Timeline

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- **Identify Type and Route Options**
- **Screen Options**
- **Recommend Alternative**
- **Environmental Review and Approvals**
- **Final Design**
- **Northgate Pedestrian Bridge Construction**
- **Sound Transit Northgate Station Construction**
ACCESS POINT OPTIONS
NORTHGATE PEDESTRIAN AND BICYCLE BRIDGE

BRIDGE COMPONENTS

PRIMARY SPAN
The primary span will be the main visual element of the bridge and connect pedestrians and bicycles over Interstate 5. Each span will range from 190 to 220 feet in length. The design team is currently studying 3 types of structural spanning systems: cable stay, tied arch, and tube/truss.

CONNECTION TO SOUND TRANSIT STATION
A potential connection into the new light-rail station at 103rd Street will provide a direct link for pedestrians coming from the west side of Interstate 5. This connection will likely span over 1st Ave NE and connect to the southern ticketing area at mezzanine level.

WEST APPROACH
The west approach connects the west entry point with the primary span. Components of the west approach may include bermed pedestrian and bicycle pathways and elevated pathways.

EAST APPROACH
The east approach connects the east entry point with the primary span, and may also include a connecting element to the proposed Sound Transit Station. Components of the east approach may include bermed pedestrian and bicycle pathways, elevated pathways, stairs and/or an elevator.

www.seattle.gov/transportation/northgatepedbridge.htm
Primary Span Type:

**TIED ARCH**

- Vertical loads of the structure and pedestrians on the deck are carried through vertical suspension members to the arch.
- A tied-arch transmits outward horizontal forces at the base of the arch into a bottom tension chord.

Examples:
Primary Span Type:

CABLE STAY

• Supports bridge deck with cables from a tower or pylon with two major styles: Harp and Fan

• Harp style: Cable distance vertically along the pylon is proportional to the distance along the edge of the deck

• Fan style: All cables connect to or pass over a single point at the top of the tower

Examples:
NORTHGATE PEDESTRIAN AND BICYCLE BRIDGE

Primary Span Type:

TUBE/TRUSS

• Utilizes connected members such as triangles, squares, and rectangles as the structural system

• Creates a more enclosed experience, as the structure surrounds the user on all sides

Examples:

www.seattle.gov/transportation/northgatepedbridge.htm
Primary Span Type:

TIED ARCH
Primary Span Type:

CABLE STAY
Screening Criteria: Alignment Options
Alignments will be evaluated based on a series of criteria

**Bridge & Approach Geometry**
- Span Lengths
- Approach Lengths
- WSDOT Sign Bridge Visibility

**Connectivity**
- Pedestrian Access
- Bicycle Network Integration

**Cost**
- Construction
- Right of Way
- Maintenance
- Corridor Improvements

**Constructability**
- Impact to Traffic
- Impact to Property
- Construction Staging
- Construction Duration

**Design Opportunities**
- User Experience
- Neighborhood Context
- Interstate Context
- Bridge and Trail Aesthetics

**Environmental Impacts**
- Wetland Area
- Footprint of the Structure

**Safety**
- Lighting
- Visibility
- Egress
- Multi-modal interaction
Primary Span Type:

TUBE/TRUSS
Environmental Process

Define Existing Conditions

- Collect current information to set an environmental baseline
- Review environmental studies completed for projects in the area
- Solicit concerns from the public
- Review early designs to minimize impacts

Identify Environmental Impacts

- Prepare technical reports for areas that will be impacted (e.g., wetlands, water quality, fish and wildlife, cultural resources, transportation, economic, and community)
- Develop documentation for SEPA and NEPA
- Submit completed NEPA documents to WSDOT and FHWA for approval
- Prepare SEPA checklist and solicit public comments

Document Findings

Obtain Permits and Approvals

Permits and approvals that may be required:
- Section 404/401 Nationwide Permit
- Section 7 Endangered Species Act
- Section 106 National Historic Preservation Act
- Coastal Zone Management Consistency
- Construction Stormwater General Permit
- Hydraulic Project Approval
- Seattle Critical Areas Review
- Seattle Building Permits

www.seattle.gov/transportation/northgatepedbridge.htm
NORTHGATE PEDESTRIAN AND BICYCLE BRIDGE

Area Pedestrian and Bicycle Improvements

PHASE 1
- 1st Ave NE protected bike lane (92nd to Northgate Way)

PHASE 2
- Sidewalk upgrades - 5th Ave (100th to 105th)
- Sidewalks on NE 103rd (3rd to Roosevelt)
- Protected bike lanes and pedestrian Improvements on 92nd (Wallingford to 1st Ave)
- Sidewalk on 92nd (1st to 5th)

PHASE 3
- Pedestrian improvements on Northgate Way (Corliss to 1st)
- Protected bike lane on 100th (1st to 5th)
- Sidewalk on 92nd (1st to 5th)
- Sidewalk on 95th (1st to 5th)
- Sidewalk on 98th (5th to 8th)
- Crossing improvements at 5th Ave and NE 94th St
- Greenway along 8th Ave NE (92nd to Northgate Way)

LEGEND
- Orange: Bike and Pedestrian Improvements
- Green: Bike Improvements
- Blue: Pedestrian Improvements

www.seattle.gov/transportation/northgatepedbridge.htm