



AGENDA
SR 520 Montlake Properties Public Meeting
 Wednesday, January 30, 2019, 5:30 – 7:30 p.m.
 St. Demetrios Greek Church – 2100 Boyer Ave. E., Seattle, WA 98112

Time	Topic	Lead	Materials
5:30 p.m.	Doors open <ul style="list-style-type: none"> • Sign-in 	--	--
5:40 p.m.	Welcome and overview of tonight's meeting <ul style="list-style-type: none"> • Introduce WSDOT Ombudsman/Community Liaison 	Penny Mabie David Goldberg	--
5:45 p.m.	Brief recap of November public meeting <ul style="list-style-type: none"> • Follow-up on technical topics from last meeting <ul style="list-style-type: none"> ○ Montlake lid elevation impact on Market ○ Montlake Boulevard elevation change 	Penny Mabie Dave Becher	Graphics #1-3
5:50 p.m.	Practical design process <ul style="list-style-type: none"> • Overview of suggestions considered to preserve market building • Graham Contracting's preliminary design 	Dave Becher Todd Harrison	54 Ideas List / Graphic #4
6:00 p.m.	Clarifying questions session #1	Penny Mabie Dave Becher Todd Harrison	--
6:10 p.m.	Soils testing update	Dave Becher Todd Harrison	Graphics #5-7
6:20 p.m.	Description of Scenarios and Tradeoffs	Dave Becher Todd Harrison	Scenarios & Tradeoffs
6:35 p.m.	Clarifying questions session #2	Penny Mabie Dave Becher Todd Harrison	--
6:45 p.m.	Table group discussions on scenarios and tradeoffs <ul style="list-style-type: none"> • Discuss potential scenarios and tradeoffs • Individual feedback via polling • Tonight's results 	Penny Mabie Dave Becher Todd Harrison	Scenarios & Tradeoffs
7:25 p.m.	Next steps	Dave Becher	--
7:30 p.m.	Adjourn (<i>meeting materials will be available online tomorrow at wsdot.wa.gov/Projects/SR520Bridge</i>)	All	--

Speakers

- Penny Mabie, Meeting Facilitator
- David Goldberg, SR 520 Ombudsman / Community Liaison
- Dave Becher, SR 520 Director of Construction
- Todd Harrison, SR 520 Montlake Project Engineering Manager

March 2018 ESSB 6106 Language*

“For the SR 520 Seattle Corridor Improvements – West End project (M00400R), the legislature recognizes the department must acquire the entirety of parcel number 1-23190 for construction of the project. The department shall work with its design-build contractor to ensure to the maximum extent practicable that the building housing any grocery store or market currently located on parcel number 1-23190 will be preserved. The legislature recognizes the city of Seattle has requirements in the project area that the department must address and that those requirements may affect the use of parcel number 1-23190 and may affect the ability of the department to preserve any grocery store or market currently located on the property. The department shall meet and confer regularly with residents in the vicinity of the parcel regarding the status of the project and its effects on any grocery store or market currently located on the property. The legislature strongly encourages the city to utilize maximum flexibility in how the department meets the city's requirements and to be an equal partner in efforts to preserve any grocery store or market on parcel number 1-23190.”

**This proviso was included in the 2018 Supplemental Transportation Budget (section 306 (33) on page 69 of the bill) that was signed into law on March 27, 2018.*

Ways to Participate

1. Ask questions at 6:00 and 6:35 p.m.
2. Participate in the table group discussions and polling opportunities at 6:45 p.m.
3. Complete a comment card tonight with comments or questions.
4. Email comments or questions to sr520bridge@wsdot.wa.gov.
5. Include Ombudsman David Goldberg on your email comments/questions at goldbed@wsdot.wa.gov.

Note: We'll respond via email to questions and requests for follow-up information that we receive.

