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City of Issaquah

BEFORE THE ISSAQUAH HEARING EXAMINER'S OFFICE

Bass Partnership Combined Comments & Appeal Statement
SEPA Threshold Determination (MDSN Issued June 18, 2014)
WAC 197-11-340(2) & WAC 197-11-680(3)(a)(vii) – IMC 18.04.256 – Hearing Examiner Rule 5
Underlying Issaquah Permit No. SW14-00037
Project Improvements SHO13-00007 and ASDP13-00001

The Bass & Bass Partnership ("Bass") the is aggrieved by the City's Threshold Determination made on June 18, 2014 that thereafter issued a Mitigated Determination of Non-Significance ("MDNS") and has standing to challenge the MDSN as an abutting landowner to the proposed project at 6011 Eastlake Sammamish Parkway SE, Issaquah, WA 98029 (Parcel Nos. 2124069026, 2124069033 and 2124069054). Bass reserves its right to consolidate these SEPA comments and appeal as provided by IMC 18.04.250 with the underlying permit, File No. SW14-00037, that may be issued by the City related to roadway improvements on Eastlake Sammamish Parkway (ELSP) SE and SE 62nd Street. Bass provides the following comments and evidence in support of its appeal made under RCW 43.21C.075 of the State Environmental Policy Act ("SEPA") and Issaquah Municipal Code ("IMC") 18.10.880, IMC 18.04.250 to 18.04.260, and Notice of MDNS and underlying permit number Issaquah Permit No. SW14-00037 issued on June 18, 2014 at Exhibit A:

1. The Environmental Checklist Fails to Examine and Disclose Impacts to the Built Environment under WAC 197-11-444 that Includes Improvements to the Bass Property located at 6011 East Lake Sammamish Parkway SE. The MDNS is clearly erroneous, in excess of authority, not supported by substantial evidence and unlawful as it attempts to "segment" a larger right-of-way project. It fails to examine and omits any recognition, let alone meaningful assessment, of environmental impacts to the built environment. This includes direct significant and adverse impacts to Bass' full access driveways and existing constructed site improvements resulting from the change of grade to ELSP SE and SE 62nd Street. SEPA Rules, including WAC 197-11-444(2), impose an affirmative and mandatory duty on the City to adequately assess and mitigate impacts to the "built environment" equally with the "natural environment." Klickitat County Citizens v. Klickitat County, 122 Wn.2d 619, 642, 860 P.2d 390 (1993).

To mitigate impacts under SEPA, this Act requires and honest objective assessment of impacts to both the natural and built environments. RCW 43.21C.110(1)(f); WAC 197-11-740. SEPA and its implementing Rules, including WAC 197-11-055, are action-forcing. RCW 43.21C.030 states in part:

> "The legislature authorizes and directs that, to the fullest extent possible: (1) The policies, regulations, and laws of the state of Washington shall be interpreted and administered in accordance with the policies set forth in this chapter, and (2) all branches of government of this state, including state agencies, municipal and public corporations, and counties shall:
>
> (a) Utilize a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making which may have an impact on the environment;

(b) Identify and develop methods and procedures, in consultation with the department of ecology and the ecological commission, which will insure that presently unquantified environmental amenities and values will be given appropriate consideration in decision making along with economic and technical considerations;

(c) Include in every recommendation or report on proposals for legislation and other major actions significantly affecting the quality of the environment, a detailed statement by the responsible official on:

(i) the environmental impact of the proposed action;

(ii) any adverse environmental effects which cannot be avoided should the proposal be implemented;

(iii) alternatives to the proposed action;

(iv) the relationship between local short-term uses of the environment and the maintenance and enhancement of long-term productivity; and

(v) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented;

Professor Richard Settle has commented on the importance of the SEPA threshold determination process that is being appealed noting that Washington courts have "insisted upon a conscious and reasonably responsible threshold determination process."

The courts have been steadfast supporters of SEPA's environmental enlightenment mission not only by sympathetically interpreting the threshold standard of environmental significance[159] and closely scrutinizing agency determinations of nonsignificance[160] but also by insisting upon a credible threshold determination process. Although the statute contains no threshold process requirements, there was early judicial recognition that SEPA's central purposes might be defeated by lackadaisical or subversive threshold determinations.[161] Thus, the correctness of a threshold determination will not be

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Timing of the SEPA Process. (1) *Integrating SEPA and agency activities.* The SEPA process shall be integrated with agency activities at the earliest possible time to ensure that planning and decisions reflect environmental values, to avoid delays later in the process, and to seek to resolve potential problems.

(2) *Timing of review of proposals.* The lead agency shall prepare its threshold determination and environmental impact statement (EIS), if required at the earliest possible point in the planning and decisionmaking process, when the principal features of a proposal and its environmental impacts can be reasonably identified.

