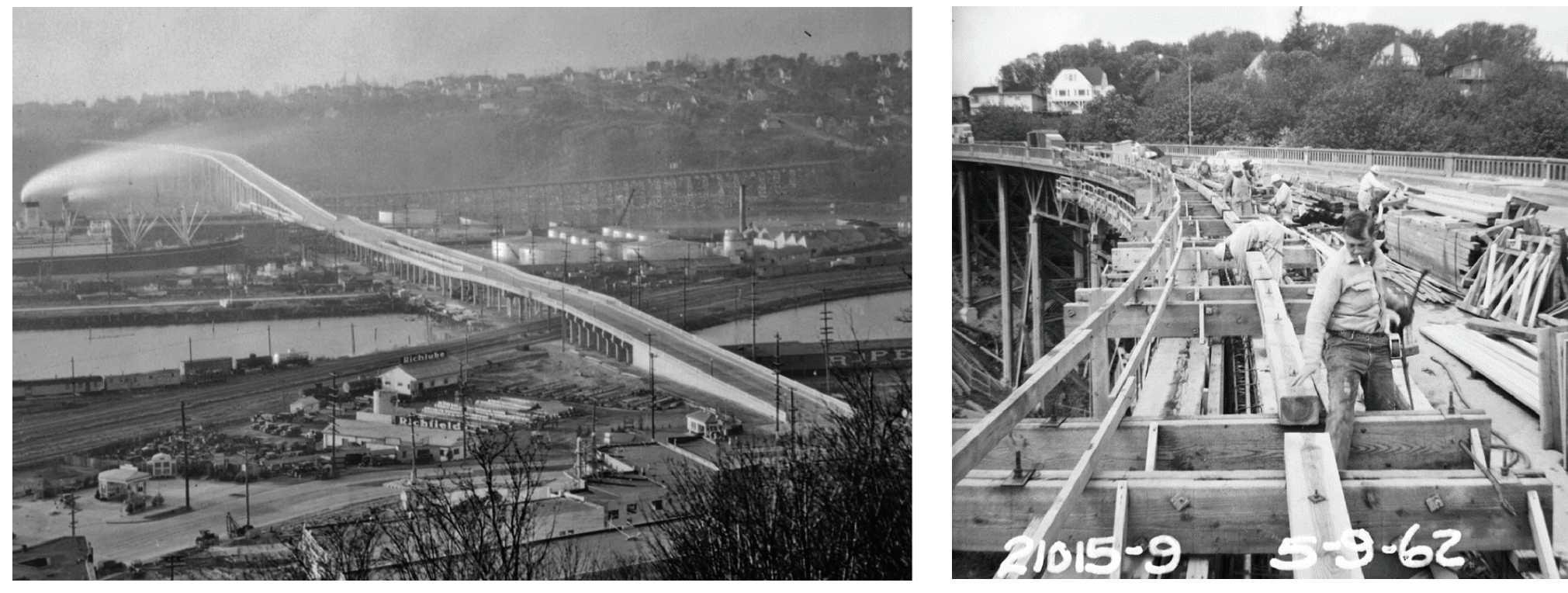


HISTORY OF MAGNOLIA BRIDGE



Photos courtesy of Seattle Municipal archives.

1887
Seattle, Lake Shore & Eastern Railway built railroad in Interbay to move timber and coal and connect with Canada.

1892
Great Northern Railway constructed railroad to Seattle, through Interbay, with a depot and piers at Smith Cove to handle cargo from Asia.

1924
The W Wheeler St trestle, one of three major routes to Magnolia, burned down after a train started a fire on the tracks below.

1930
The W Garfield St Bridge was constructed between 15th Ave W and Dartmouth Ave W. A Local Improvement District (LID) was formed assessing Magnolians for a little over 50% of the costs. The remaining 50% of the costs were shared between the railroad companies and the City.

