



Design Advisory Group Meeting #26

Magnolia Community Center

September 6, 2006, 4:00 – 5:30 PM

Summary Minutes

Agenda

- I. Welcome
- II. Project Updates
- III. Final Design Comments
- IV. Open House Materials
- V. Next Steps
- VI. Public Comment
- VII. Adjourn

Attendees

Design Advisory Group

- ✓ Dan Burke
- ✓ Fran Calhoun
- ✓ John Coney
- Grant Griffin
- ✓ Lise Kenworthy
- Doug Lorentzen
- ✓ Jose Montaña
- ✓ Mike Smith
- David Spiker
- ✓ Janis Traven
- Dan Wakefield
- Dan Bartlett (alternate)
- Robert Foxworthy (alternate)

Project Team

- Lesley Bain, Weinstein A|U
- Dirk Bakker, KPFF
- ✓ Sarah Brandt, EnviroIssues
- ✓ Gerald Dorn, HNTB
- ✓ Brian Elrod, HNTB
- Katharine Hough, HNTB
- Steve Johnson, Johnson Architects
- ✓ Kirk Jones, City of Seattle
- Don Samdahl, Mirai Associates
- Lamar Scott, KPFF
- ✓ Peter Smith, HNTB
- ✓ Lauren Stensland, EnviroIssues
- ✓ Yuling Teo, City of Seattle
- Marybeth Turner, City of Seattle
- K. Wendell Adams, KBA
- Terry Witherspoon, AMEC

Meeting Handouts

- ✓ *Agenda*
- ✓ *Draft DAG #25 Summary Minutes*
- ✓ *Bridge Segments Oblique*
- ✓ *Structure Types – September 6, 2006.*
- ✓ *Alternative A Aerial Photo Overlay (May 18, 2006)*
- ✓ *Bridge Type Alternatives – Photo Simulations*
- ✓ *Bridge Type Alternatives – Three-Dimensional Modeling*
- ✓ *Open House Materials (FAQs, Postcards, Posters, Detour and Timeline boards)*

I. Welcome

Sarah Brandt, EnviroIssues

Sarah welcomed the group and thanked everyone for coming. She outlined the agenda for the meeting, including:

- Project updates
- Design work discussion
- Open house update
- Next steps
- Public comment

Sarah asked if anyone would like to make edits to the meeting minutes from the previous Design Advisory Group (DAG) meeting. Janis Traven commented that she wanted her comments regarding funding to reflect her direct question about how the bridge will be funded and whether the Mayor's office has a funding plan. Sarah affirmed that her direct question would be more clearly stated in the meeting minutes. Sarah reminded the group that she would take edits via phone or email through the end of the week.

II. Project Updates

Kirk Jones, SDOT

Cultural and Historic Resources Report

Kirk told the group that the team met with the Washington State Department of Transportation (WSDOT) and they have approved the Cultural and Historic Resources Report. He explained that the team still needs to work with the Navy on issues related to the Navy admiral's house. In the Cultural and Historic Resources Report, SDOT listed the admiral's house as a historic structure and the FHWA regional director cannot claim that the house is historic, since the Navy owns the house. The Navy will be surplusizing the property and they will do the Federal Cultural and Historic Resources Report and review that with the tribes and other stakeholders.

Draft Environmental Assessment

Kirk described that consulting with the Navy, preparing the biological assessment, and producing the draft environmental assessment (Draft EA) can be done in parallel. A final EA cannot be approved until all of these steps are completed. Kirk expects to publish a Draft EA before the end of the year and have a hearing on that document to address questions and assure that all the impacts of Alternative A have been identified.

Biological Assessment

Kirk explained that WSDOT will begin consulting with the tribes regarding the biological assessment. There are questions about the footprint of Alternative A being over the water and how impacts from that might be mitigated. There is a declaration for the whole Puget Sound regarding steelhead and SDOT must decide whether to include steelhead in the EA, not knowing if the area near the new Magnolia Bridge will be included in any new regulations. Anchor Environmental is helping SDOT work on that process. A determination regarding steelhead is pending and could occur as early as the end of this year.