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> reviewed unless it was preceded by consideration of "environmental factors . . . in a manner sufficient to amount to prima facie compliance with the procedural requirements of SEPA."[162] This mandatory preliminary environmental analysis serves SEPA's purposes in several ways. An informed threshold determination is more likely to be correct and more deserving of public confidence and respect.[163] A record of the environmental analysis supporting an agency's determination of significance (DS) or nonsignificance
>
> (DNS) is essential to meaningful judicial review.[164] Perhaps most important, the environmental information and analysis generated in the threshold evaluation process becomes the basis for developing a mitigated determination of nonsignificance (MDNS)[164a] and for exercising SEPA substantive authority when an EIS is not required.[165]

WAC 197-11-060; See Prof. Settle, "The Washington State Environmental Policy Act – A Legal and Policy Analysis," at §13.01[4] citing Norway Hill Preservation v. King County Council, 87 Wn.2d 267, 273, 552 P.2d 674 (1976); Juanita Bay Valley Comm. Assn., 9 Wn.App. 59, 73, 510 P.2d 1140, 1149 (1973); (other citations omitted).

Information provided to the principal of Bass, Randy Bass, in the attached Exhibit B North Issaquah LID Engineering Plan Sheets, show a single unified project with roadway frontage improvements to both East Lake Sammamish Parkway SE and SE 62nd Street that directly abut the Bass Property (parcel nos. 2124069054, 2124069026, and 2124069033. Aside from the attempt to unlawfully segment the project for SEPA environmental review and decision-making that is not permitted under WAC 197-11-060, the City has provided information to Mr. Bass indicating that the project will elevate a new westerly lane with sidewalk, bicycle lane and landscaping on both East Lake Sammamish Parkway SE and SE 62nd Street that will include a supporting engineered earthen side slope.

The effect of the raised channelized roadway and corridor improvements as illustrated in the Exhibit C Local Improvement District (LID) Working Street Profiles accepted and funded in part by the Washington State Transportation Improvement Board and Puget Sound Regional Council will be to place the Bass Property in a hole forcing Bass to fill significant portions of his property to off-set the adverse effects of the elevated roadway connections so that he can utilize his property for his existing mini-storage business. The City failed to examine alternatives and failed to mitigate impacts to the built environment on the Bass property required under WAC 197-11-444(2), WAC 197-11-350, and WAC 197-11-660 in issuing the MDNS where it refused to include any assessment of impacts in its Environmental Checklist, and completely disregarded the impacts to Bass' existing built-out site improvements that are dependent upon existing access grades.

Similarly, the City ignored reasonable alternatives and impacts to Bass' existing commercial access driveways. The proposed channelized road grades, travel lanes, and other improvements identified in Exhibits A, B, and C, including the attached Figures 2-3 of the Project Area Map appended to the MDNS

at Exhibit A further show a roadway corridor extension from the ELSP intersection with SE 62nd westerly along the southerly boundary with the Bass Property that would eliminate one or both of Bass' existing southerly access driveways. These improvements include travel lanes, sidewalk, bicycle lane, and landscaping. No details on the connection of these improvements with Bass' existing private commercial access driveways are disclosed in the MDNS that reference the colorized 30% engineering plan sheets, or the LID 25 Working Street Profiles.

Essentially, Bass is left to figure these impacts to the built environment out without any disclosure or environmental assessment being made by the City as required under SEPA disclosure requirements at WAC 197-11-055 and 060(4)(a)[1] before irretrievably committing resources and before making a final decision on a proposal that is subject to SEPA. WAC 197-11-055 (2) and WAC 197-11-070 place a mandatory duty upon the City to assess all impacts "at the earliest possible point in the planning and decision-making process" "before an agency commits to a particular course of action." (Emphasis added). WAC 197-11-050(2)(c) provides that :

> "Appropriate consideration of environmental information shall be completed before an agency commits to a particular course of action (WAC 197-11-070)." (Emphasis added).

An examination of Exhibit C, which represents applications for financial assistance with the King County Puget Sound Regional Council and Washington State Transportation Improvement Board, shows that the City was committed to funding this same project elements and design before in May of 2012 and August of 2013 some 1 to 2 years before it considered the environmental impacts to either the built or natural environment. The attached City Council Agenda of January 21, 2014 at Exhibit C confirms that the City applied for and received state Transportation Improvement Board and local Puget Sound Regional

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[1] WAC 197-11-060(4) Impacts.

(a) SEPA's procedural provisions require the consideration of "environmental" impacts (see definition of "environment" in WAC 197-11-740 and of "impacts" in WAC 197-11-752), with attention to impacts that are likely, not merely speculative. (See definition of "probable" in WAC 197-11-782 and 197-11-080 on incomplete or unavailable information.)

(b) In assessing the significance of an impact, a lead agency shall not limit its consideration of a proposal's impacts only to those aspects within its jurisdiction, including local or state boundaries (see WAC 197-11-330(3) also).

(c) Agencies shall carefully consider the range of probable impacts, including short-term and long-term effects. Impacts shall include those that are likely to arise or exist over the lifetime of a proposal or, depending on the particular proposal, longer.

(d) A proposal's effects include direct and indirect impacts caused by a proposal. Impacts include those effects resulting from growth caused by a proposal, as well as the likelihood that the present proposal will serve as a precedent for future actions. For example, adoption of a zoning ordinance will encourage or tend to cause particular types of projects or extension of sewer lines would tend to encourage development in previously unsewered areas.

(e) The range of impacts to be analyzed in an EIS (direct, indirect, and cumulative impacts, WAC 197-11-792) may be wider than the impacts for which mitigation measures are required of applicants (WAC 197-11-660). This will depend upon the specific impacts, the extent to which the adverse impacts are attributable to the applicant's proposal, and the capability of applicants or agencies to control the impacts in each situation. (Emphasis added).

