

12  
I-719 45th St Viaduct, East Approach  
Replacement, Dec 1972

Dave Marriott, Mayor's Office

Dick Lilly

October 12

73

45th Street Viaduct, East Approach Rehabilitation

Need to replace the eastern, or wooden trestle portion, of the N.E. 45th Street Viaduct became obvious to the department in 1972 during a survey of bridge needs. The weakened condition of the viaduct was due to a fire in 1966 and its shortened life was confirmed by survey in 1972.

As a result, knowing that the viaduct was causing us increased maintenance expense, and that a preferred eventual disposition of the problem would be reconstruction in a permanent material like concrete, the department went to the community for suggestions in December of 1972. At that time we presented the situation this way: The structural life of the viaduct was known to be limited, and so we asked the public if in solving the structural problem, they wished any other traffic or transportation problems solved.

From that meeting a wide range of alternatives arose. On a schematic array we compared them all from do nothing to grade separated interchanges. This was very preliminary and we went back to the public for a second meeting in February, 1973.

Results of the February meeting focused attention on retaining the existing functions of the viaduct with pedestrian and bicycle and landscaping improvements to be added during any reconstruction. The public's recommendation was for no large change, no grade separations, but merely the same kind of service available now, possibly somewhat better designed from a traffic movement, and as indicated a pedestrian and bicycle point of view. We undertook to do layout design for such a facility and did so. With the layout plan, we returned for another public meeting in August, 1973. Those at the meeting reacted very favorably to the design and made additional suggestions regarding the bicycle facilities and landscaping of the construction project. Time was spent discussing possible closure during construction, possible detours, etc., and those questions, closures and detours are under consideration now. We will have further public meetings to resolve the issues.

We are still on schedule for a construction start in the spring of 1975. The facility appears in the 1974 CIP at a cost of \$850,000, and that cost breaks down according to the attached memo.

RBL:shin

Att.

cc: B. A. Broback, Project Engineer, 583-2990