The project team must decide whether to spend six months on the full process of considering mitigation measures for steelhead or bypass that process assuming that the Magnolia Bridge area will not be affected.

Port of Seattle

Kirk informed the group that the project team met with the Port of Seattle and the cruise ship team on August 14th and now have a good idea about how they will coordinate and accommodate traffic flow and other effects as they construct the new bridge.

Seattle Parks Department

Peter Smith (HNTB) briefed the group about the team's meeting with the Seattle Parks Department. The Parks Department was interested in details about how the park and the Ursula Judkins Memorial Viewpoint will be affected by the new bridge design and construction, as well as how the Smith Cove acquisitions are shaping up. The Parks Department does not have pending plans for development of the Smith Cove area and nothing more is pending for a land swap.

In terms of bridge types, the Parks Department favored those types with the longest span over the lower park. They were also concerned about how the old bridge would be demolished, as well as how the bridge ties into the bluff and how that will impact the viewpoint. Pete explained that the bridge should be fairly level with the viewpoint property and have a grade similar to the existing bridge. Kirk added that they also thought the flatter curve to the new bridge would help with safety entering the viewpoint. The committee working on the viewpoint has a grant and is working with a landscape architect to improve the area. The project team has provided them with maps to assist with that process.

Magnolia Summer Festival

Sarah Brandt (EnviroIssues) gave an overview of the outreach at the Magnolia Summer Festival. Approximately one hundred and fifty people visited the booth. Most questions regarded funding, when construction will begin, and bicycle access.

III. Final Design Comments

Jerry Dom, HNTB

Jerry walked the group through the meeting materials, starting with the *Bridge Segments Oblique*. This photo with colored bridge segments shows the structure split into four parts: the 15th Avenue overcrossing, the mainline, the 23rd Avenue ramps, and the bluff structure. Different bridge segments could use different bridge types, if desired. Jerry pointed the group to the photo simulations that illustrate the different bridge type options for each bridge segment. The first set are the 15th Avenue overcrossing, looking north on 15th Avenue W. The photo simulations show the existing bridge, a simulated straight concrete box structure, a simulated haunched concrete box structure, and a simulated prestressed girders structure. Due to the curve in this portion of the structure and the different construction process for concrete boxes and prestressed girders, the concrete box structures have longer spans.

Discussion

- M. Smith:** Do we have options that match the look of the Galer Flyover?
- Jones:** Yes, the prestressed girders or steel girders.
- Kenworthy:** Which options have the longer spans?
- Dorn:** The haunched concrete box and straight concrete box.
- M. Smith:** So the prestressed girders option will match the Galer Flyover?
- Jones:** Yes, the Galer Flyover is steel girders.
- Dorn:** We didn't create photo simulations using the steel. The steel option is more expensive for initial construction cost and for long-term maintenance costs.
- Jones:** And you get almost the same visual effect from either steel or concrete.
- Montaño:** The prestressed girders have a very strong element, and the haunched box looks unbalanced at 15th Avenue. The girders are more balanced.
- Dorn:** What about a haunched box with balanced columns, would that be better? Do you like having columns on each side of 15th Avenue?
- Montaño:** Yes.
- Traven:** What's the difference in construction time between these types?
- Dorn:** What we're seeing is that the construction time is based on the pier construction – building all the columns – and that adding the superstructure is much faster. Construction time is shorter with the prestressed girders because the concrete box superstructure takes more time to build.
- Jones:** It takes an additional couple of months?
- Dorn:** Right.
- Traven:** This is the part of construction where you disturb traffic on 15th Avenue, so any time savings is important.
- Dorn:** This shouldn't disturb traffic on 15th Avenue.
- Jones:** We'll bring in the girders overnight.
- Traven:** But traffic will be disrupted as it was during the construction of the Galer Flyover.