Note: You can find materials from last November's meeting, as well as the recent soils testing report, online at www.wsdot.wa.gov/Projects/SR520Bridge

SR 520 Practical Design Process: Ideas regarding potential preservation of Montlake Market building

Jan. 30, 2019

54 Ideas
List

Introduction:

In 2018, WSDOT began a Practical Design Process related to the SR 520 Montlake Project and efforts to address a 2018 Legislative proviso directing WSDOT to analyze ways to preserve the Montlake Market building to the maximum extent practicable.

On Nov. 7, 2018, WSDOT held a public meeting to confer with community members regarding the Montlake Market, provide project information, answer questions, and solicit feedback from attendees.

In late-November 2018, WSDOT, the City of Seattle, and Graham Contracting began the practical design process, which included a series of meetings and technical discussions to review and analyze design and construction approaches which might result in preservation of the Market building. WSDOT included ideas and comments provided by the public, as well as ones generated by WSDOT, Graham, the City of Seattle and the property owner.

Below is a list of the 54 ideas and suggestions reviewed during the Practical Design Process – a process which is still ongoing.

Note: Since these individual ideas were suggested and reviewed, the technical discussions have resulted in the understanding that Graham’s construction proposal, if confirmed during final design, could avoid directly impacting the Market building structure. Based on this, WSDOT is now evaluating three potential scenarios, and seeking community feedback on the likely tradeoffs associated with each.

The scenarios are:

- Preserve the Market building only – No operating Market
- Preserve the Market building – Potential for Market to operate
- Remove the building

Key:

BLUE: Idea that received additional technical review and analysis; indicates potential to preserve Market building, typically in combination with other measures, and with cost, schedule, risk and safety effects.

ORANGE: Idea that was screened out, based on constructability/feasibility concerns, or for resulting in prohibitive cost, schedule, risk ramifications, and/or impacts to public safety if implemented.

Ideas:

Miscellaneous / Montlake Lid:

1. **Public: MISC:** Remove other project elements that impact the Market to avoid conflicting with it.
2. **Public: LID:** Remove the Montlake lid.
3. **Public: LID:** Reduce the size of the Montlake lid.
4. **Public: LID:** Make the Montlake lid higher to avoid risk to the sewer line.
5. **Public: LID:** I don’t know why the new lid bridge structure has to be 3.5’ thicker than today. Good structural design and materials, such as making it out of steel instead of concrete, could make it much thinner.

Montlake Market Building:

6. **Public/Team/Property Owner: BUILDING:** Cut off part of the Montlake Market building, but leave the rest.
7. **Public: BUILDING:** Relocate the Market operations somewhere nearby (on a staging area, other property, tent structure, portable, or on the lid).
8. **Public: BUILDING:** Consider building a new metal building out of mitigation funds to house the Montlake Market in the extreme westernmost portion of the site.
9. **Team: BUILDING:** Jack up and move the existing building on the site away from Montlake Blvd.
10. **Team: BUILDING:** Don't clean up contaminated soil underneath building.
11. **Public: BUILDING:** Use the Market building as a job-site area (job-site offices for contractor).
12. **Public: STAGING:** Move the staging area (expected for the Montlake Market site) onto the SR 520 "loop" ramp, NOAA lawn, Boyer property, or other location.
13. **Team: STAGING:** Limit the areas that the contractor can use on the site around the Market building.

Bicycle and Pedestrian Connections:

