

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: Seattle City Council's Transportation Committee
Date: July 27, 2004, 10:00 AM
Location: Seattle City Hall, Council Chambers
Team Members: Kirk Jones, Katharine Hough, Brad Hoff

Overview

Kirk Jones provided a project update to the Transportation Committee, the first in approximately seven months. Kirk provided a brief history of the project and described how the final alignments have changed over time. He then described the final alternatives being carried forward into the EIS, Alternatives A, C, and D. Kirk closed with a discussion of the EIS process and project calendar.

Questions/Comments from the Committee

Godden – What are the advantages to C?

Alternative C moves the structure away from shoreline, provides more development opportunities for the uplands area and ties in with a future grid system.

Ramussen – Will the bike trail and rail system still work in Alternative C?

Yes both will still function under Alternative C, we'd hope to improve the bike path.

Godden – Are there any financial savings with C do to have a surface section?

The costs are about the same for all alternatives. Alternative C has almost the same length of structure as both A and D as well as higher right-of-way costs.

Conlin – Alternative C fits better with a future proposed grid system by the Port.

That's correct.

Godden – How strong is the current bridge, looking underneath is has caused me some pause.

The bridge functions just fine now, the concern comes from how it will handle another seismic event. We've strengthened many members with steel but the base is still susceptible to an earthquake. We originally compared the cost of retrofitting the old bridge vs. building a new one and retrofitting was almost as expensive and still left you with a 70 year-old structure.