- M. Smith:** We're not in a big race for this part of the construction because we'll have a temporary ramp alternative?
- Jones:** That's one of the options, yes.
- M. Smith:** If there is a temporary ramp then construction time is less important.
- Jones:** The estimated time [14-20 months] is when we're in a detour mode, when we're under construction.
- P. Smith:** Also, we're not getting too fancy in bringing this over the railroad tracks.
- Dorn:** This piece over the railroad tracks can be constructed while there's traffic on a temporary ramp.
- Kenworthy:** 15th Avenue is such a crucial artery and we're seeing more congestion there. If there is ever a decision to widen 15th Avenue, which designs would be most compatible with that?
- Jones:** We have a 100-foot right-of-way there. We could make decisions that allow for widening, such as setting the columns farther out.
- Dorn:** It's not really in the plans we have right now.
- Kenworthy:** If we have a column on the right-of-way line, we would foreclose options.
- Jones:** If we have the columns set back, that would allow for more options. We'll ask that question in the City. Thank you.
- Coney:** Lise [Kenworthy] asked my question well. I'd also like to know why there is no cost estimate for retrofitting this section [*15th Avenue Structure*]. You've said it's as costly to do a retrofit as to build a new one; I'd like to see that comparison.
- Jones:** Our apologies, we'll get that to you.
- Burke:** At our last meeting, people were really sensitive to costs and we looked at lower cost options. So the difference between \$5 million [Prestressed Concrete Girders] and \$6 million [Haunched Cast-in-Place Concrete Box Girder or Steel I-Girders] – I don't understand why they are so different. Also, with material prices going up, will this \$5 million versus \$6 million ratio stay the same over time?
- Dorn:** In general, we're not saving a lot on the number of columns. What we see is that the superstructure costs are different. The prestressed girders are less expensive, because with the concrete box there are more labor costs and

other costs. The costs here are the most recent we have, but we haven't gone through a full evaluation of project costs.

Burke: The prestressed girders are made offsite and are consistently going to be less expensive?

Dorn: It's not as big a difference in cost because of the increased number of columns with the prestressed option.

Coney: If "Transit Now" passes, that will commit us to bus rapid transit down 15th Avenue, which makes Lise [Kenworthy]'s point more germane. We don't know what kind of loads 15th Avenue will carry in the near future. We may need to add bus lanes.

Jones: Good comment.

Dorn: Moving to the mainline structure, the photo is looking north from Alaskan Way. We show the existing bridge, the straight concrete box, and the prestressed girders.

Kenworthy: No haunched option?

Jones: We decided that here the haunched shape wasn't visible. There was a variation in widths as the two parts of the structure came together here, and the haunches got lost in the structure.

Kenworthy: Is the existing bridge prestressed girders?

Dorn: It's made from steel girders right now.

For this mainline section with the concrete box, the whole length is concrete, but over the railroad it's actually a steel box. We need to set it over the railroad without disturbing rail traffic. Using steel speeds up the process and doesn't involve shoring.

M. Smith: Right now there is a column in the middle of the track, does that go away?

Jones: Yes.

Burke: What's this in the matrix [*Structure Types – September 6, 2006*] over the port property?

Dorn: That has to do with the shoring system during construction. We provide passage north and south, but there will be multiple shoring towers.

Jones: We talked about 60-foot spacing on the shoring towers and right now there are 40-foot spaces, so you'll actually have more passages during construction.