14. **Public: BIKE-PED:** Having paths north, east and south of the Market are redundant – you don't need the north and south paths (Public suggestion is to eliminate the Regional Shared Use Path on Roanoke and along the eastbound SR 520 ramps).
15. **Public: BIKE-PED:** Remove the portion of the trail west of the Market that runs underneath the awning (Public suggestion is to eliminate the Regional Shared Use Path along the eastbound SR 520 ramps).
16. **Public: BIKE-PED:** Put in a temporary pedestrian bridge (Public suggests to build a temporary bridge across 520 to allow for sidewalk closures on Montlake Blvd.).
17. **Public: BIKE-PED:** Shrink the sidewalk south of the Market – it doesn't need to be 14 feet (This is the future bike-ped path to be built on E Roanoke St).
18. **Public: BIKE-PED:** Get rid of bike lanes, such as the one north of the property (This is the Regional Shared Use Path along the eastbound SR 520 ramps).
19. **Public: BIKE-PED:** The design of the sidewalk on the north side of the building does not meet SDOT, WSDOT or FHWA standards. You shouldn't need the fill slope and maintenance/drainage area. You will need a small retaining wall on the south side of the sidewalk. Everything brown and green in the Nov. 7, 2018 public meeting graphics would remain with the current land owner. You'd just need a Temporary Construction Easement. (This is the Regional Shared Use Path along the eastbound SR 520 ramps).
20. **Public/Team: BIKE-PED:** The 8-foot temporary pedestrian walkway shown on your graphics WEST of Montlake Blvd E (in front of the Market), can be relocated to the west and north side of the Market building.
21. **Public: BIKE-PED:** The 8-foot temporary pedestrian walkway shown on your graphics EAST of Montlake Blvd E, between Montlake and the temporary access pit and work area on the southeast corner of the Montlake intersection, can be relocated east.
22. **Team: BIKE-PED:** Reduce sidewalk widths on Montlake Blvd – either one side or both (6 ft minimums).
23. **Team: BIKE-PED:** Eliminate sidewalk on one side of Montlake Blvd and only have an 8 foot sidewalk.
24. **Team: BIKE-PED:** Temporarily move sidewalk on the East side of Montlake Blvd onto private properties with a long term easement during construction.
25. **Team: BIKE-PED:** Eliminate all planter strips on Montlake Blvd – across from Montlake Market Building.

Utilities – Water Line:

26. **Public: WATER LINE:** Shrink the size of the water line construction access pit (reduce impact on East North Street and Montlake Blvd).
27. **Public: WATER LINE:** Tear down the garages on the Mosier (WSDOT-owned) property at the corner of Montlake and Lake Washington Blvd, and move the pit accordingly (reduce impact on East North Street and Montlake Blvd).
28. **Team: WATER LINE:** Eliminate replacement of waterline.

29. **Team: WATER LINE:** Limit waterline replacement to under SR 520 – eliminates impacts to Montlake Blvd.

Utilities – Sewer Line:

30. **Public: SEWER LINE:** Work with King County on the sewer line and use Montlake Park like King County is planning to do (Planned work by King County for the sewer line).
31. **Public: SEWER LINE:** Put a liner in the sewer pipe to lower or eliminate the risk of the pipe breaking/cracking (Risk reduction and need to potentially use Montlake Market parcel for a jacking pit for sewer line replacement).

Ramps – Eastbound Off-Ramp:

32. **Public: Eastbound OFF-RAMP:** Reduce or remove the shoulder on the eastbound off-ramp to Montlake Blvd (Reduces impact to gas station property and more room for Regional Shared Use Path).

Roadway Shifts:

