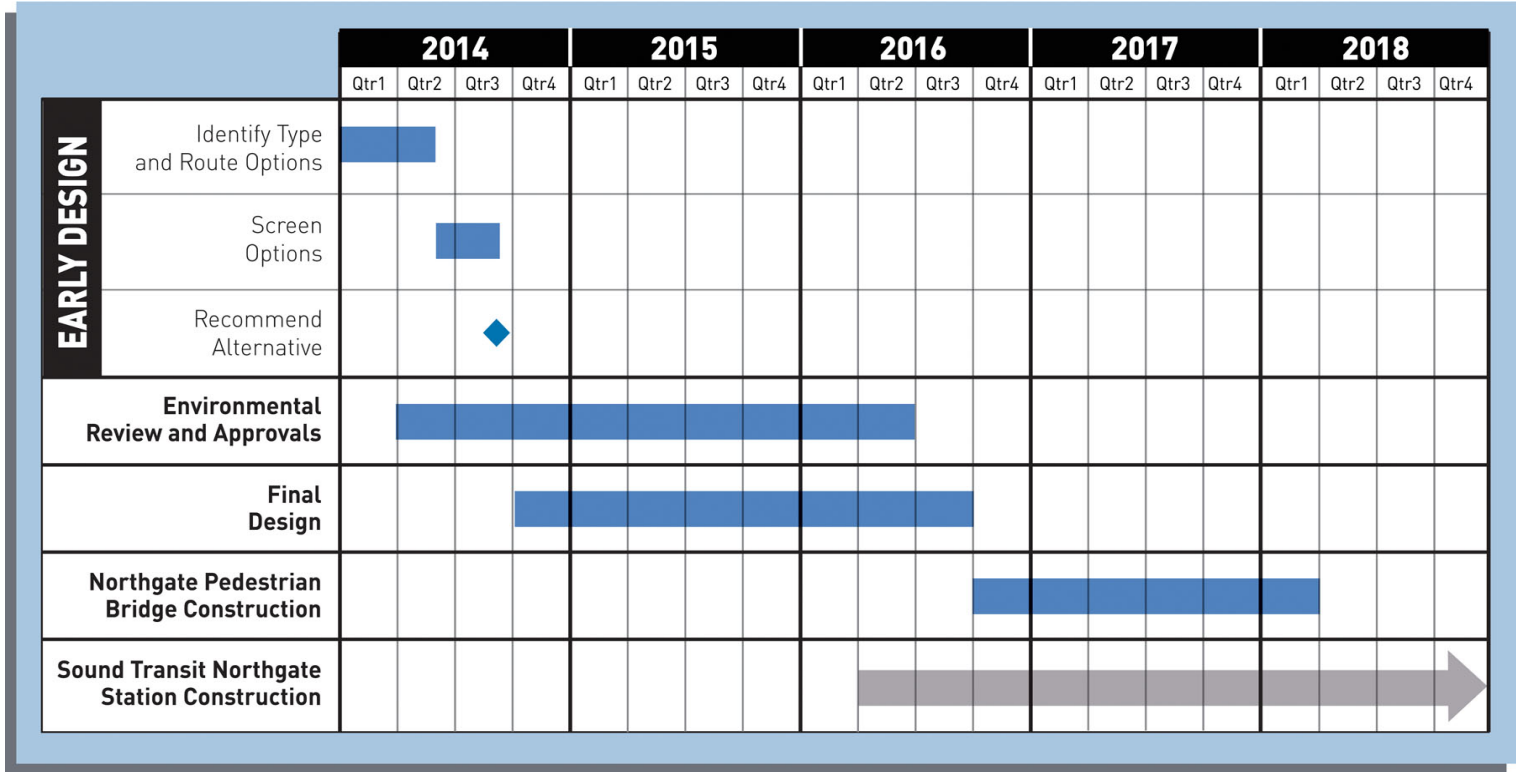


Northgate Pedestrian & Bicycle Bridge

PROJECT SCHEDULE



PROJECT FUNDING

Early estimates for the project cost are about \$25 million. At this time, SDOT and Sound Transit have each committed to provide \$5 million if all required funding is secured by July 31, 2015. If the required funding is not secured by that time, the Sound Transit portion will be used for other pedestrian and bicycle improvements in the area.

