West Lake Sammamish Parkway – Phase 2
Transportation Commission Project Update
January 11, 2018
City Hall
Paul Krawczyk, Trans. Dept. / Scott Johnson, HDR
Presentation Agenda

- Project History
- Presentation Goals
- Phased Construction of WLSP
- Acceleration of Phase 2
- Sighting Considerations
- Scoring and Sighting
- Findings
- Next Steps / Finalize Scope
- Project Schedule
- Questions
Project History – WLSP Phase 2

- 2005 Council Adoption of Roadway Cross-section w/Multi-Use Path
- 2013 - Phase 1 Project Completed (I-90 to SE 34th Street)
- January 2017 - Utility Dept. Begins Watermain Replacement Project Design
- May 2017 – Transportation Dept. Receive Direction to Accelerate WLSP Phase 2
- June 2017 to October 2017 – Develop 5% Phase 2 Roadway Design Plans
- Project Recommendation Memo – December 2017
Presentation Goals

- Update Commission on the Proposed Location of WLSP Phase 2 Project
  - SE 200 Block to NE 800 Block (Includes intersection of Northup Way and WLSP)
- No Action Required
Phased Construction (Developed in 2009)

- WLSP divided into 5 Segments
  - Approx. 1 – mile per segment
  - North Segment
  - North Central Segment
  - Central Segment
  - South Central Segment
  - South Segment (Completed)
- Approx. $12 to $15 Million per mile
Public Involvement
Acceleration of Phase 2

- Funds Accelerated to 2018
  - $8 Million Trans. CIP Budget
- Combine with Utility Project
  - Economy of Scale
  - Minimize Impact to Public
    - Traffic Detours
    - Construction Duration
  - Efficiencies in Construction
- Potential Segments
  - North Central
  - Central
Sighting Considerations

- Determine Best Fit Segment
  - Critical Area Impacts
  - Pavement / Subgrade Soil Condition
  - Structures
  - Driveways
# Scoring and Sighting

## City of Bellevue - West Lake Sammamish Parkway Phase 2

### Segment Ranking Matrix

<table>
<thead>
<tr>
<th></th>
<th>Risk Schedule</th>
<th>Risk Cost</th>
<th>Proposed Project South 100+00 - 145+00</th>
<th>Proposed Project North 150+00 - 198+50</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>4850</td>
<td>4850</td>
</tr>
<tr>
<td>1)</td>
<td>Wetland Buffer</td>
<td>X</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>2)</td>
<td>Critical Areas / Steep Slopes</td>
<td>X</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>3)</td>
<td>Driveway Access Points</td>
<td>X</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>4)</td>
<td>Retaining Walls</td>
<td>X</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>5)</td>
<td>Unsuitable Subgrade</td>
<td>X</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>6)</td>
<td>Contamination Cleanup</td>
<td>X</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>7)</td>
<td>Properties Requiring TCE</td>
<td>X</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

**Total Risk Points**

|   |   |   | 17 | 11 |
Findings

- **North Central Segment Advantage**
  - Located within the Watermain and Force Main Workzone
  - Minor Wetland Buffer Impacts
  - Better Subgrade than Central Segment
  - Retaining Walls Less than 6-feet Tall
  - Lower Number of Driveways with TCE’s Required

- **Central Segment Disadvantage**
  - High Risk to Subgrade
  - Retaining Walls Extensive to Provide Buffer
  - Higher Number of Driveways with TCE’s Required
Next Steps / Finalize Scope

- City Council Concurrence and Direction
  - Early February 2018

- Community Update
  - End of February 2018

- Start Design of Combined Utility and Roadway Project
  - March 2018
Project Schedule

- Approval from Council – February 2018
- Start Design – 1st Quarter 2018
- Complete Design – 4th Quarter 2018
- Start Construction – 1st Quarter 2019
- Construction Completion – Late 2019 / Early 2020
West Lake Sammamish Parkway – Phase 2
Project Update

QUESTIONS?