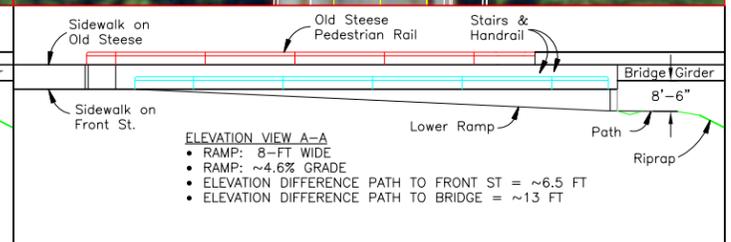
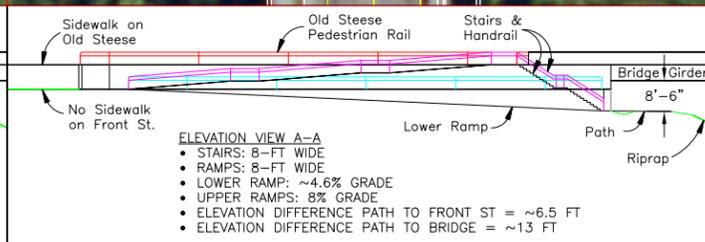
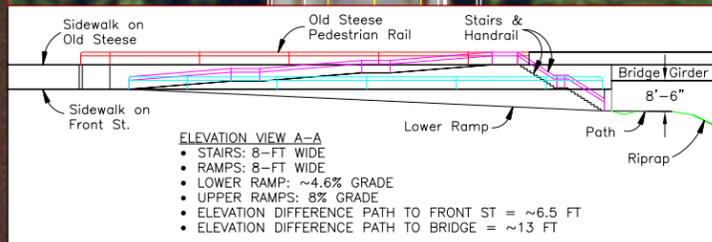
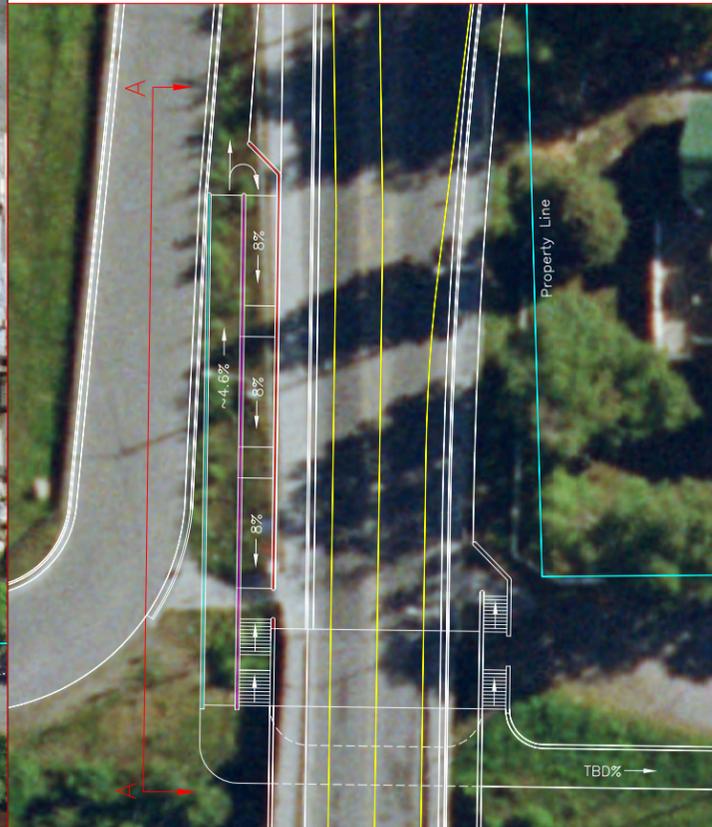
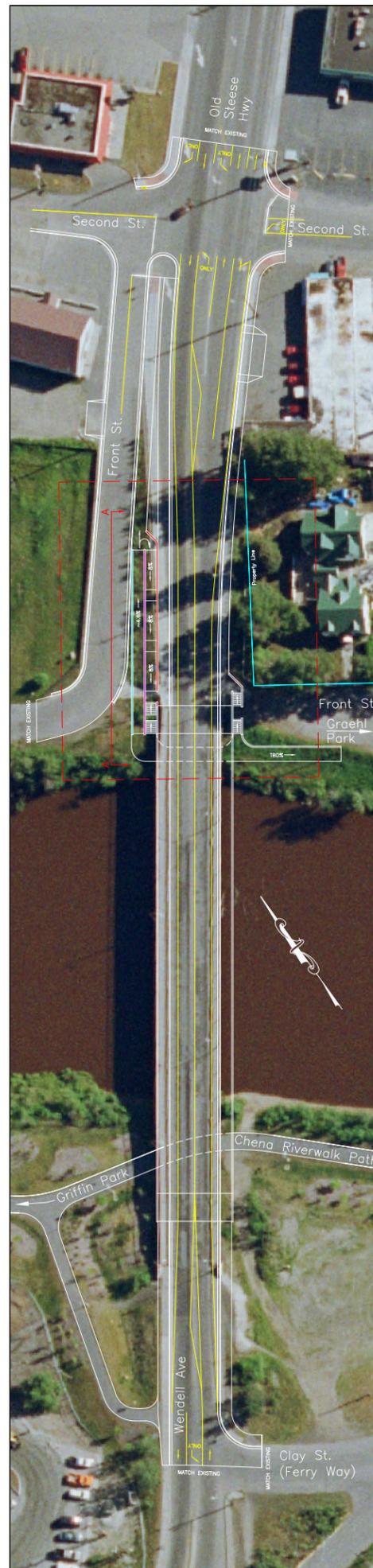