1957
A new structure over 15th Ave W, on the east end of the bridge, was constructed.

1960
Bridge was renamed as Magnolia Bridge.

1961
West half of the bridge was strengthened by installing steel cross-bracing on piers and trusses under deck.

1974
East half of bridge was strengthened similar to west half.

1991
New ramps were added to serve Elliott Bay Marina.

1997
Landslide damaged piers on west end of bridge requiring closure until repaired. Landslide damaged piers on west end of bridge, requiring the bridge to be closed for repairs.

2001
The Nisqually earthquake damaged nearly half of the original concrete lateral bracing, requiring closure while it was replaced with tubular steel bracing.

2001
W Galer St Flyover was constructed.

2002 - 2008
SDOT received a federal grant to identify a replacement structure. Through this study, the preferred alternative was an in-kind replacement structure just south of the current structure. Funding to complete the design and construction of the in-kind replacement structure has not been secured.

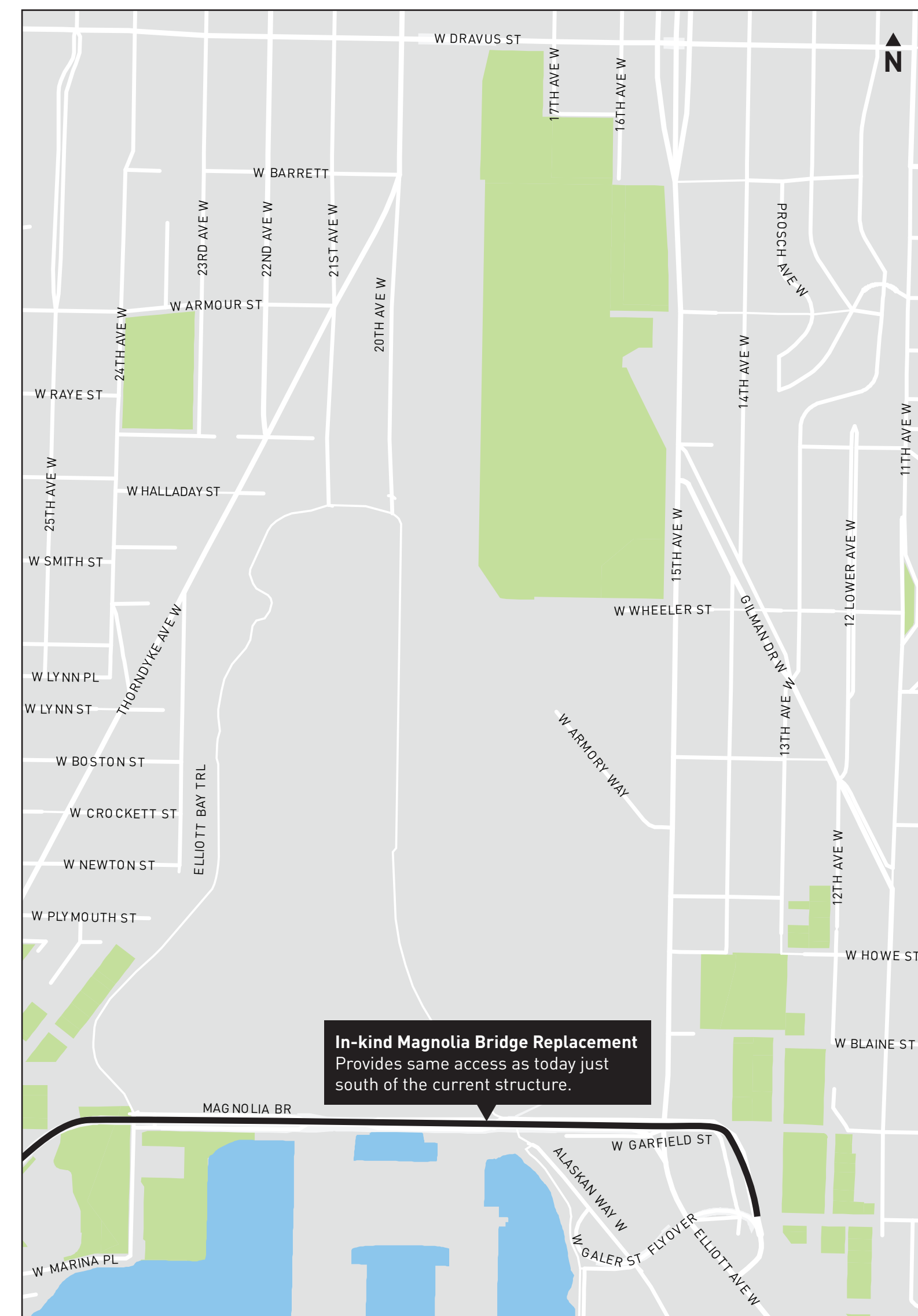
2015
The Levy to Move Seattle provided funding to develop additional alternatives and to update cost estimates and traffic analyses of the in-kind replacement structure identified in the 2002-2008 study.