Council project funding in January of 2014 for a project design that provided no replacement full access commercial driveways connecting to SE 62nd Street, or that mitigated the change of grade changes to Bass' existing graded site improvements. Bass will be forced at considerable expense to regrade substantially the entirety of his site while losing full commercial access on his frontage with SE 62nd Street. Final engineering plans at Exhibit E provided for Project No. SW14-00037 confirm that no engineering design measures have been provided to mitigate the impacts to Bass' southerly commercial access driveways.

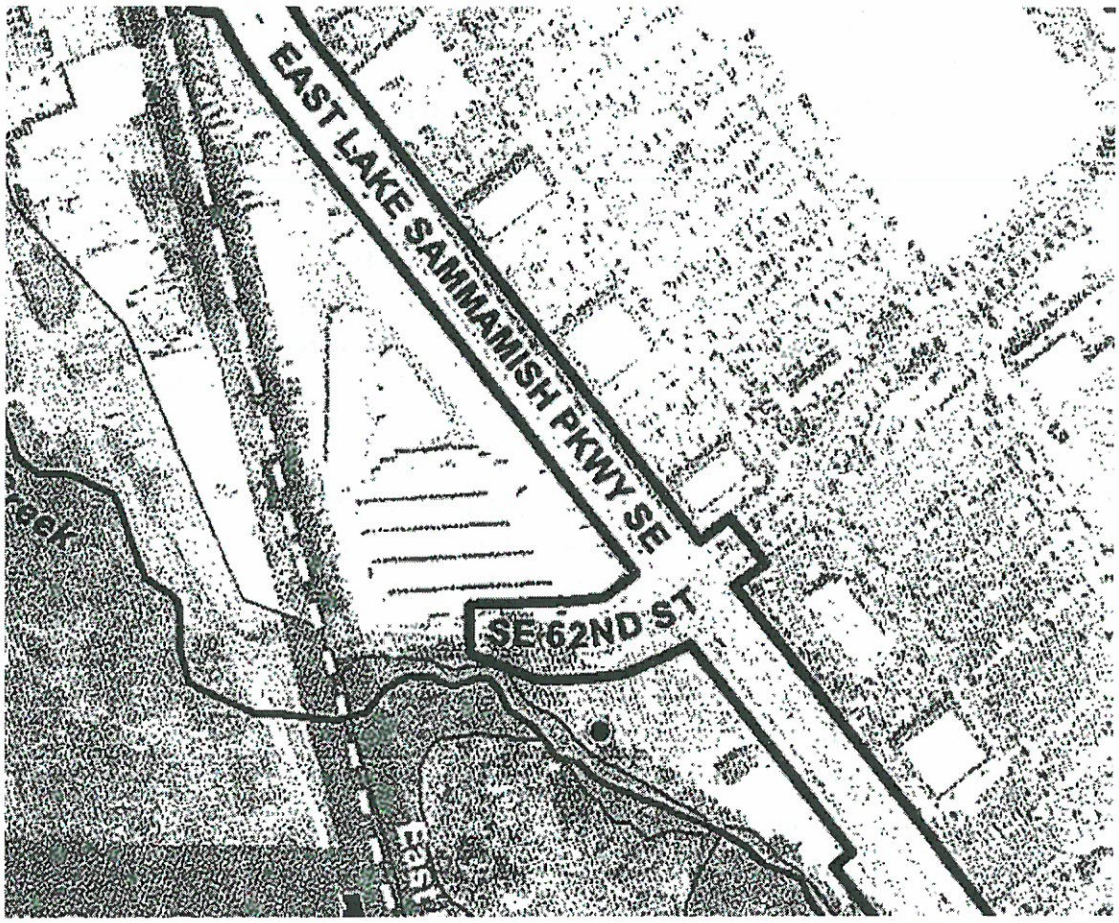
Only after funding was secured from these agencies for this fixed design did the City perform any environmental review in the Environmental Checklist dated June 14, 2014 and MDNS issued on June 18, 2014. However, neither the Environmental Checklist nor MDNS address impacts to the built environment and the Bass property. SEPA has been completed emasculated by the City in its rush to construct this project that makes no attempt to assess impacts to site improvements and access on the Bass Property.

SEPA, as Professor Settle notes, places the burden of proof on the City to demonstrate its justification for its DNS. Id, at pp. 13-13 citing Newaukum Hill Protective Ass'n v. Lewis County, 19 Wn.App. 162, 165-55, 574 P.2d 1195 (1978). Applied here, the agency seeking approval of the proposal, including the Responsible Official, should have determined that the Environmental Checklist did not sufficiently evaluate the proposal's environmental impact. Under these circumstances, the City as lead agency and Responsible Official were required to obtain "additional information" or "further studies." WAC 197-11-335; Settle, supra at §13.01[4], pps. 13-13 to 13-35 citing Moss v. City of Bellingham, 109 Wn.App. 6, 31 P.3d 703 (2001). Such "additional information" or "further studies" in this case would have been an engineering assessment of alternatives regarding Bass' engineered site plan improvements, including providing full access alternatives for Bass' southerly and easterly access driveways as reasonable mitigation measures that could be accomplished in changes to the proposal.