33. **Public: ROADWAY SHIFTS:** For the temporary roadway shift plan, use existing conditions, not final roadway conditions that are wider (sidewalks, second left turn lane, etc).
34. **Team: ROADWAY SHIFTS:** eliminate the permanent 2nd left turn lane from northbound Montlake Blvd to eastbound SR 520.
35. **Team: ROADWAY SHIFTS:** Move Montlake Blvd widening to the east instead of the west – acquire more permanent land from property owners on the East side of Montlake Blvd to avoid Market Building impacts.
36. **Team: ROADWAY SHIFTS:** Reduce the permanent northbound or southbound lanes of Montlake Blvd – potentially only one northbound or southbound lane to reduce footprint of Montlake Blvd improvements and impacts to Market Building.
37. **Team: ROADWAY SHIFTS:** Make the Graham temporary eastbound on-ramp a permanent ramp and eliminate the permanent second left turn lane on Montlake Blvd.
38. **Team: ROADWAY SHIFTS:** Reconstruct Montlake Blvd out of Asphalt Concrete instead of Portland Cement Concrete.
39. **Team/Property Owner/Public: ROADWAY SHIFTS:** Allow for long term closure of Montlake Blvd. to reduce need to maintain traffic during construction.
40. **Team: ROADWAY SHIFTS:** Reduce speed limit on Montlake Blvd. during construction. This could allow for tighter curves and reduced sight distance, resulting in less space required.
41. **Public: ROADWAY SHIFTS:** Reduce the width of Montlake Blvd. during construction to avoid interference with the Montlake Market building (Assume reducing lane widths or reducing number of lanes).
42. **Public: ROADWAY SHIFTS:** Provide only one northbound lane on Montlake Boulevard. This would match conditions further south on 24th Ave E (Reduction during construction).
43. **Public: ROADWAY SHIFTS:** Provide only one left turn lane onto the eastbound SR 520 “loop” on-ramp. If there is only one northbound lane approaching the interchange, and most vehicles continue north, only one left turn lane onto the ramp should be sufficient. (Reduction during construction).
44. **Public: ROADWAY SHIFTS:** Adjust the configuration of E Lake Washington Blvd (See below for details – during construction only).
45. **Public: ROADWAY SHIFTS:** Reduce westbound traffic on E Lake Washington Blvd into the Montlake intersection from the SR 520 off-ramp at 24th Ave E. The left turn lane from Lake Washington Blvd onto Montlake Blvd can be eliminated during construction. Traffic can be routed eastbound onto E Lake Washington Blvd at the 4-way stop, and use city streets to find destinations.
46. **Public: ROADWAY SHIFTS:** Reduce westbound traffic on E Lake Washington Blvd coming from E Madison St and the Arboretum. Add a northbound lane on the 24th Ave E bridge to allow access north to the Shelby-Hamlin area, the Montlake Bridge, and destinations north, while avoiding the Montlake intersection (During construction only).
47. **Public: ROADWAY SHIFTS:** Increase capacity of E Lake Washington Blvd into the Montlake intersection. Today there are two westbound and one eastbound lane on E Lake Washington

Blvd at the Montlake intersection. The eastbound lane can be reversed to become a third westbound lane so that the right lane can be a right turn only onto northbound Montlake Blvd E, while the middle lane continues straight onto the eastbound SR 520 on-ramp and the left lane can be an optional straight and left turn onto southbound Montlake Blvd E. (During construction only).

48. **Public: ROADWAY SHIFTS:** By implementing these street/roadway adjustments, Montlake Boulevard could be narrowed from six lanes of traffic, two barriers, and two temporary pedestrian walkways. Some combination of these items would eliminate all of the 25.5-foot interference with the Montlake Market building shown in the Nov. 7, 2018 public presentation (slide 17) (Public comment – suggests using most of options above during construction).

Miscellaneous Impacts and Ideas:

49. **Team: MISC IMPACTS:** Eliminate the requirement to remove contaminated material from Montlake Parcel – gas station and Market sites.
50. **Team: MISC IMPACTS:** Eliminate the requirement to remove contaminated material from Montlake Blvd.
51. **Property Owner: MISC IDEAS:** Review possible design concepts to reduce or eliminate impacts to gas station and Market property.
52. **Property Owner: MISC IDEAS:** Redesign eastbound ramps to avoid impacts to gas station. *(Included in Graham's proposal)*
53. **Property Owner: MISC IDEAS:** Use advanced tunneling techniques to reduce construction impacts from waterline installation. *(Included in Graham's proposal)*
54. **SDOT Idea:** Putting Montlake Boulevard roadway lanes onto the west end of the Montlake Market property, not just bike-ped.



**SR 520 Montlake Project
Scenarios and Tradeoffs Evaluation Table**

Overview: As part of the Montlake Project practical design process, WSDOT, the city of Seattle and Graham Contracting are evaluating potential scenarios to preserve the Montlake market building. The below table summarizes each potential scenario and associated tradeoffs. This table is subject to change as new information becomes available.