QUESTION 3

WENDELL AVENUE BRIDGE
OPEN HOUSE MEETING
MARCH 27, 2013

QUESTION 4

QUESTION 5



ELEVATION VIEW A-A

- STAIRS: 8-FT WIDE
- RAMPS: 8-FT WIDE
- LOWER RAMP: ~4.6% GRADE
- UPPER RAMPS: 8% GRADE
- ELEVATION DIFFERENCE PATH TO FRONT ST = ~6.5 FT
- ELEVATION DIFFERENCE PATH TO BRIDGE = ~13 FT

ELEVATION VIEW A-A

- STAIRS: 8-FT WIDE
- RAMPS: 8-FT WIDE
- LOWER RAMP: ~4.6% GRADE
- UPPER RAMPS: 8% GRADE
- ELEVATION DIFFERENCE PATH TO FRONT ST = ~6.5 FT
- ELEVATION DIFFERENCE PATH TO BRIDGE = ~13 FT

ELEVATION VIEW A-A

- RAMP: 8-FT WIDE
- RAMP: ~4.6% GRADE
- ELEVATION DIFFERENCE PATH TO FRONT ST = ~6.5 FT
- ELEVATION DIFFERENCE PATH TO BRIDGE = ~13 FT

POINTS TO CONSIDER:

- Functionally equivalent to Questions 4 and 5 combined.
- Provides direct access to the west sidewalk of the bridge.
- Lower ramp on the west side of the bridge would be below Front St. elevation, and pedestrians on the path may be hidden from vehicles on Front St. Crash rated barrier may be required around the outer curve of (west) Front St.
- Underpass allows pedestrian/bicycle users to avoid vehicular traffic while crossing from one side of the Old Steese Hwy to the other.
- Underpass safety would benefit from under-bridge lighting.
- An existing shared use path currently connects the west sidewalk to the Chena Riverwalk Path and Griffin Park.
- ADA accessible stairs, ramps and landings.
- Estimated cost = \$14.3M - \$17.0M

POINTS TO CONSIDER:

- Provides direct access to the west sidewalk of the bridge.
- Lower ramp on the west side of the bridge would be below Front St. elevation, and pedestrians on the path may be hidden from vehicles on Front St. Crash rated barrier may be required around the outer curve of (west) Front St.
- Underpass allows pedestrian/bicycle users to avoid vehicular traffic while crossing from one side of the Old Steese Hwy to the other.
- Underpass safety would benefit from under-bridge lighting.
- No sidewalk connection between the underpass and Second St.
- An existing shared use path currently connects the west sidewalk to the Chena Riverwalk Path and Griffin Park.
- ADA accessible stairs, ramps and landings.

POINTS TO CONSIDER:

- Does not provide direct access to the west sidewalk of the bridge. No stairs or ramps to directly access the west side of the bridge.
- Indirect access to the bridge's west sidewalk is provided via (west) Front St. sidewalk connection to Second St.
- Lower ramp on the west side of the bridge would be below (west) Front St. elevation, and pedestrians on the path may be hidden from vehicles on (west) Front St. Crash rated barrier may be required around the outer curve of (west) Front St.
- Underpass allows pedestrian/bicycle users to avoid vehicular traffic while crossing from one side of the Old Steese Hwy to the other.
- Underpass safety would benefit from under-bridge lighting.
- An existing shared use path currently connects the west sidewalk to the Chena Riverwalk Path and Griffin Park.
- ADA accessible stairs, ramps and landings.