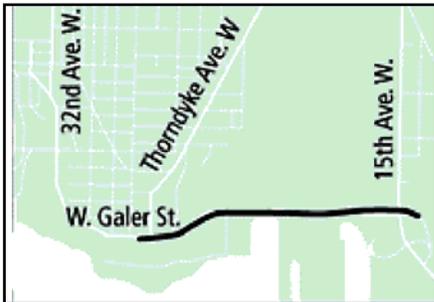




The Seattle Department of Transportation will study the following three alternatives for replacing the Magnolia Bridge. The evaluation process will be documented in an Environmental Impact Statement (EIS). As part of this process, the alternatives could be further refined. The EIS and public review process will help the City select one preferred alternative for replacing the Magnolia Bridge.

Alternative A

Description: Replace the existing bridge with a new structure immediately south of the existing bridge. Construct a diamond interchange in the bridge’s mid-span to provide access to the waterfront and the Port of Seattle’s (Port’s) uplands property. Connections at the east and west ends of the bridge are similar to those on the existing bridge.



- | <u>Pros</u> | <u>Cons</u> |
|--|--|
| <ul style="list-style-type: none"> ◆ Similar impacts to existing bridge ◆ Minimal neighborhood impacts ◆ Convenient route to Magnolia Village | <ul style="list-style-type: none"> ◆ Length of bridge structure ◆ Visual separation of uplands from waterfront ◆ Construction over shoreline ◆ Difficult commuting to waterfront from the west |

Alternative D

Description: Construct a new bridge in the form of a long arc north of the existing bridge. Construct a new ramp to connect with 15th Avenue West (at the existing connection point). Construct diamond interchange in the bridge’s mid-span to provide access to the waterfront and the Port’s uplands property.



- | <u>Pros</u> | <u>Cons</u> |
|---|---|
| <ul style="list-style-type: none"> ◆ Larger parcel of land adjacent to waterfront ◆ Improved connection to 15th Avenue West ◆ Good connection to waterfront from west | <ul style="list-style-type: none"> ◆ Length of bridge structure ◆ Proximity to tank farm (contaminated sediments) ◆ Business dislocation in industrial areas |



Alternative H



Description: This alignment has a northern and a southern segment. The southern route would use the existing Galer Street flyover, immediately drop to the surface and run north along the west side of the railroad tracks for approximately 1,700 feet. The surface road would then turn west and connect with a new structure, climb the Magnolia bluff, and reconnect with Galer Street. Access to the Port's uplands and waterfront would be provided at an intersection along the surface road.

On the northern alignment, traffic bound for Magnolia from 15th Avenue West would use a new bridge (southbound motorists would connect directly to West Wheeler Street with a right-hand off-ramp, while northbound motorists would cross under 15th Avenue West and connect with West Wheeler Street using a ramp). The alignment would continue west on an elevated structure and connect to Thorndyke Avenue at 23rd Avenue West. Eastbound traffic from Magnolia would use the western portion of the Wheeler Street alignment, but would veer to the south at West Armory Way to connect with 15th Avenue West.

Pros

- ◆ Provides fourth access point (improved safety, reduced congestion)
- ◆ Surface route to waterfront and uplands
- ◆ No shoreline impacts

Cons

- ◆ Business dislocation in industrial areas
- ◆ Need to build two structures
- ◆ Galer flyover cannot accommodate as much traffic as the existing Magnolia Bridge
- ◆ Impacts on residents along 15th Avenue

If you have questions or comments about the project, please:

- ◆ Contact Kirk T. Jones, Seattle Department of Transportation Project Manager, at (206) 615-0862 or at kirkt.jones@seattle.gov, or
- ◆ Visit the project website for more detailed maps at www.seattle.gov/transportation/magbridgereplace.htm