Scenario	TRADEOFFS			Key unknowns
	Community effects	Added contractor work days	Added contract cost	
Preserve the Market building only – No operating market	<ul style="list-style-type: none"> Loss of Market reduces neighborhood amenities Allows for possible building re-use or redevelopment Increases duration of travel impacts and other construction effects to the Montlake Boulevard / SR 520 corridor 	Approximately 30 additional days, due to extra work and construction inefficiencies as estimated by Graham Contracting and WSDOT	Approximately \$7,000,000 - \$10,150,000 as estimated by Graham Contracting and WSDOT, detailed below.	<ul style="list-style-type: none"> Extent of contaminated materials and cleanup approach Potential Market building modifications/damage during construction Duration of temporary Market closures for above activities Willingness of Market business to operate during construction Constructability of Graham's preliminary design Locations and impacts of alternative staging areas
Preserve the Market building – Potential for market to operate	<ul style="list-style-type: none"> Allows opportunity for continued market operations Allows for possible building re-use or redevelopment Increases duration of travel impacts and other construction effects to the Montlake Boulevard / SR 520 corridor Market access directly adjacent to active construction site 	Approximately 45 additional days, due to extra work and construction inefficiencies as estimated by Graham Contracting and WSDOT	Approximately \$15,300,000 - \$20,000,000 as estimated by Graham Contracting and WSDOT, detailed below	
Remove the building	<ul style="list-style-type: none"> Loss of Market reduces neighborhood amenities Allows for possible property redevelopment Doesn't increase construction duration and associated impacts Use of full site for staging and effects to community (aesthetics, traffic, etc.) 	0 additional days (building removal included in base contract)	\$0 additional cost (building removal included in base contract)	

What drives the cost of preserving the Market building? (All costs are approximate)

	Cost drivers	Cost estimates include:	Building ONLY*	Building with MARKET**
1	Contracting	<ul style="list-style-type: none"> Contract extension (direct costs): Daily costs of extended contract schedule (\$50,000/day amount for equipment rentals, staffing, etc.) Risk contingency funds: Potential extra work/building modifications and associated costs due to unknowns Estimated sales tax 	\$2,700,000 - \$3,600,000	\$4,400,000 - \$6,000,000 (15 extra work days**)
2	Public mobility	<ul style="list-style-type: none"> Pedestrian routing: New sidewalk, grading, lighting and other measures to safely route pedestrians around the building Traffic control: Additional traffic control due to extended contract schedule Safety: Additional insurance, liability and accident concerns associated with conducting significant construction immediately adjacent to an operating business 	\$100,000 - \$150,000	\$3,900,000 - \$4,400,000 (15 extra work days, additional liability insurance and safety measures**)
3	Building	<ul style="list-style-type: none"> Maintenance: Utilities, repairs and maintenance on the building Structural support: Shoring wall around building to protect market building when underground tanks are removed 	\$1,700,000 - \$3,600,000	\$2,200,000 - \$4,200,000 (additional maintenance and utilities**)
4	Staging and parking	<ul style="list-style-type: none"> Off-site staging space rental: Rental of off-site equipment staging area and costs to move equipment to work site Worker parking rental: Rental of off-site worker parking Worker shuttling: Vehicle rental/driver to shuttle workers from off-site parking and travel time for workers 	\$2,400,000 - \$2,700,000	\$4,700,000 - \$5,300,000 (additional staging and parking needs off-site**)
5	Utilities	<ul style="list-style-type: none"> 54" waterline impacts: Inefficiencies in waterline replacement due to smaller access pit and limited work zone access 	\$300,000 - \$350,000	\$300,000 - \$350,000
6	Credit	<ul style="list-style-type: none"> For no building demolition: Deduction from contract amount that was included to remove the marketing building 	(\$200,000 - \$250,000)	(\$200,000 - \$250,000)
	Total cost ranges		\$7,000,000 - \$10,150,000	\$15,300,000 - \$20,000,000

*Cost estimates are identified as ranges due to several factors, including overhead rate which has not been negotiated.

**Factors listed here are the additional costs associated with operating the market beyond the costs for preserving the building.