Public Meeting
October 16, 2007
Presentation at 6:00 p.m.
Overview

- Project Background
- Preferred Alignment – Alternative A
- Selected Structure Type & Column Design
- Bridge Amenities – Design Alternatives & Selected Designs
- Potential Detour Routes
- Funding & Next Steps
Project Background

- **Fall & Winter 2002:** “Universe of Alternatives” – 25 alignments narrowed to 9
- **Winter 2003 – Spring 2006:** Alternatives Analysis – narrowed list, rehabilitation alternative considered
- **Spring 2006:** Alternative A selected as preferred
- **Spring 2006 – Fall 2006:** Structure Type Options
  - Structure types & columns designs analyzed
  - Consultation with Design Advisory Group and Seattle Design Commission; Open House Fall 2006
- **Fall 2006:** Bridge Structure Type Selected
Preferred Alignment - Alternative A

New Magnolia Bridge

Existing bridge to be removed

0 100 200 300 400 500 1,000 feet

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Bridge Segments

Magnolia Bluff Structure

23rd Avenue W Ramps Structure

BNSF Railroad Overcrossing

15th Avenue Overcrossing Structure

Photo Simulation Viewpoints
1. Looking north on 15th Avenue W
2. Looking north from Alaskan Way W
3. Looking northeast from Smith Cove Park
4. Looking north from Smith Cove Acquisition park site

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1. 15th Avenue W Overcrossing: Existing
1. 15th Avenue W Overcrossing:
Haunched Cast-in-Place Concrete Box Girder
2. BNSF Railroad Overcrossing: Existing
2. BNSF Railroad Overcrossing: Precast Concrete Box Girders
3. 23rd Avenue Ramps: Existing
3. 23rd Avenue Ramps: Haunched Cast-in-Place Concrete Box Girder (Main Structure)

Precast Concrete Box Girders (Ramps Structure)
4. Magnolia Bluff: Existing
4. Magnolia Bluff: Haunched Cast-in-Place Concrete Box Girder
Cross Section View of New Magnolia Bridge

City of Seattle
Magnolia Bridge Replacement
Section at Smith Cove

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Lane Configuration of New Magnolia Bridge
Column & Wall Treatments: Selected Designs
Railings & Lighting: Design Alternatives
Railings & Lighting: Selected Designs

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Potential Overlook Locations

View Analysis
Overlooks: Design Alternatives
Overlooks: Selected Designs

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Bike & Pedestrian Access: Design Alternatives
Bike & Pedestrian Access: Selected Designs
Proposed Bus Stop Locations & Pedestrian Circulation
Potential Detour Routes (continued on next slide)

Temporary Ramp Alternative - North

Temporary Ramp Alternative - South

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Potential Detour Routes

Surface Route Alternative

Bridge construction west of Pier 90 occurs with traffic remaining on the existing bridge.

Bridge construction east of Pier 90 requires a traffic detour.

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Project Planning & Funding

• Revised 2007 Project Cost Estimate: $262 million
• Includes design, right-of-way and construction costs
• SDOT has not yet secured construction funding
• SDOT continues to pursue a blend of sources: Federal funding, grants, and other local and regional opportunities
• SDOT anticipates a funding delay of 5 years (or more)
Next Steps

- SDOT will hold design work at the 50 percent level until the City secures funding.
- SDOT will continue to coordinate with the Port of Seattle about:
  - Northbay development
  - Emergency detour routes
  - Cruise ship terminal planning
  - Other topics related to the bridge
Thank You Design Advisory Group!

- Fran Calhoun
- Dan Burke
- John Coney
- Janis Traven
- Lise Kenworthy
- Doug Lorentzen
- Jose Montaño
- Mike Smith
- Dan Wakefield
- Dan Bartlett
- Robert Foxworthy

Seattle Department of Transportation
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www.seattle.gov/transportation/magbridgereplace.htm