

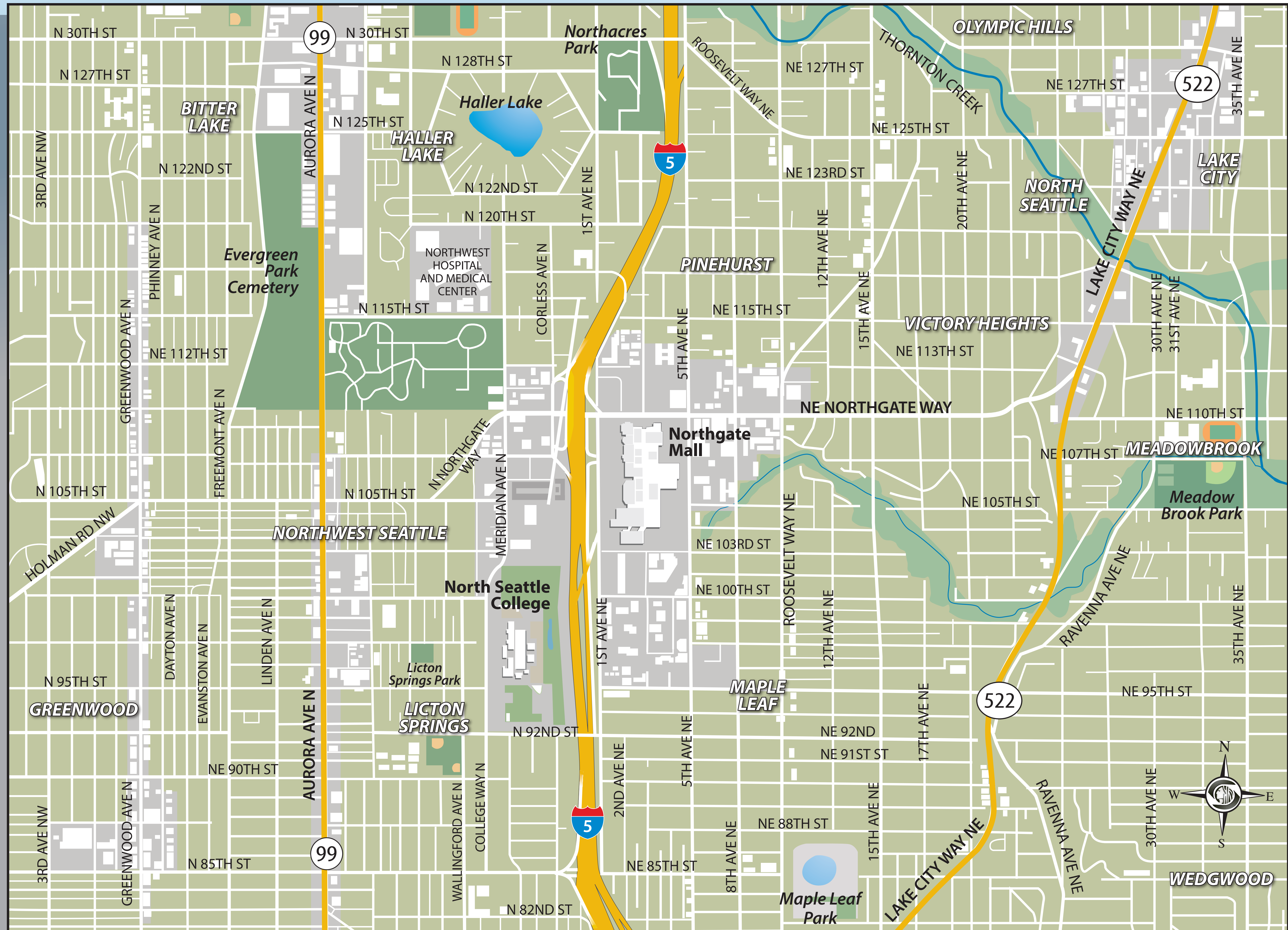
WELCOME!

歡迎 **Kính Chào Quý Khách**

환영합니다! **Bienvenidos**

- 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

WHERE DO YOU LIVE?