The Environmental Checklist at ¶¶A7, A10, B8, B8j, B14 (Transportation impacts) not only fails to disclose such impacts, but has been consciously drafted to avoid setting forth the details of impacts to elements of the built environment that include Bass' existing site improvements and existing commercial access driveways that will be drastically altered. No assessment of known significant adverse impacts is attempted. No attempt has been made to examine or described alternative alignments and channelized access, including those set forth in the attached Bass Transportation Report at Exhibit D showing that Bass' two (2) southerly access driveways could be designed to mitigate adverse transportation impacts to the built environment by including one full access commercial driveway.

The only mitigation measure to reduce or control transportation impacts that is discussed appears at Page 21 of the MDNS where it states "The road upgrade would help mobility and are consistent with the City's transportation plan. No further measures are proposed." (Emphasis added). It is plainly evident that the City has made no effort to examine, assess, or mitigate impacts to the existing built environment, including the Bass site improvements and access driveways. The MDNS should be withdrawn and the project permits denied until SEPA compliance has occurred.

The SEPA Environmental Checklist and MDNS also attempt to alter the T-5 project in a conscious attempt to avoid mitigation to Bass' southerly access driveway. Figure 3 of the MDNS at Exhibit A excerpted below shows improvements to SE 62nd that located just east of Bass' westerly most southerly commercial access driveway. This depiction is an attempt to segment the larger roadway project to avoid disclosure and assessment of impacts that will occur for the T-5 Project. Actual proposed 30% engineering plans at Exhibit B clearly show diagonal lanes and channelization that would convert Bass' full access into a right-in-right out access only.



2. <u>The MDNS Violates SEPA by Unlawfully Segmenting Project Elements to Avoid Present Consideration of Proposals and Their Impacts that are Required to be Evaluated in the Environmental Checklist and MDSN Under WAC 197-11-060 (3)(b) or 197-11-305(1)</u>. The City agrees that the ELSP widening is "<u>one project component</u> of the North Issaquah Roadway Network Improvements Project (SHO13-00007, ASDP13-00001)" and that these improvements are "part of the City's overall plan for a road network in the North Issaquah area." Exhibit A, Page 2, Findings ¶1-2. (Emphasis added). An examination of the MDNS also discloses at Page 4, ¶ 3) that: "[t]he proposal would widen the eastbound approach of SE 62nd St at the intersection with ELSP from two lanes to four lanes." The attached Figures 2-3 of the Project Area Map appended to the MDNS further shows an extension from the ELSP

intersection with SE 62nd westerly along the southerly boundary with the Bass Property approximately 250 feet that would eliminate at least one or both of Bass' existing southerly access driveways.

The City's T-5 North Issaquah Network Project for the future formation of Local Improvement District (LID) 25 in 2012 identified a single transportation project design for improvements to East Lake Sammamish Parkway SE, SE 62nd Street, and 221st Place SE. Instead of proceeding with an assessing the impacts of all elements of the proposed LID project, the City has attempted to break up this project into discreet pieces that ignore impacts to the Built Environment, including the Bass Property. These linked projects include a new extension of SE 62nd Street to the Costco Office Campus and Flagship Wholesale Store with a traffic circle for enhanced circulation. The LID Project has not been approved by the Issaquah City Council. And, the proposal as submitted for environmental review misrepresents the "intersection" at SE 62nd Street and ELSP SE to include approximately 250 feet of frontage of the Bass Property on 62nd Street SE with no environmental analysis required under SEPA.

Substantive SEPA Rules at WAC 197-11-660 clearly state that:

> Substantive authority and mitigation.
>
> (1) Any governmental action on public or private proposals that are not exempt may be conditioned or denied under SEPA to mitigate the environmental impact subject to the following limitations:
>
> (a) Mitigation measures or denials shall be based on policies, plans, rules, or regulations formally designated by the agency (or appropriate legislative body, in the case of local government) as a basis for the exercise of substantive authority and in effect when the DNS or DEIS is issued.
>
> (b) <u>Mitigation measures shall be related to specific, adverse environmental impacts clearly identified in an environmental document on the proposal and shall be stated in writing by the decision maker</u>. The decision maker shall cite the agency SEPA policy that is the basis of any condition or denial under this chapter (for proposals of applicants). After its decision, each agency shall make available to the public a document that states the decision. The document shall state the mitigation measures, if any, that will be implemented as part of the decision, including any monitoring of environmental impacts. Such a document may be the license itself, or may be combined with other agency documents, or may reference relevant portions of environmental documents.
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> (c) Mitigation measures shall be reasonable and capable of being accomplished.

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The City is not permitted under the pretense of SEPA compliance to segment the T-5 project into convenient segments under WAC 197-11-060 (3)(b) or 197-11-305(1) to avoid SEPA review of actual or cumulative impacts of this proposal to the natural and built environments when the City knows that its elevation changes alone of this project as disclosed in attached engineering plan sheets will adversely

and irretrievably affect the entirety of the Bass Property. This includes material and significant elevation changes and existing access grades of the Bass Property, that adversely affect the ability of the public to access the Bass property for mini-storage or other uses allowed under the City's current Mixed-Use Zoning. It cannot segment the larger T-5 roadway project into "tailored" pieces to avoid consideration project impacts to Bass' existing southerly access driveways and site improvements that are required to be evaluated and mitigated in a single environmental document. WAC 197-11-060(5)(c); WAC 197-11-350.

