

## **Magnolia Bridge Replacement Project Speakers Bureau**

**Group/Organization:** Seattle Freight Mobility Advisory Committee  
**Date:** October 21, 2003  
**Location:** Key Tower, Room 4050  
**Team Members:** Kirk Jones, Teresa Platt, Peter Smith, Randy Hammond, Don Samdahl, Hadley Greene

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### **Overview**

Kirk Jones gave a brief overview of the project's progress including recent milestones and descriptions of the three alternatives being studied in the Environmental Impact Statement (EIS). He discussed the pros and cons associated with each alternative and briefly described how traffic would use the three (or four with H) bridges into Magnolia. Kirk also discussed mobility on 15<sup>th</sup> Ave W and traffic projections for all three alternatives. Six Freight Mobility Advisory Committee members and one audience member attended.

### **Notes**

### **Questions**

- Will the existing bridge be torn down when the new bridge is built?
- Does the seismic problem apply to the whole bridge, or just certain parts?
- If two bridges are built (as in Alternative H), will both be built to the same earthquake standards? If so, would both be likely to fail at the same time in the event of a major earthquake? Would that defeat the purpose of having two bridges?
- How do the three alternatives tie-in with the Port's North Bay project?
- How were the traffic projections developed, and what level of development was assumed?
- What is the cost of a new bridge? Is this project included in the RTID package?
- Does the \$100 million estimate include Alternative H? Would the two bridges in the alternative cost more?
- What numbers for trucks are being used for the traffic projections? How many trucks currently use the Galer Flyover?
- What assumption is being used for the Alaskan Way Viaduct replacement?
- What is the benefit of moving the bridge structure to the north of the existing route?

### **Committee members asked the project team to comment on the following topics:**

- Truck use and the grades of the bridge.
- Truck capacity – will the new bridge be able to be used by trucks?
- Impacts to rail service, or possible interruption of rail service.

## **Follow-up**

The committee would like to be briefed after the Draft EIS is released, as they typically conduct a review of all major projects.

## **Briefing Materials**

- 3 Alternatives handout
- Traffic model handout
- Project schedule