To: Lorelei Williams, PE, SDOT Deputy Director  
From: WSHB Technical Advisory Panel  
Re: Feasibility of Repair Statement

The following provides the TAP’s statement on the feasibility of repair of the WSHB:

_The TAP has not been presented with any information that indicates that a long-term repair is infeasible or economically unviable. We therefore recommend that this option be retained and fully explored._

In making this statement, we have relied on documents provided by SDOT in the WSHB Technical Advisory Panel file repository, as well as presentations, responses to formal questions, and technical discussions with SDOT and WSP. No original bridge calculations, shop drawings or field notes were available for TAP review as those records do not exist within SDOT records or City archives. It should be noted that aspects of the As-Built drawings have come under scrutiny by SDOT and WSP and that the TAP has been advised to consider these documents as only partially representative of the final configuration of the bridge at the time of construction. No current survey data, geotechnical assessment, or seismic vulnerability evaluation were provided for consideration. While photos inside the box girders were made available, the TAP did not perform any visual observation of bearings or the box girder structure.

This recommendation is predicated on SDOT’s acceptance that the bridge will not be brought up to current seismic standards if repaired. We note that there is currently uncertainty with respect to the capacity (number of travel lanes) that a repair option would provide.

We understand that WSP is currently analyzing a Phase 2 long-term repair option; no analysis or calculations for the proposed long-term repairs were reviewed to confirm adequacy of such repairs. If/as more information is provided to the TAP, we reserve the right to revise this statement accordingly.

Sincerely,

WSHB TAP Co-Chairs

Barbara Moffat, PE, SE

Scott Phelan, PhD, PE, SE