3. The MDNS Fails to Examine Alternatives and Fails to Mitigate Known Impacts to the Bass Property. The attached Report of Transportation Engineer Christopher V. Brown, PE, at Exhibit D establishes that the City knew of impacts to the Bass Property, including existing easterly and southerly access commercial access driveways, but took no action to mitigate transportation impacts to the built environment by designing available channelization alternatives that would allow Bass to maintain existing full access SE 62nd Street. The principal of Bass, Randy Bass, presented alternative full access channelization designs to the Issaquah City Council in 2014 at Exhibit F. Upon information and belief that will be presented during an appeal hearing on this matter, the City and Responsible Official were aware of reasonable alternatives and mitigation measures that meet available AASHTO and City transportation standards that allow for the design and construction of a southerly full commercial access driveway connection at the southerly boundary of the Bass Property with SE 262nd Street. The City failed to examine or implement reasonable and available mitigation measures available to it before undertaking environmental review in the Environmental Checklist and MDNS that accordingly violate RCW 43.21C.030 and WAC 197-11-350 and WAC 197-11-660.

4. The MDNS Failed to Comply with IMC 18.04.170 by Failing to Provide Bass Written Notice of the City's Application for Project Permits. City may not issue its threshold determination, or issue a decision or a recommendation on a Project Permit until the expiration of the public comment period on the notice of application of project permit applications that Bass, as an abutting property owner, never received. Notwithstanding a continued request to the City to be notified of project permit applications related to Eastlake Sammamish Parkway SE and SE 62nd Street, the City failed to provide written notice of project permit applications until the receipt of a project permit application until the SEPA MDSN was issued.

IMC 18.04.170 Notice of Application requirements provide that: "The City shall provide a written notice of application to the public and the departments and agencies with jurisdiction as provided in this section." Subsection A of IMC 18.04.170 in turn provides that the Notice must provide a list of permits:

> "A. Notice of Application Timeline and Contents: The notice of application shall be provided within fourteen (14) days after the determination of completeness and include the following:
>
> 1. The date of application, the date of notice of completion for the application, and the date of the notice of application;
>
> 2. A description of the proposed project action and a list of the Project Permits included in the application and, if applicable, a list of any studies requested under RCW 36.70A.440 (recodified

as RCW 36.70B.070), (Project Permit Application – Determination of Completeness – Notice to Applicant);

3. The identification of other permits not included in the application to the extent known by the City;"

The MDNS issued by the City, other than identifying Permit Number SW14-00037, contains no other specific permit application numbers; no specific dates of issuance of such permits; and no comment periods for each of the permits. The only reference is to "other documents in the file" at Page 2. Page 2 of the SEPA Checklist that identifies:

> "-Stormwater General Construction Permit, Department of Ecology
> -USACE Nationwide Permit
> -Administrative Site Development Permit, City of Issaquah
> -Clearing/Grading Permit, City of Issaquah
> -TESC Permit, City of Issaquah"

Other than SW14-00037 mentioned on the Face Sheet of the MDNS, whose issuance date remains unknown, the public, including Appellant Bass can only guess at the dates of issuance of any specific permits associated with issuance of the MDNS identified above.

Conclusion & Requested Relief

This appeal may be modified to conform to any adopted Hearing Examiner Rules that are not presently posted on the City's website for retrieval. Appellant Bass requests the following Examiner relief: (1) require that the permits issued subject to this MDNS be denied under RCW 43.21C.060; and, (2) require that the MDNS be withdrawn by the SEPA Responsible Official where it was procured by misrepresentation or lack of material disclosure and attempted segmentation not permitted under WAC 197-11-060; (3) require the preparation of a new MDNS following the identification of mitigation measures on the Bass Property; (4) require the preparation of an environmental impact statement required until and unless the impacts of the built environment are fully assessed by the City; and (5) suspend, modify, or revoke any underlying permits and approvals until the necessary environmental review has occurred. The Examiner should also direct the City to mitigate adverse probable impacts to the Bass Property by employing reasonable mitigation measures including but not limited to requiring: (1) the proposal be modified to provide a full access driveway on Bass' southerly frontage; and (2) the City provide compensating compacted fill and relocation of buildings, portable storage units, and private and public utilities on his property to compensate for the grade loss and access to existing roadways.

Dated this 2nd day of July, 2014.

Bill H. Williamson

Bill H. Williamson, attorney for Appellant Bass

RECEIPT

CITY OF ISSAQUAH WASHINGTON
1775 12th Ave. NW / P.O. Box 1307
Issaquah, WA 98027
Phone: (425) 837-3100

5844 - 5898 EAST LAKE SAI

Project No: APP14-00002
Receipt No: R4839

APPEAL/LEVEL 5

Fee Description	Account	Fee Amount
E-PLAN SURCHARGE	001.322.010.03	$6.42
APPEALS		
APPEAL	001.345.083.00	$493.58

WILLIAMSON LAW OFFICE 11-99
BILL H. WILLIAMSON
P.O. BOX 99821
SEATTLE, WA 98139-0821
(206) 292-0411

8612
19-57/1250

DATE 7/3/14

PAY TO THE ORDER OF City of Issaquah $ 500.00

Five Hundred and No/100 DOLLARS

Security Features Details on Back.

