Public Meeting
September 13, 2006
Overview

• Project Background
• Preferred Alignment - Alternative A
• Structure Type Options & Views
• Column Design Types
• Potential Bridge Amenities
• Potential Detour Routes
• Funding & Next Steps
Project Background

- SDOT commissioned a Type, Size, and Location (TS&L) study after the 1997 landslide and the 2001 Nisqually earthquake
- Bridge at risk if another seismic event were to occur
- Seismic upgrades would approach the cost of building a new bridge
- After technical, environmental, and public review, SDOT selected Alternative A as the preferred alignment
Alternatives Timeline

- **Fall 2002:** Identified “Universe of Alternatives” (25)
- **Winter 2002:** Fatal flaw analysis reduces list (9)
- **Winter 2003:** Additional screening (A, B, D, and H)
- **Winter 2004 – Spring 2006:**
  - Alternative B eliminated (shoreline and public impacts)
  - Alternative H eliminated (functionality)
  - Alternative C added (to bring list to 3)
  - Rehab Alternative added
- **Spring 2006:** Alternative A selected as preferred
Preferred Alignment - Alternative A
Why Was Alternative A Selected?

- Responds to local transportation needs
- Strong based on environmental and technical analysis
- Received significant neighborhood, business, and governmental agency support
- Least disruptive to Magnolia residents on eastern edge and businesses under the bridge
- Allows Interbay business owners greater certainty in future planning
- Costs less than other proposed alternatives
Bridge Segments

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
15th Avenue W Overcrossing: Existing
15th Avenue W Overcrossing: Prestressed Concrete Girders
15th Avenue W Overcrossing: Haunched Cast-in-Place Concrete Box Girder

Seattle Department of Transportation
15th Avenue W Overcrossing:
Straight Cast-in-Place Concrete Box Girder
Mainline Structure: Existing
Mainline Structure:
Prestressed Concrete Girders
Mainline Structure:
Straight Cast-in-Place Concrete Box Girder
23rd Avenue Ramps: Existing
23rd Avenue Ramps: Prestressed Concrete Girders
23rd Avenue Ramps: Haunched Cast-in-Place Concrete Box Girder (Main Structure)

Straight Cast-in-Place Concrete Box Girder (Ramps Structure)

Seattle Department of Transportation
Magnolia Bluff: Existing
Magnolia Bluff: Prestressed Concrete Girders
Magnolia Bluff: Haunched Cast-in-Place Concrete Box Girder
Column Types: Angular Flare
Column Types: Tapered
Overlooks

VIEW ANALYSIS

POTENTIAL OVERLOOK LOCATIONS

DESIGN OPTIONS

Seattle Department of Transportation
## Railing & Lighting

<table>
<thead>
<tr>
<th>RAILING</th>
<th>OPTION 1</th>
<th>OPTION 2</th>
<th>OPTION 3</th>
<th>OPTION 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BASELINE</strong></td>
<td><img src="image1" alt="Image" /></td>
<td><img src="image2" alt="Image" /></td>
<td><img src="image3" alt="Image" /></td>
<td><img src="image4" alt="Image" /></td>
</tr>
<tr>
<td>ADVANTAGES</td>
<td>INTEREST HIGH</td>
<td>INTEREST HIGH</td>
<td>INTEREST HIGH</td>
<td>INTEREST HIGH</td>
</tr>
<tr>
<td>DISADVANTAGES</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
</tr>
<tr>
<td>COST</td>
<td>LOW</td>
<td>LOW</td>
<td>HIGH</td>
<td>MODERATE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BASELINE</strong></td>
<td><img src="image5" alt="Image" /></td>
<td><img src="image6" alt="Image" /></td>
<td><img src="image7" alt="Image" /></td>
<td><img src="image8" alt="Image" /></td>
</tr>
<tr>
<td>ADVANTAGES</td>
<td>MODERN APPEARANCE</td>
<td>MODERN APPEARANCE</td>
<td>MODERN APPEARANCE</td>
<td>MODERN APPEARANCE</td>
</tr>
<tr>
<td>DISADVANTAGES</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
</tr>
<tr>
<td>COST</td>
<td>LOW</td>
<td>LOW</td>
<td>HIGH</td>
<td>MODERATE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PEDESTRIAN</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BASELINE</strong></td>
<td><img src="image9" alt="Image" /></td>
<td><img src="image10" alt="Image" /></td>
<td><img src="image11" alt="Image" /></td>
<td><img src="image12" alt="Image" /></td>
</tr>
<tr>
<td>ADVANTAGES</td>
<td>SAFETY</td>
<td>SAFETY</td>
<td>SAFETY</td>
<td>SAFETY</td>
</tr>
<tr>
<td>DISADVANTAGES</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
</tr>
<tr>
<td>COST</td>
<td>LOW</td>
<td>LOW</td>
<td>HIGH</td>
<td>MODERATE</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACCENT</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BASELINE</strong></td>
<td><img src="image13" alt="Image" /></td>
<td><img src="image14" alt="Image" /></td>
<td><img src="image15" alt="Image" /></td>
<td><img src="image16" alt="Image" /></td>
</tr>
<tr>
<td>ADVANTAGES</td>
<td>INTEREST HIGH</td>
<td>INTEREST HIGH</td>
<td>INTEREST HIGH</td>
<td>INTEREST HIGH</td>
</tr>
<tr>
<td>DISADVANTAGES</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
<td>LACK OF VARIETY</td>
</tr>
<tr>
<td>COST</td>
<td>LOW/MODERATE</td>
<td>LOW/MODERATE</td>
<td>LOW/MODERATE</td>
<td>LOW/MODERATE</td>
</tr>
</tbody>
</table>

---

Seattle Department of Transportation
Potential Detour Routes

Temporary Ramp 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.

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.

Seattle Department of Transportation
Funding

- Senator Patty Murray secured $9 million to evaluate alternatives and complete final design work
- The City of Seattle is exploring several possible sources to put together a funding package to build the bridge, including:
  - Local funding partners
  - Grant funds through State and Federal sources
  - Local special taxing district
  - Direct Federal appropriation
Schedule: 2005 - 2006

- 2005
  - Winter
  - Spring
  - Summer
  - Fall
  - Winter
  - Spring
  - Summer
  - Fall

- Complete TS&L Study
- Select Preferred Alternative & Prepare EA
- Ongoing Community Involvement
- Discipline Reports
- Release EA & Issue FONSI
- Complete TS&L Study

Seattle Department of Transportation
Schedule: 2007 - 2009

- **2007**
  - Winter
  - Spring
  - Summer
  - Fall
- **2008**
  - Winter
  - Spring
  - Summer
  - Fall
  - Winter
- **2009**
  - Spring

**Complete Design and Right-of-Way Acquisition**

**Begin Construction**

**Ongoing Community Involvement**

Seattle Department of Transportation
For More Information Contact:

Kirk T. Jones
SDOT Project Manager
(206) 615-0862
KirkT.Jones@seattle.gov

700 – 5th Ave, Ste 3900
P.O. Box 34996
Seattle, WA 98124-4996

www.seattle.gov/transportation/magbridgereplace.htm