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

Timeline

		2014				2015				2016				2017				2018			
		Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4	Qtr1	Qtr2	Qtr3	Qtr4
EARLY DESIGN	Identify Type and Route Options	■																			
	Screen Options		■																		
	Recommend Alternative			◆																	
	Environmental Review and Approvals		■																		
	Final Design				■																
	Northgate Pedestrian Bridge Construction											■									
	Sound Transit Northgate Station Construction									■											

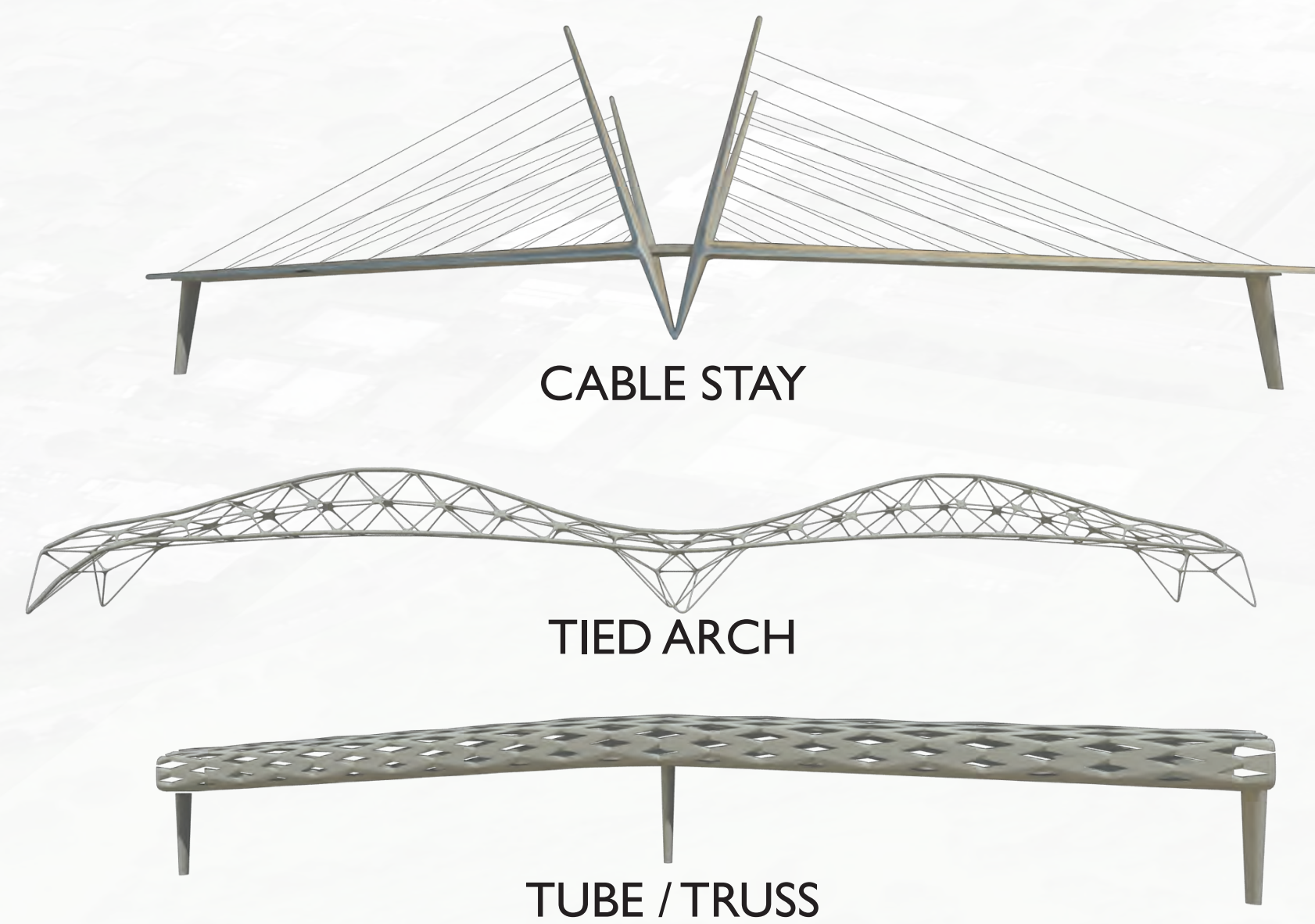
ACCESS POINT OPTIONS



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.

