

## Why is the Magnolia Bridge being replaced?

The Seattle Department of Transportation commissioned a Type, Size, and Location study after the 3,000-foot Magnolia Bridge sustained damage in the 1997 landslide and the Nisqually earthquake of 2001. Although the bridge was repaired and is now safe for motorists to use, it would be at risk if another seismic event were to occur. The cost of seismic upgrade and bringing the bridge up to current code approaches the cost of replacing the bridge with a new facility.

## Which alternatives are being considered?

The design team has identified three Magnolia Bridge alignments that will undergo further study, with the goal of choosing a preferred alternative. The process to identify the best Magnolia Bridge replacement alternatives began in October 2002, when the project team brainstormed 25 possible replacement structures. After two rounds of technical review and an extensive public involvement process, the team selected Alternatives A, D, and H for further study. A No Action alternative will also be considered.

- ◆ **Alternative A** replaces the bridge with a similar facility just south of the existing bridge.
- ◆ **Alternative D** maintains the same endpoints as currently exist for the Magnolia Bridge, but arcs the alignment to the north.
- ◆ **Alternative H** provides two access points, one near the existing bridge, the other a northern route at Wheeler Street. Two variations of this alignment (H1 and H2) are currently being considered.

## How is this project being funded?

Senator Patty Murray secured a \$9 million grant to evaluate possible replacement alternatives, select a preferred alternative, and complete final design work. The City of Seattle will seek construction funding after the Environmental Impact Statement (EIS) and Type, Size, and Location Study are completed and approved.

## How will the City select a preferred alternative?

All three Magnolia Bridge Project alternatives will be evaluated in compliance with the National Environmental Policy Act (NEPA). The City will document results of the evaluation in a Draft EIS that will study project impacts.

If the City identifies potentially significant impacts for any of the alternatives, proposals will be made to reduce or eliminate the impacts. This may be accomplished by refining the current

design concepts for the respective alternatives. After responding to public comments on the Draft EIS, the City will publish a Final EIS that will recommend a preferred alternative.

### **How long will the project take?**

The Type, Size, and Location Study will be completed after finalizing the project EIS. Developing the EIS should take approximately twelve to eighteen months, and the Type, Size, and Location Study will be finished thereafter (Fall 2004). The City will then complete final design work, complete required permitting, and secure construction funding. Under the best-case scenario, construction could begin in approximately four years, by about 2007.

#### **To Learn More about the Magnolia Bridge Project**

**Contact the project manager:** Call or email Seattle's project manager, Kirk T. Jones, at (206) 615-0862 or at [kirkt.jones@seattle.gov](mailto:kirkt.jones@seattle.gov).

**Log on to the project website:** Read about project progress and updates at:

[www.seattle.gov/transportation/magbridgereplace.htm](http://www.seattle.gov/transportation/magbridgereplace.htm)

On the project website you can also review maps of the alternatives, learn about upcoming project events, sign up for the project mailing list, and submit comments electronically.