In April, the City of Seattle, along with its partners at King County Metro, Sound Transit, WSDOT and North Seattle College, requested a US DOT TIGER grant in the amount of \$15 million to fund construction of the Northgate Pedestrian and Bicycle Bridge as part of a complete package of improvements around the Northgate Transit Center and light rail station.

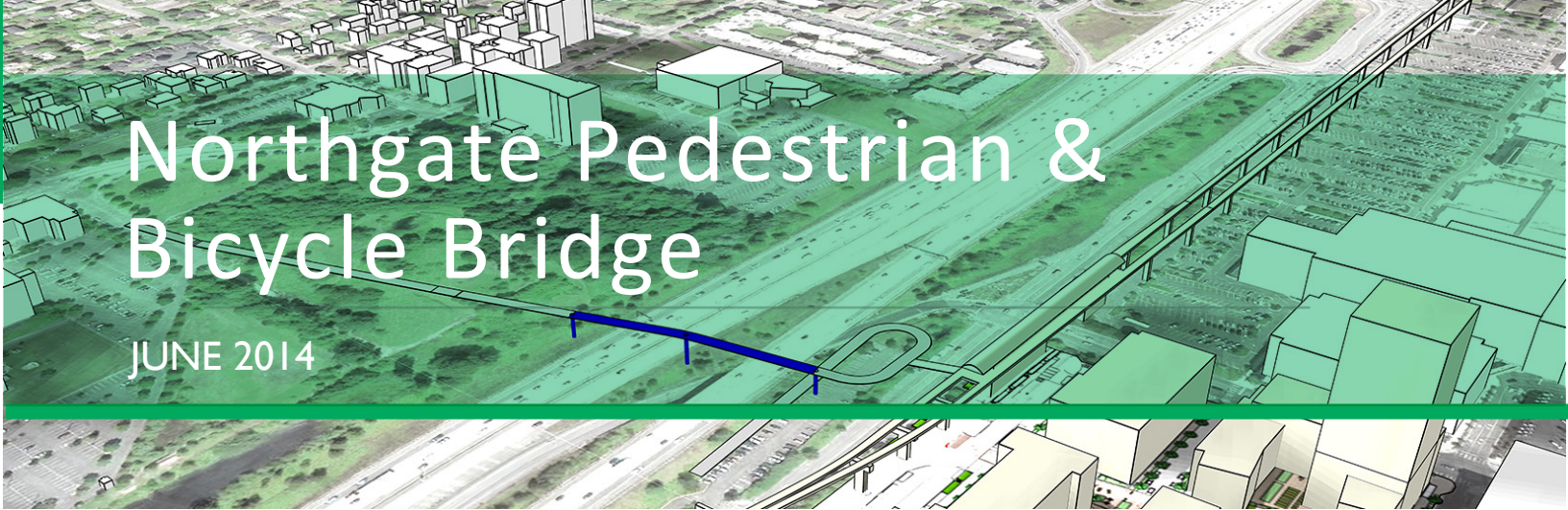
NEXT STEPS

Project team members will use the selection criteria to determine the bridge alignment, span type and connection points. A recommended alternative is anticipated by fall of 2014.

STAY IN TOUCH!

For more information about this project, please visit our project website:
www.seattle.gov/transportation/northgatepedbridge.htm

If you have specific questions or concerns, please contact:
Art Brochet, Communications Lead
art.brochet@seattle.gov • (206) 615-0786