- Kenworthy:** Has there been discussion with the railroad?
- Jones:** They said there would be a big process if we get close to their tracks, so we are making a slight grade change and making sure we can span it with either a girder or a steel box.
- Kenworthy:** So then vehicles will be climbing 7.1%? Isn't 6.5% the maximum?
- Jones:** No, a lot of ramps are in the range of 8.0%.
- P. Smith:** For a shorter distance you can have a steeper grade.
- Jones:** Trucks will be going from a stop, then up a ramp to a level surface. For that, there's not much difference between 6.5% and 7.1% grade. It's a fairly short section of 7.1%.
- P. Smith:** Only 2% of daily traffic here is metro buses and trucks. Those going to Terminal 91 will use the Galer Flyover.
- Kenworthy:** Options 1 and 2 have curved flared columns as opposed to some other columns?
- Dorn:** We made limited renderings.
- Jones:** We could have different combinations.
- Dorn:** The next view is from standing in Smith Cove Park looking northwest toward the structure. You see the start of the bluff structure and the ramps to 23rd Avenue. Here we show the haunched option in the bluff structure and the straight option in the ramps.
- P. Smith:** Keep in mind this is a work in progress.
- Jones:** Right now, there are pilings right at the water's edge. There's an existing wharf that will come out of that area – the wharf is not in good shape. There are two columns that will be out in the beach area per structure.
- Kenworthy:** So it's an error that the wharf is included here?
- Jones:** It's a work in progress. For the open house, we'll show that clearly and remove the wharf.
- P. Smith:** The existing seawall is right along the southern edge of the existing bluff structure; the off ramps will be built last because of conflicts with existing bluff structure.

- Dorn: The next view is looking north from the Smith Cove Park site. We show the existing structure, the prestressed girders, and the haunched concrete box, and you can also see how these options look with the different pier types.
- Burke: I don't see a huge difference in the appearance. All these columns look much the same.
- Dorn: From this distance you can't see the difference.
- M. Smith: I love having less piers rather than more.
- Jones: The Parks Department liked that also.
- Montaño: The columns should have a significant pier base, a clear bottom and top.
- Jones: From a design perspective that's a good point.
- Montaño: That would make more sense because that is what is viewed, rather than spending money on things that are not seen.
- Coney: Will we be able to see a map that shows where these columns come down in the park?
- Jones: Yes, we have that.
- Coney: If we talk about doing a land swap then that becomes important.
- Jones: There's one column there right by the road to the Navy Admiral's House and then you hit the abutment. It will be just south of the abutment of the existing bridge. We'll bring that plan.
- Kenworthy: The curved flare seems to be more consistent with the haunched option.
- Jones: Why don't we go to the columns [*Bridge Type Alternatives – Three-Dimensional Modeling*]. This is just modeling of the columns to give you an idea. We show the curved flare, angular flare, and tapered. They are shown first with the concrete box type and then with the prestressed girders. For the girders, you'll see there needs to be a crossbeam to connect the girders to the piers. On the back pages, the three column structure simulates the columns where we'll have ramps to 23rd Avenue.
- Dorn: The general decision is concrete box or prestressed girders, and then determining which of the three pier types. Different columns could be used in different locations.
- Jones: From a construction standpoint is choosing one type important?
- Dorn: Yes, we probably want to create just one form for constructing columns.

- M. Smith:** The curved flared columns look good.
- Jones:** Those seem to fit nicely with the haunched concrete box structure.
- Brandt:** Any other gut reactions?
- Coney:** The girders have nesting places for birds. What's the cost differential between the concrete box and the prestressed girders?
- Jones:** On the first page of your matrix [*Structure Types – September 6, 2006*] the mainline structure has a half-a-million-dollar difference between those types. The concrete box is more expensive.
- Burke:** I don't know at this point. I think people around this table are saying the prestressed girders don't look as nice.
- Jones:** The West Seattle Bridge is haunched on the main span and has girders after the piers begin.
- Kenworthy:** What are they using on those elevated light rail structures?
- Dorn:** They are using the straight concrete box structure and using it over and over again, which brings down the cost.
- Jones:** Are there more questions? We want to make sure you have a clear understanding and to get your comments.

IV. Open House Materials

Sarah Brandt, EnviroIssues

Sarah walked the group through the open house materials included in their packet, particularly the draft display boards, Frequently Asked Questions, posters and postcards.