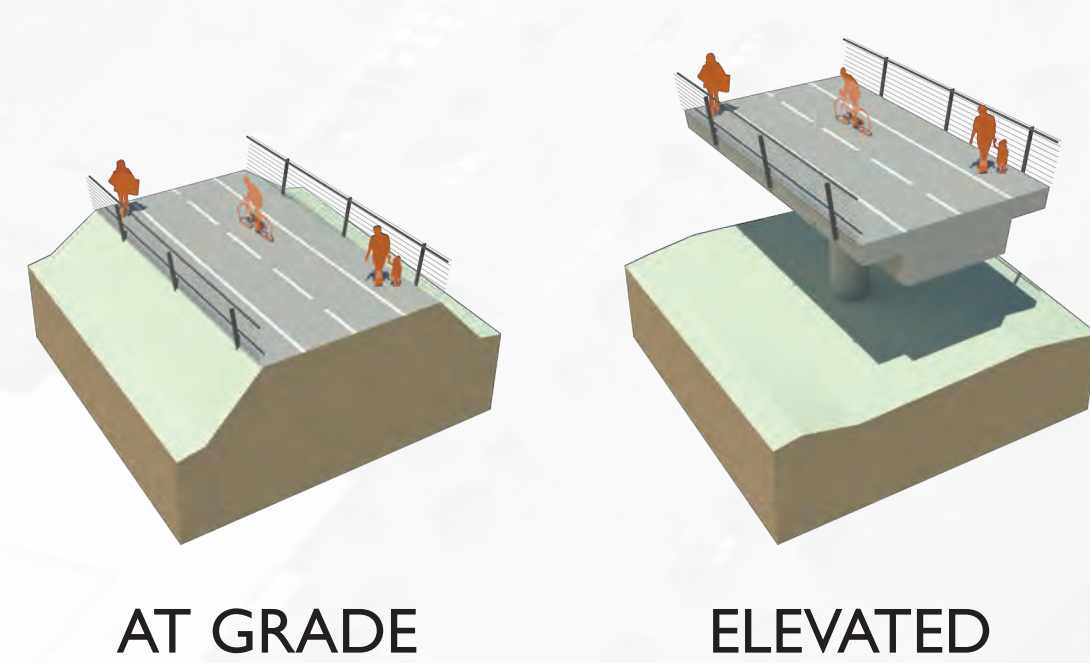


CONNECTION TO SOUND TRANSIT STATION

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.

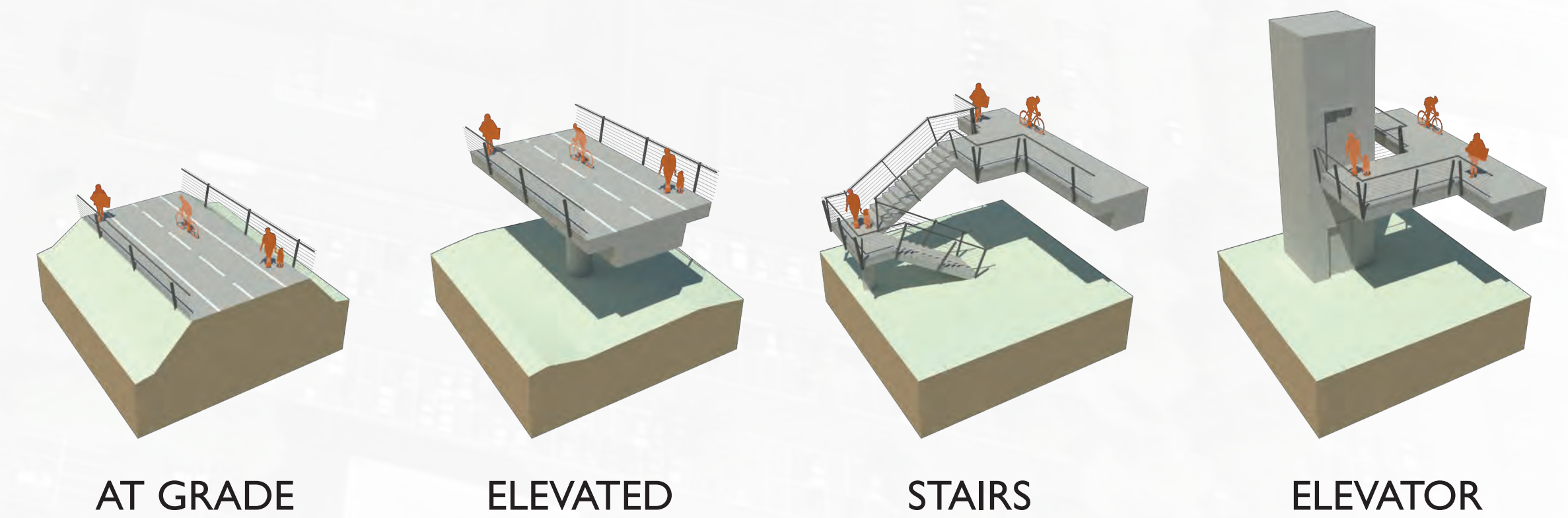
WEST APPROACH

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.