2017
Magnolia Bridge Planning Study began analysis to create an emergency access plan, update cost and traffic data for the in-kind replacement and develop additional alternatives to the in-kind replacement structure.

MAGNOLIA BRIDGE PLANNING STUDY

We're updating the cost estimate and traffic modeling for an in-kind replacement and will compare these metrics to the analysis of the identified alternatives - shown below - in the final Magnolia Bridge Planning Study.

2006 Recommended In-kind Replacement



2018 Total Cost: \$340M - \$420M

Alternative I - Armory Bridge, etc.



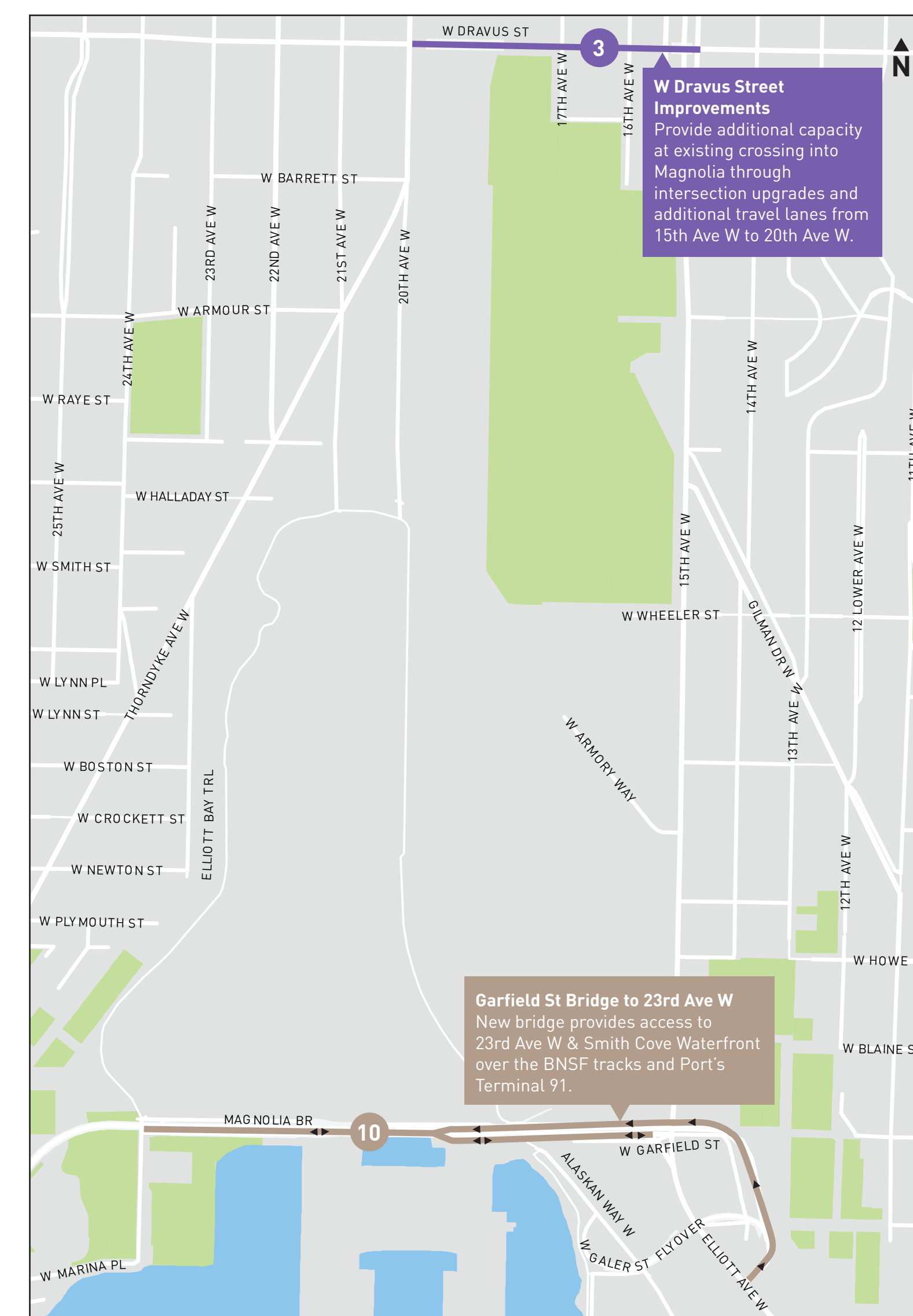
2018 Total Cost: \$200M - \$350M

Alternative II - Dravus, etc.



2018 Total Cost: \$190M - \$310M

Alternative III - Dravus & Garfield Bridge



2018 Total Cost: \$170M - \$280M

WHAT WE'RE HEARING

JUNE 2018

4 Drop-in sessions

1 Online open house

277 Drop-in session participants

186 Online alternatives survey participants

94 Written comments

200 Online open house comments

- The majority of Magnolia residents prefer an in-kind replacement
- The majority of Magnolia residents value a third access point - For this reason, the alternative that includes a new Armory Way Bridge ranked highest in this current study

PROJECT TIMELINE

PLANNING STUDY PROCESS

	2017				2018												2019				
	Q1	Q2	Q3	Q4	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Q1	Q2	Q3	Q4	
Stakeholder Workshops with Port of Seattle, Magnolia Chamber, Magnolia Community Council, King County Metro, Seattle Parks and Recreation, Seattle Department of Transportation, Sound Transit, Queen Anne Community Council, Magnolia Interbay Queen Anne Disaster Preparedness, Seneca/Expedia, BNSF																					
Community Councils and Other Community Group Briefings to inform the public of the study purpose and present initial components for comment and questions																					
Present to SDOT Directors, Mayor, and Council Members to review initial and technical screening and present alternatives																					
Drop-in Sessions and Online Open House & Survey to describe Magnolia Bridge history, review evaluation process, present alternatives, and collect community input																					
Finalize Alternatives Analysis and share Magnolia Bridge Planning Study results and comparison to SDOT Directors, Mayor, and other elected officials																					
Ongoing Outreach Activities to conduct an intercept survey in Magnolia Village to better understand behaviors among people visiting and working there; share results of public input and technical analysis; mobile display to share information to-date with community																					

- Emergency Closure Plan
- Technical screening of components to identify viable alternatives
- Perform alternatives analysis
- Present analysis and information
- Listening to community & agencies

We'll continue to share information and work with Magnolia residents and businesses, King County Metro, our regional partners, Sound Transit, and the Port of Seattle, as we move through the process. Visit our web page (URL below) to sign up for email alerts.

PROJECT INFORMATION
Visit: www.seattle.gov/transportation/magnoliabridgeplanning
Email: MagnoliaBridge@Seattle.gov

