

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: Seattle City Council Transportation Committee
Date: April 11, 2006, 9:30 am
Location: Seattle City Council Chambers
Team Members: Anne Fiske-Zuniga (SDOT Deputy Director), Kirk Jones, Pete Smith, and Sarah Brandt

Overview

Kirk Jones, SDOT project manager, provided a project status update to the Seattle City Council Transportation Committee, including information about selecting Alternative A as the preferred alternative. Only two councilmembers remained by the time the briefing began (Jean Godden and Jan Drago), so the discussion was brief. Kirk explained that the biggest concerns regarding Alternative A were cost, shoreline and park impacts, and detour time.

Earlier in the meeting, members of the public addressed the council to describe their concern about moving Alternative A into the existing bridge alignment, and stressed that bridge closure/detour time during construction could greatly impact the economic health of the Magnolia Village.

Council questions and comments are summarized below, with Kirk Jones' response provided in *italics*.

Discussion

- Did you include any bridge repair work completed in response to the earthquake/landslide as part of the Rehab Alternative? *No.*
- How were the pilings under the bridge preserved so well? *The pilings were underwater and not exposed to air (an anaerobic condition), which preserves wood very well (and didn't allow gribbles, small marine borers that are damaging the Alaskan Way Viaduct seawall, to live).*
- What accounts for the cost difference between building Alternative A in its proposed alignment (south of the bridge) and moving it into the existing bridge's alignment? *Right-of-way (ROW) costs. The City owns the current ROW and the Port owns the ROW needed to build the bridge south of the existing alignment. While the Port may agree to swap property (e.g., give the City the ROW they need and accept the current ROW property in return), this deal is not confirmed, so the ROW costs must be included in cost estimates.*
- Who owns the property needed for Alternative A? *The Port, the Seattle Parks Department, and the U.S. Navy. The Anthony's Seafood business connection to the existing bridge would be removed.*

- What's the process for picking a preferred alternative? *The Executive (Mayor Nickels) selects and recommends the preferred alternative. The Council is updated at key junctures and asked for input as the project moves forward.*
- What will the detour route cost? *SDOT is not yet sure, but estimate based on previous detour efforts that it will cost from \$8 - \$10 million. The projected detour time for Alternative A has been estimated at 14-20 months.*