NORTHGATE PEDESTRIAN AND BICYCLE BRIDGE

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:



NORTHGATE PEDESTRIAN AND BICYCLE BRIDGE

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

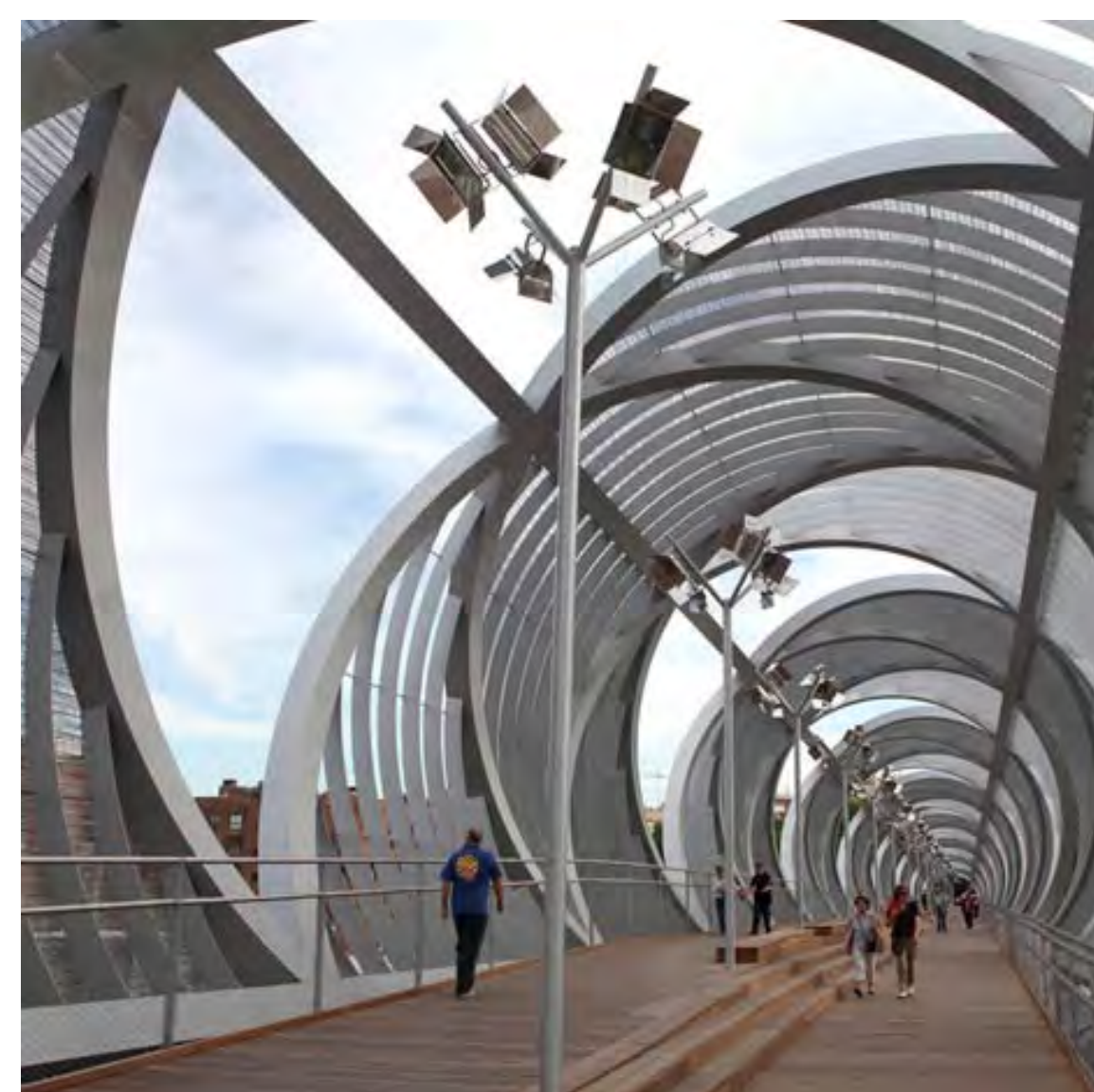
Primary Span Type:

