



Memo

Date: 5/6/2019
To: Move Seattle Levy Oversight Committee
From: Matt Donahue, Roadway Structures Manager
Subject: 39th Ave/E Pine St. Bike/Ped Bridge (BRG-091)

Approved June 4, 2019
 Yes: 11
 No: 0
 Absent: 4

Purpose: Roadway Structures is seeking approval from the Levy Oversight Committee to reorient part of Levy program #14 from full replacement design by 2024 (currently programmed at \$750,000) to major rehabilitation in spring 2019 at a maximum estimated cost of \$250,000 and to reallocate a delta of roughly \$500,000 to another bridge in program #14.

Background

The Roadway Structures engineering team recently inspected the bike/pedestrian bridge at 39th Ave/E Pine St, which is one of several bridges identified in Move Seattle Levy program #14 Bridge Replacement, Planning & Design¹. The T-shaped timber bridge connects pedestrian and bike traffic in the north/south direction from 30th Ave and in the east/west direction from E Pine St. It's a key neighborhood connection to the bus stops at Madrona Dr/E Pine St.

During the inspection, several primary sub- and superstructure components were found to have either completely failed or significantly deteriorated. To maintain public safety, the bridge was closed for use on 4/1/2019. We have identified two options for making repairs to the bridge so that it can be reopened.

Option	Description	Funding Source	Total Cost
1	Minor repairs to replace red-tagged members (aspects of bridge structure flagged for replacement)	Roadway Structures 2019 O&M Budget	~\$110,000
2	Major rehabilitation to replace red-tagged members and rebuild the bridge superstructure (pier caps, girders, deck and railing)	Move Seattle Levy Program #14 Bridge Replacement	~\$250,000

SDOT's preference is Option 2, as the best use of public funds to ensure safe access at this bridge for the following reasons:

- If we implement Option 1, we expect additional repairs will be needed several more times before 2024 that will continue to strain the Roadway Structures O&M budget;
- The current funding levels for the RS 2019 O&M budget cannot support the cost of the major rehabilitation for Option 2;
- It is more fiscally responsible to fund a major rehabilitation project that will reopen the bridge and provide an additional 15 years of life rather than fund continual minor repairs on a project being designed for replacement.

This bridge is currently funded for a replacement design up to 90% within Move Seattle program #14, at an amount of \$750,000. If Option 2 is approved, the remaining \$500,000 currently programmed for this bridge will be redistributed to existing projects in the bridge rehab/replacement sub program or used for one of several bridge rehabilitation needs including design of repairs for the 4th Ave/Argo Bridge and replacement of the centerlocks for the University and Ballard Bridges.

1. 2015 Levy commitment: "Plan and design high priority bridge replacements to begin construction after 2024. Of the funds identified in this element, up to \$10M of total funding (local, levy, leverage) may be used for implementing near-term pedestrian and bicycle safety projects on bridges being studied for replacement (in addition to funding provided for pedestrian and bicycle safety projects in other elements)."

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