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### One year delay for new **Magnolia Bridge**

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It will take a year longer to build the new **Magnolia Bridge**, a city official told the Port of Seattle Commission yesterday.

The reason is that some of the four alternatives under consideration are significantly outside the current corridor. This means it will be necessary to prepare an environmental impact statement, according to Kirk T. Jones, the city's manager of the **bridge** project. Previously, the city thought only an environmental assessment would be necessary.

"We are looking roughly through 2006 to complete the design and not being able to start construction until 2007," Jones said.

The span was damaged in the 2001 Nisqually earthquake. Some repairs were done, but the **bridge** still does not meet seismic standards.

The extra work does not mean the city will be hiring additional consultants for the project that is estimated at between \$80 million and \$100 million, depending on the selected alignment.

HNTB Architects and Engineers and Planners is the design consultant. Other design team members are Weinstein A/U, EnviroIssues, Shapiro and Associates, KPFF Consulting Engineers and Mirai Associates.

"We will be negotiating this extra work with them," Jones said after his presentation to the Commission.

The four alternatives that remain on the table are:

Option A: This would follow the same route as the existing **bridge**, but there would be ramps leading to and from the port land at Terminal 91.

The port is interested in the project because it may turn the uplands area of T-91, now an industrial area, into a mixed-use development.

Option B: The **bridge** would turn west from 15th Avenue West as it does now, cross over the railroad tracks and descend to an at-grade level on the port's property before swinging southeast past the Elliott Bay Marina, hooking into an expanded 32nd Avenue West and heading north to **Magnolia Village**.

Controversy already surrounds this proposal. In 1986, an agreement was struck with area homeowners and other groups to prohibit such an alignment. Jones said the option was left on the table because it could be less expensive since the alignment is mostly at grade.

Option D: The **bridge** would exit 15th at Galer and Garfield, swing northwest over the railroad tracks and remain elevated over port land, with ramps leading to and from port property. The road would rise back to Galer where it would enter **Magnolia**.

Option H: This would result in a fourth entrance to **Magnolia**. To the south, the **bridge** would leave Elliott Avenue West and 15th at the Galer Street Flyover, cross the tracks, descend to port property and ascend the bluff at Galer. The fourth entrance to **Magnolia** would be further north, where northbound traffic would be directed to an underpass below

15th at Armory; the route would head northwest over the railroad tracks and terminate at Thorndyke Avenue West.

Commissioners said contrary to public opinion, they do not favor Option B. "From our standpoint, we have four alternatives on the table," said Commissioner Clare Nordquist. "End of statement."

The preferred alternative will be in the final EIS, scheduled to be released in June 2004.