KEYBANK NATIONAL ASSOCIATION
SEATTLE, WA 98104

SH013-00007
ASDP 13-00001
SCW 14-00037

BILL H. WILLIAMSON

FOR Bass Property SEPA Appeal

Bill H Williamson MP

⑈008612⑈ ⑆125000574⑆ 470584005669⑈

Total Fees Paid: **$500.00**
Date Paid: 07/03/2014
Paid By: WILLIAMSON LAW OFFICE
Pay Method: CHECK 8612
Received By: ANGIE ALDRICH

Customer

CITY OF
ISSAQUAH
WASHINGTON

Development Services
1775 – 12th Ave. NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

COPY RECEIVED
June - 19, 2014
BILL H. WILLIAMSON
LAW OFFICE

June 18, 2014

Mr. Bill Williamson
Williamson Law Office
Columbia Center Tower
701 5th Avenue, Suite 5500
P.O. Box 99821
Seattle, WA. 98139

Dear Mr. Williamson:

Enclosed are the SEPA Determination and SEPA Checklist for the East Lake Sammamish Parkway widening project. You are receiving this because in a letter dated December 9, 2013 you requested notification of the SEPA Determination and Checklist for projects and roadway improvements on East Lake Sammamish Parkway and SE 62nd Street, and for project permits related to the North Issaquah LID Roadway improvements.

Thank you.

Sincerely,
DEVELOPMENT SERVICES DEPARTMENT

Peter Rosen
Senior Environmental Planner

Enclosures: SEPA Determination
SEPA Checklist

EXHIBIT A

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

Description of Proposal: City of Issaquah proposal to construct improvements, within existing City right-of-way, on the west side of East Lake Sammamish Parkway (ELSP) from Issaquah-Fall City Road to SE 56th St. Improvements include adding a second southbound vehicle lane, bicycle lane, curb/gutter, storm drainage and underground utilities.

A landscape strip and sidewalks would be added on the west side of ELSP from Black Nugget Road to Issaquah Fall City Road. Sidewalk is not proposed on ELSP between SE Black Nugget Road and SE 56th St because the East Lake Sammamish Trail provides for pedestrian facilities and is located approximately 35-40 feet to the west of ELSP. The project includes a mid-block sidewalk connection between East Lake Sammamish Parkway and the King County East Lake Sammamish Trail.

The project also includes widening the eastbound approach of SE 62nd St at the intersection with ELSP from two lanes to four lanes. Currently, the eastbound approach of SE 62nd St includes a left turn lane and shared through/right turn lane. The expansion of SE 62nd St would provide for a left turn lane, a through lane, and two right turn lanes onto ELSP.

Location of Proposal: East Lake Sammamish Parkway, between SE 56th St and to Issaquah Fall-City Road. SE 62nd St intersection with East Lake Sammamish Parkway.

Permit Number: SW14-00037

Proponent: City of Issaquah Public Works Engineering
P.O. Box 1307
Issaquah, WA 98027
Attn: Gary Costa, Transportation Manager

Lead Agency: City of Issaquah

SEPA Determination: Mitigated Determination of Non-Significance (MDNS)

Determination: The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Comment/Appeal Period: This MDNS is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii. There is a 21-day combined comment/appeal period for this determination, between **June 18, 2014 and July 9, 2014.** Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

Responsible Official: Peter Rosen

Position/Title: SEPA Responsible Official

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094

Date: 6/18/2014 **Signature:** Peter Rosen

Notes:

1. This threshold determination is based on review of the following application materials: Construction plans and details dated January 22, 2014; East Lake Sammamish Parkway Traffic Report Summary dated March 1, 2014 (ESA); Critical Areas Report and Conceptual Mitigation Plan dated April 2014 (ESA); Endangered Species Act Stormwater Design Checklist dated March 2014 (Gray & Osborne); King County Department of Natural Resources and Parks letter dated April 8, 2014 from Robert Nunnenkamp; environmental checklist dated June 10, 2014; and other documents in the file.
2. Issuance of this threshold determination does not constitute approval of the permit. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Land Use Codes, Building Codes, Road Standards, Surface Water Design Manual, and the Critical Area Regulations.
3. Washington State Department of Transportation (WSDOT) is conducting NEPA environmental review of the project and will issue a separate determination.

Findings:

1) The East Lake Sammamish Parkway (ELSP) widening is one project component of the North Issaquah Roadway Network Improvements project (SHO13-00007, ASDP13-00001), which is currently under review by the City. However, the ELSP widening is an independent project and not interdependent with the overall North Issaquah Roadway Network Improvements.

2) Traffic – Traffic volumes linking Interstate-90 and the East Lake Sammamish Plateau area have increased due to new development within and outside the city of Issaquah. Roadways have not been built to their planned capacity resulting in congestion at several intersections. The proposed improvements to ELSP are a part of the City's overall plan for a road network in the North Issaquah area.