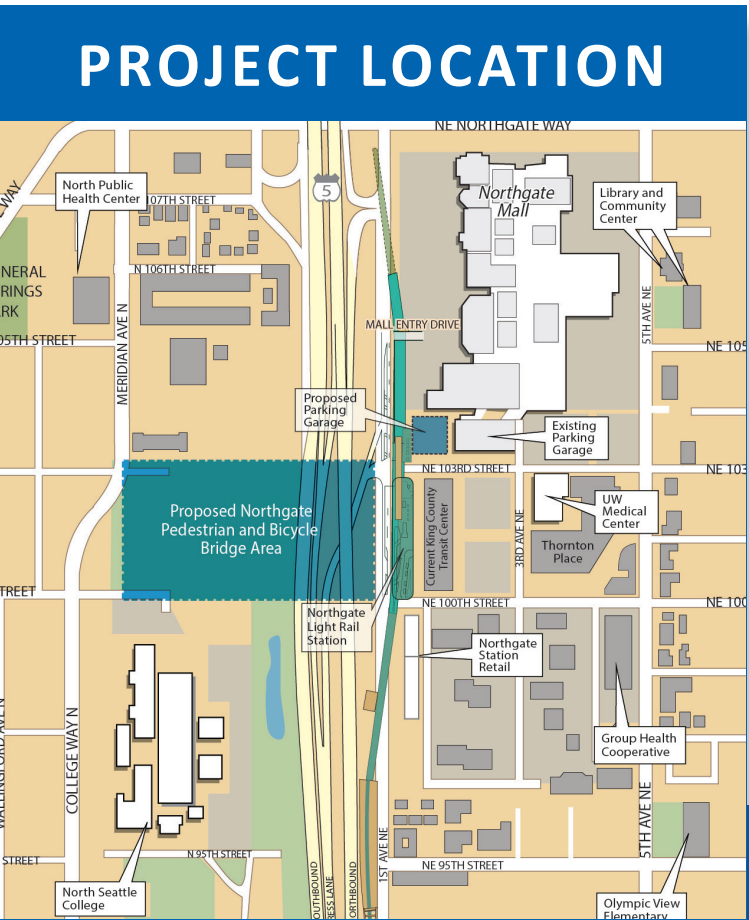


PROJECT OVERVIEW

The Northgate Pedestrian and Bicycle Bridge project will design and construct a pedestrian and bicycle overpass across Interstate 5 (I-5) that will connect the communities, neighborhoods, businesses and schools in the Northgate area. The bridge will be in the vicinity of NE 100th and NE 103rd streets and will likely be between 1,800 and 2,200 feet long. Possible alignments, bridge types and connection points to other assets are being evaluated by the project team, with the goal of selecting a preferred option by fall of 2014.

PROJECT NEED

The Northgate area is one of the Puget Sound region's major residential and employment centers. The Northgate Pedestrian and Bicycle Bridge will enable more people to access transit, and create easier movements for residents on both sides of I-5. It is anticipated that more than 7,000 people would use the bridge daily. The existing transit center currently serves over 6,000 passengers a day, and the future light rail station is expected to serve over 15,000 passengers per day.



PROJECT BENEFITS

The Northgate Pedestrian and Bicycle Bridge project benefits the area by:

- Increasing ridership at the Transit Center and future Light Rail station.
- Creating an easier connection for students to and from North Seattle College by shortening the walk distance from the Transit Center by almost a mile.
- Providing important access for bicyclists and pedestrians to other improvements coming to the Northgate area.

Northgate Pedestrian & Bicycle Bridge

BRIDGE TYPES UNDER CONSIDERATION

Of the many types of bridge structures that could span I-5 at Northgate, some are considerably deeper than others, due to the span length. Bridge types with a deeper span structure – such as concrete box, steel plate and steel truss structures – would result in a higher bridge deck, longer bridge approaches, and more time needed to cross. As a result, three types of structures enabling a thinner structure below the bridge deck are being considered for the main span on this project:



