

Legislation Details (With Text)

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Title:	AN ORDINANCE waiving requirements in chapters 36.32, 39.80 and 39.10 RCW and K.C.C. chapters 4.04, 4.16, 4.18, 12.16, 12.18 and 20.62 relating to the Norman Bridge 122P; and declaring an emergency.		
Sponsors:	Dwight Pelz, Kathy Lambert		
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Attachments:	1. Ordinance 14918.pdf, 2. 2004-0233 Fiscal Note.xls, 3. 2004-0233 Revised Staff Report Norman Bridge Demolition.doc, 4. 2004-0233 Staff Report Norman Bridge Demolition.doc, 5. 2004-0233 Staff Report Norman Bridge Demolition.doc, 6. 2004-0233 Transmittal Letter.doc		

Date	Ver.	Action By	Action	Result
5/24/2004	2	Metropolitan King County Council	Passed	Pass
5/24/2004	2	Metropolitan King County Council	Hearing Held	
5/17/2004	2	Metropolitan King County Council	Deferred	
5/12/2004	2	Transportation Committee	Recommended Do Pass Substitute	Pass
5/10/2004	1	Metropolitan King County Council	Introduced and Referred	

Clerk 05/13/2004

AN ORDINANCE waiving requirements in chapters 36.32, 39.80 and 39.10

RCW and K.C.C. chapters 4.04, 4.16, 4.18, 12.16, 12.18 and 20.62 relating to the

Norman Bridge 122P; and declaring an emergency.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Findings.

A. The Norman Bridge 122P crosses the middle fork of the Snoqualmie river, north of the city of North Bend and east of 428th Avenue SE. This timber truss bridge was built in 1950 and replaced a similar bridge that was constructed in 1924. In 1984, when the Norman Bridge could no longer sustain vehicular traffic, the roadway was realigned and a new bridge constructed in its place.

B. A 1984 report by the Pacific Transportation Services Company stated that prudent maintenance practices should preserve the bridge for the next fifteen years under pedestrian and bicycle traffic. This same year the bridge was designated a King County Landmark. In 1989 the public works department and the natural resources and parks division signed an interdepartmental agreement ending the need for the old bridge and alignment as part of the county road system and initiating the use for recreational purposes. The intent of the agreement is to permit the parks division to assume operations and maintenance of the bridge.

C. In 1994, the bridge was closed to all public use after an accident involving a horse crossing the bridge. An inspection of the bridge by the Washington state Department of Transportation found that there was extensive rot in the timber structure. The cost to repair the bridge was estimated at over one million dollars. Sufficient funds were not available to conduct these repairs. Consequently, the bridge was closed and remains closed to all public use.

D. In 1999, the main pier supporting the south end of the timber truss was in danger of failing. The parks department contracted with the road services division to perform emergency repairs to prevent the bridge from collapse.

E. In 2003, the road services division was again asked to conduct an inspection of the bridge. The results of this inspection found that additional timber members show advanced decay and the north main support pier is vulnerable to collapse. An immediate, but only temporary, repair measure to stabilize the structure was performed. Although unauthorized, there is evidence that the public is using the bridge for gatherings and climbing and jumping off the bridge.

F. In 1984, the bridge was designated a King County Landmark. In 1994, it was listed in the National Register of Historic Places. The road services division is working with the historic preservation program in the office of business relations and economic development and will brief King County landmarks commission on plans to dismantle the bridge.

G. The parks division has determined that it no longer has a need for the bridge for the purpose of

recreational trails or for any other purpose. The road services division constructed a new bridge in 1984 and has no need for the bridge.

H. The bridge is in imminent danger of structural failure. The bridge has only marginal capacity to sustain its own weight and no capacity to sustain any additional loads. Due to the extremely deteriorated condition of the bridge, normal repair and maintenance techniques are not an option. Because of the current condition, county workers are now being exposed to unusual hazards whenever inspection or work on the bridge is required.

I. If the bridge were to collapse it would jeopardize the roadway and the bridge downstream and cause flooding of private property from the damming effect of the bridge obstructing the natural water flow. The possibility of a failure and collapse of the bridge constitutes an emergency that presents a real and immediate threat to the proper performance of essential government functions, and will likely result in material loss or damage to public and private property and potential injury to King County workers or to other persons unless expeditious action is taken to demolish the bridge.

J. An emergency waiver of competitive bidding and formal solicitation requirements of state and county law is necessary as well as waiver of reviews by various committees, to assure the timely availability of construction/demolition, design and other required services, materials and equipment necessary to prevent delay in removing the bridge.

SECTION 2. The requirements for competitive bidding and formal solicitation of construction, design and other required services, materials and equipment under chapters 36.32, 39.80 and 39.10 RCW and K.C.C. chapters 4.04, 4.16, 4.18, 12.16, 12.18 and 20.62 are hereby waived with reference to any actions or contracts relating to the Norman Bridge 122P. This waiver expires upon completion of this project.

SECTION 3. For the reasons set in section 1 of this ordinance, the county council finds as a fact and declares that an emergency exists due to the imminent danger of the Norman Bridge 122P failing, and that this ordinance is necessary for the immediate

preservation of the peace, health, safety and welfare of the public and King County employees.