Discussion

- Kenworthy:** You'll reorder the handouts to match the matrix, and it might be helpful to say "more spans" in the matrix and really spell it out for people. Are there going to be handouts with the different types of supports?
- Jones:** Yes.
- Kenworthy:** Could we show the criteria we used and get reactions?
- Brandt:** Yes, we could do that.

- Burke:** Are we going to show people the rails and lighting and get strong reactions from people? The columns and structures don't look that different, so show people the span length, cost, and construction differences. If there are questions about why we didn't go with something more wild looking, we can explain that.
- Montaño:** Number and label the types more clearly in the matrix.
- Kenworthy:** Yes, let's do that.
- M. Smith:** Are we opening a can of worms to discuss opening 23rd Avenue to the public again?
- Jones:** We're going to say that we're at a critical junction to select basic column types and basic structures and to move ahead. We'll show them that we're thinking about rails and detours also, but that we'll bring those back to the community later on. At this point we're working mainly to select structure types.
- Kenworthy:** The lighting issue is a big one for people on the Magnolia bluff. Say on the matrix that lighting issues will be addressed later.
- Brandt:** I can walk you briefly through the stations for the open house. There will be a project history station where we let people know we've worked hard and what the steps have been. We'll bring back the history of the bridge board and the project goals. Then we'll move to design elements, showing the different renderings. We'll have a section devoted to features, such as the railings and bicycle access, and then we'll show how the detour could look.
- Kenworthy:** There hasn't been groundwork for that so we need to spell out the pros and cons of the detours and be clear.
- Jones:** I'll also talk through that with the public.
- Brandt:** And we'll have a comment form.
- Jones:** If we highlight issues for folks, it will spark other ideas.
- Kenworthy:** Exactly.
- Traven:** Anything new on funding?
- Jones:** At this point, no.
- Kenworthy:** Do the materials show where the website is?
- Jones:** Yes, it's on the postcard and the poster.

Burke: Who makes the final decision on which structure type to use?

Jones: The Seattle Department of Transportation, probably within the month.

Burke: Do you eventually want a consensus opinion from this group, or just individual opinions?

Jones: We'll talk more about that next month, after the open house.

Kenworthy: Yes, let's discuss that.

Brandt: We should have a celebration of the Design Advisory Group's commitment. When do we think we'll meet after October 4th?

Jones: We probably won't meet for a few months after October 4th and we'll come back together when there's more to talk about.

Coney: When will there be a presentation for the Seattle City Council transportation committee?

Jones: They don't talk about anything but budget for a few months. The first official decision from them is the Finding of No Significant Impacts (FONSI) and we'll do a briefing for that likely in the first part of December.

Burke: Janis [Traven], you made a comment about opportunities to say something about "Bridging the Gap."

Traven: There's a vote on November 7th.

Jones: "Bridging the Gap" was decided by looking at construction related to Viaduct impacts and the Magnolia Bridge replacement would have used all the funding. They wanted to do multiple projects.

Burke: That package is already in progress?

Jones: Yes.

Kenworthy: What alternative detour routes have you considered for during construction of the new Magnolia Bridge?

Jones: At this point, we have only looked at these two alternatives [see draft version of *Detour* board]. Detour alternatives will be dependent on the timing of development in the North Bay area. If the Port builds a surface road into the North Bay area, that would be used as a detour route. We'll talk about that more as it becomes definite. Other questions or comments?

Thanks for your helpful comments for the open house next week.

V. Next Steps

Kirk Jones, SDOT and Sarah Brandt, EnviroIssues

The next DAG meeting will be on October 4th from 4:00 to 5:30 pm at Magnolia Community Center. The public open house is on September 13th at Blaine School.

VI. Public Comment

Kirk Jones, SDOT

There were no members of the public in attendance.

VII. Adjourn

Kirk Jones, SDOT

With no further comment from the project team or DAG members, the meeting was adjourned.