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:



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



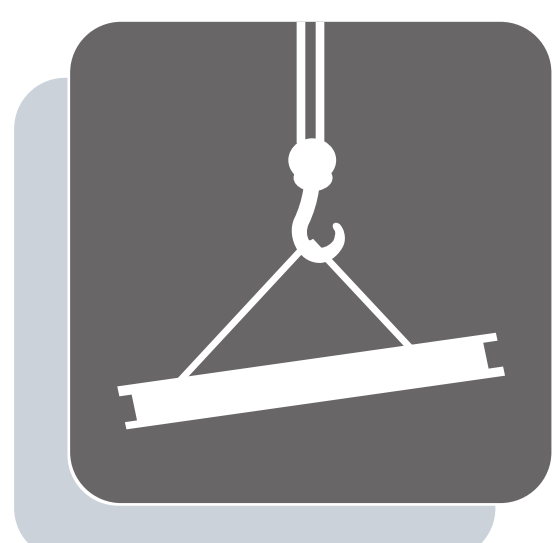
Connectivity

- Pedestrian Access
- Bicycle Network Integration



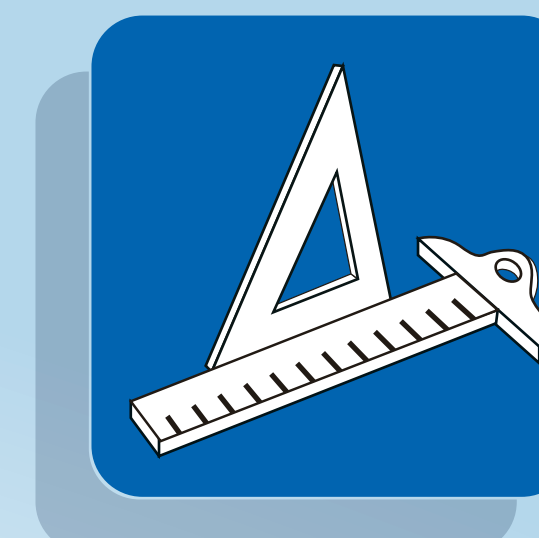
Cost