   A traffic report ("East Lake Sammamish Parkway Traffic Report Summary", ESA, dated March 1, 2014) was prepared to evaluate the existing level of service (LOS) along ELSP and the potential impacts of the proposed road improvements. The LOS at intersections along the ELSP currently operate at LOS C, with the exception of the intersection of ELSP and SE 62nd St which currently operates at LOS E. The existing single southbound through/right-turn lane on ELSP and SE 62nd St causes poor overall intersection operations. The right turn movement from ELSP onto SE 62nd St operates at LOS F with 81 second of vehicle delay, which affects more than 600 vehicles on ELSP during the weekday PM peak hour. This high delay/high volume movement is a significant cause of the poor LOS for the overall intersection operations (LOS E with 56.6 seconds of delay). Because of the single southbound lane configuration and the high traffic volumes using this approach, a disproportionate amount of traffic signal green time is assigned to this southbound through/right-turn movement. This results in less available traffic signal green time for the eastbound and westbound movements, causing them to operate with higher delays than would otherwise occur. The proposed improvements would improve operations through the entire ELSP segment and improve operations at the most congested intersection at SE 62nd St. Construction of the proposed improvements would improve the existing LOS at the intersection from LOS E to D

and reduce vehicle delay by 28 seconds. In 2030, the intersection would operate at LOS F without the project and LOS E with the project, with a reduction in vehicle delay of 216 seconds. The Table below summarizes the LOS at the intersection of ELSP and SE 62nd St with and without the proposed improvements.

Table 2 – East Lake Sammamish Parkway & SE 62nd Street Operations Summary

	Existing[1]	2016 w/o Project[2]	2016 w/Project[2]	2030 w/o Project[1]	2030 w/Project[2]
LOS	E	E	D	F	E
Delay	56.8	65.9	37.5	288.1	72.1
Vol	2778	2896	3226	3,961	4040
V/C	1.0	.96	.75	1.78	1.06

[1]TSI, 2012
[2]Markley 2014b

3) Critical areas – Critical area impacts related to the project proposal are evaluated in the "East Lake Sammamish Parkway Improvements – Critical Areas Report and Conceptual Mitigation Plan" (ESA, dated April 2014). There are 3 small, linear depressional wetlands (Wetlands B, C, and D) located in the narrow area (50-60 feet wide) between ELSP and the East Lake Sammamish Trail. These palustrine emergent/forested wetlands are rated as Category IV wetlands, with low overall functions due to the dominance of invasive species, lack of plant species diversity and the close proximity to nearby roadways and development. The proposal would result in 3,895 SF of direct wetland fill impact. This impact is largely associated with widening ELSP to add a second southbound vehicle lane.

   Mitigation sequencing was followed throughout the design of the project: avoiding impacts by designing the improvements along existing roadways, using retaining walls to minimize fill impacts, and locating stormwater detention and treatment facilities outside of critical areas to the greatest extent possible. In addition, project construction impacts would be minimized by directing construction staging and access away from wetland and streams. Construction best management practices (BMPs) would include erosion and water quality control measures to prevent negative impacts to wetlands and downstream areas.

   To mitigate for the wetland fill impacts (3,895 SF), the City proposes to create new wetland area (5,843 SF) at a 1.5:1 mitigation ratio. The proposed wetland creation would provide in-kind, on-site mitigation. The proposed mitigation ratio meets City critical area regulations and State guidance for mitigating impacts to Category IV wetlands. The mitigation would involve fill removal/wetland creation adjacent to Wetlands B and D and enhancing portions of these wetlands (1,693 SF). The proposed wetland creation and enhancement provides better mitigation opportunity compared to other wetlands along the corridor because the wetlands drain to an unnamed tributary to the North Fork of Issaquah Creek and therefore the mitigation would also improve water quality functions to the benefit of downstream resources. The wetland creation areas would increase native habitat complexity and structure by establishing new emergent and shrub wetland communities contiguous with existing wetland areas.

   Wetlands B, C, and D abut the road shoulder of ELSP and therefore have almost no vegetated buffer along their eastern edge. The road shoulder is routinely mowed and highly disturbed, offering little or no protection to the existing wetlands. The proposal would result in 6,800 SF of wetland buffer impacts (paving buffer area) along the edges of Wetlands B, C and D. To mitigate

for this impact, the proposal would enhance 19,177 SF of the available buffer area around Wetlands B and D.

City code also requires that wetland mitigation/creation provide a wetland buffer width equal to the buffer that would be required for that type/category of wetland. Therefore, the created wetlands in the right-of-way would need to have 40-foot wide buffers as required for Category IV wetlands. However, there is insufficient space between the road and trail to provide a 40-foot buffer width around the proposed wetland creation sites. The proposal includes off-site mitigation to provide additional compensation for the lack of available buffer area on-site. The off-site mitigation would be provided on a City-owned parcel located on the west side of 4th Ave NW, adjacent to Darst Park. This mitigation area is approximately 600 feet west of the proposed improvements. The mitigation area is currently an unvegetated gravel pad, directly adjacent to a Category II wetland. The proposed mitigation (15,080 SF) would remove the gravel and fill, amend the soils, and plant the area with native trees and shrub species to establish an effective buffer adjacent to the Category II wetland where none currently exists.