**TIED ARCH
BRIDGE, HELIX
PEDESTRIAN
BRIDGE**
Seattle,
Washington



**CABLE STAY
BRIDGE, MARY
AVENUE BRIDGE**
Cupertino,
California

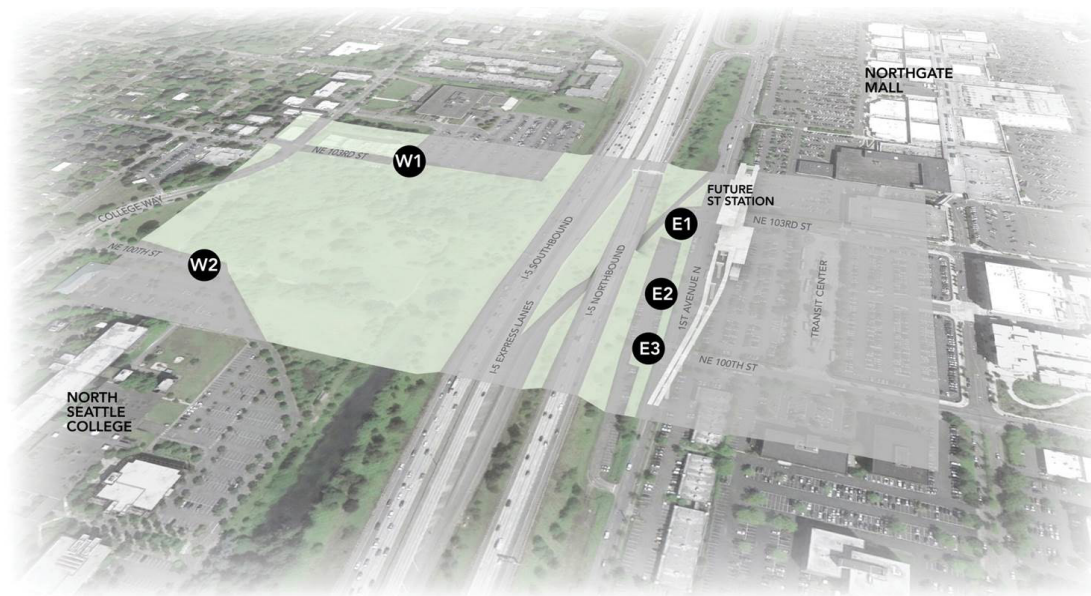


**TUBE/TRUSS
BRIDGE,
ARGANZUELA
FOOTBRIDGE**
Madrid, Spain

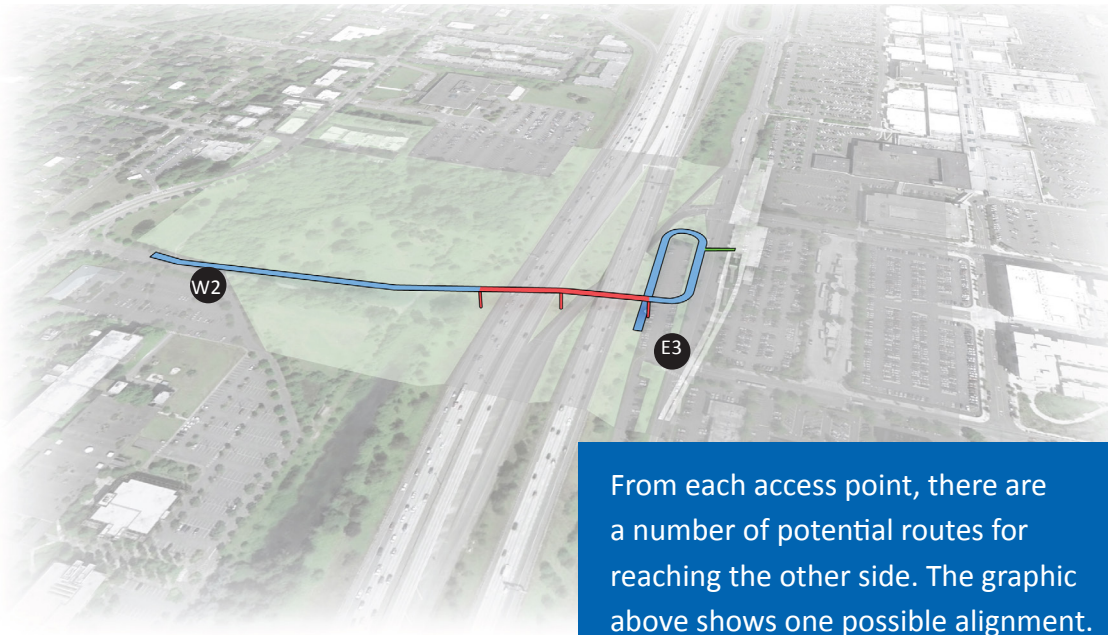
BRIDGE LOCATION

In order to provide the greatest benefit for all users, the Seattle Department of Transportation (SDOT) is designing the bridge to create access to area amenities such as North Seattle College, transit facilities, community services and commercial centers.

In developing placement options, SDOT is considering area wetlands, Thornton Creek, Washington State Department of Transportation (WSDOT) operations, North Seattle College, right of way and existing structures.



Possible bridge access locations.



From each access point, there are a number of potential routes for reaching the other side. The graphic above shows one possible alignment.

Example of how the bridge might connect on either side of I-5.

OTHER PEDESTRIAN AND BICYCLE IMPROVEMENTS

The Northgate Pedestrian and Bicycle Bridge is one of many improvements being proposed in the area. We hope to create a more walkable and bikeable Northgate through investments that benefit users of all abilities. The map below highlights some of the areas for improvement.



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)