- 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

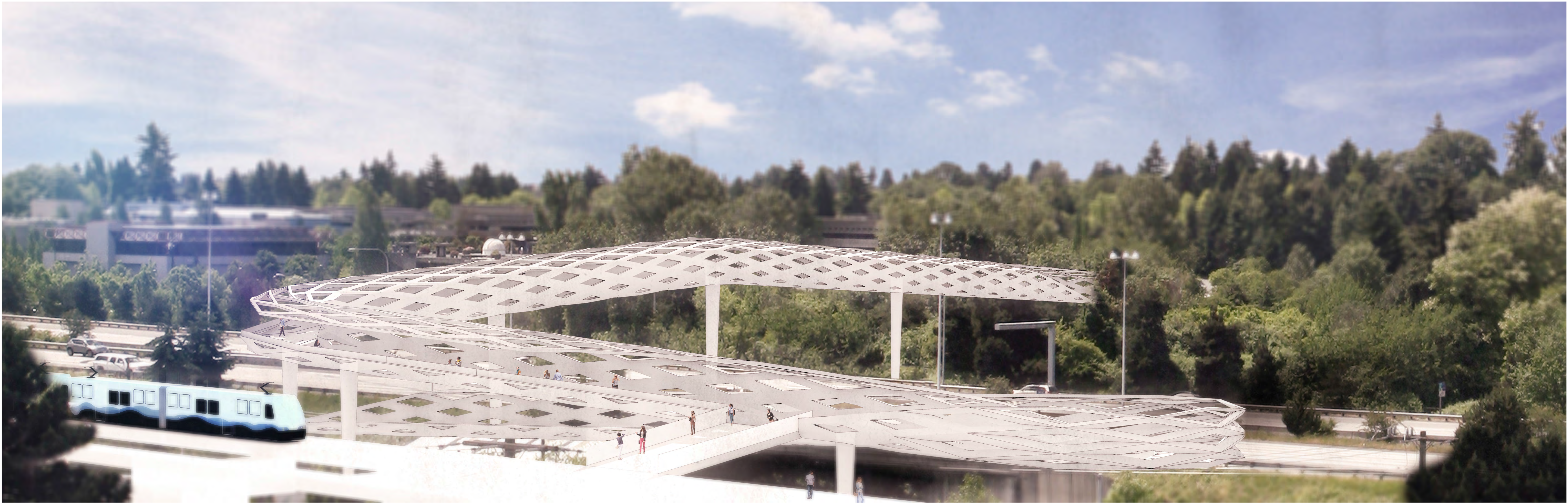


Safety

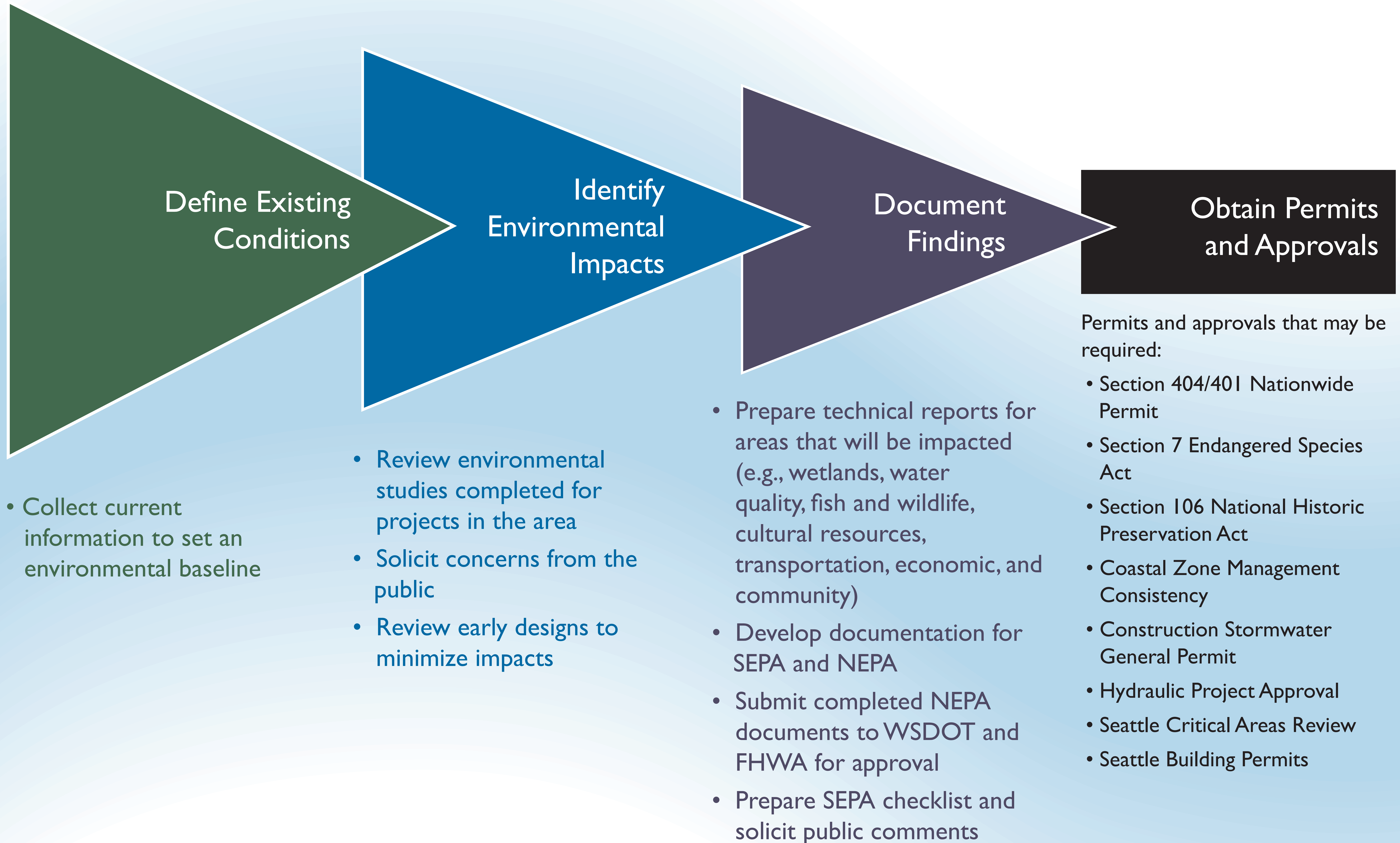
- Lighting
- Visibility
- Egress
- Multi-modal interaction

Primary Span Type:

TUBE/TRUSS



Environmental Process



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)