The proposal would widen the eastbound approach of SE 62nd St at the intersection with ELSP from two lanes to four lanes. The road expansion would encroach into the stream buffer of the North Fork of Issaquah Creek, 1,190 SF of buffer impact. The road expansion has been designed to minimize this impact by eliminating street standard sidewalks, bicycle lanes and landscape strip on the south side of SE 62nd St, and shifting the road improvements to the north to the extent possible given the existing intersection configuration. The impact to the stream buffer would be mitigated at a 1:1 ratio, by enhancing the North Fork buffer within City right-of-way on 221st Pl SE. The mitigation on 221st Pl SE would be located approximately 600 to 800 feet northwest of the impacted area. At this location, the North Fork is currently only 10 to 15 feet from 221st Pl SE and there is little to no vegetated buffer area. The enhancement of the stream buffer with native plantings at this location would improve buffer functions and protection of the stream.

The Critical Area Report includes a conceptual mitigation plan, demonstrating project impacts would be adequately mitigated to meet City critical area code and State agency guidelines. A final, detailed wetland mitigation plan shall be approved prior to issuance of construction permits. The final mitigation plans shall include a planting plan, grading plan, and a 5-year monitoring /maintenance plan with performance standards for monitoring success of the mitigation.

4) Stormwater – The road improvements would result in 15,810 SF of new impervious surface area. The project is located within an area designated for Sensitive Lake Water Quality and Enhanced Basic Treatment. The project will provide water quality source controls to provide enhanced treatment of runoff from both the new and replaced pollution-generating impervious surfaces. However, given the low grades and limited head it isn't feasible to modify the existing stormwater system to accommodate detention facilities. Therefore, flow control would be provided at an offsite location upstream within the drainage basin. An existing stormwater pond located at the intersection of SE Issaquah-Fall City Road and SE Black Nugget Road that discharges to the North Fork of Issaquah Creek would be expanded to provide additional detention and flow control. The stormwater analysis is addressed in the "Endangered Species Act Stormwater Design Checklist" (Gray & Osborne, March 2014).

5) Parks/Recreation - The proposal would expand the ELSP to the west, closer toward the King County East Lake Sammamish regional trail. The roadwork would not directly impact the trail or impede trail users, no detours or trail closure would be needed during the road construction. The road expansion could increase noise and reduce the visual quality for trail users. However, the proposed wetland and wetland buffer mitigation plantings would be located between the roadway

and the trail, which would help to screen roadway noise and visual impacts from the trail. The proposed improvements include a mid-block connection from ELSP to the trail (located approximately 350 feet south of the intersection with SE Black Nugget Road), improving trail access. King County Parks has provided a letter supporting the project; noting the project would not adversely impact trail activities or features and that it would improve connections and habitat functions within the trail corridor (letter from Robert Nunnenkamp, King County Department of Natural Resources and Parks).

Mitigation Measures: The Mitigated Determination of Nonsignificance is based on the checklist dated June 10, 2014 and supplemental information in the application. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. A final, detailed wetland mitigation plan shall be approved prior to issuance of construction permits. The final mitigation plans shall include a planting plan, grading plan, and a 5-year monitoring /maintenance plan with performance standards for monitoring success of the mitigation.
2. Stream buffer impacts (1,190 SF) to the North Fork of Issaquah Creek, resulting from expansion of SE 62nd St, shall be mitigated at a 1:1 ratio by enhancing the stream buffer with native plantings, within City right-of-way on 221st Pl SE.

cc: Washington State Department of Ecology
Washington State Department of Fish and Wildlife
Muckleshoot Indian Tribe
U.S. Army Corps of Engineers
Parties of Record
Issaquah Development Services Division
Issaquah Parks

Environmental Checklist

CITY OF ISSAQUAH
DEVELOPMENT SERVICES
1775 – 12th Ave. NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3100
issaquahwa.gov

PURPOSE OF THIS CHECKLIST

The State Environmental Policy Act (SEPA) Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

USE OF THIS CHECKLIST

1. Once the completed checklist is submitted, the City may ask you to explain your answers or to provide additional information reasonably related to determining if there may be significant impacts. The City will make the decision of whether an EIS is required within 90 days of receiving the requested information.

2. The City will take no action on your proposal until after the decision is made that an EIS is not required or until after a required final EIS is issued. This means that any hearing on your proposal will not be scheduled until these decisions have been made.

INSTRUCTIONS FOR APPLICANTS

1. This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

2. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If a question does not apply to your proposal, write "does not apply." ***Complete answers to the questions now may avoid unnecessary delays later.***

3. Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

4. **The checklist questions apply to all parts of your proposal** even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effect.

A. BACKGROUND

1. **Name of Proposed Project, if applicable:** East Lake Sammamish Parkway Improvements

2. **Name of Applicant:** City of Issaquah Public Works
   Address: 1775 12th Ave NW / Issaquah, WA 98027
   Work Phone: (425) 837-3443 Cell Phone:
   Email: GaryC@issaquahwa.gov
   Contact: Gary Costa

3. **Date Checklist Prepared:** June 9, 2014

4. **Agency Requesting Checklist:** City of Issaquah Development Services Department

5. **Proposed timing or schedule (including phasing, if applicable) of your proposal:**

   The anticipates construction to begin in summer of 2015.

6. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   This is an independent project but is a component of the overall improvements planned in the North Issaquah area.

7. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal (soils reports, surveys, flood plain mapping, drainage studies, traffic studies, etc.).**

   - Critical Areas Report and Mitigation Plan (ESA, 2014 - pending)
   -Geotechnical Report, North Issaquah LID Proposed Bridge (PanGeo, 2012a)
   - Geotechnical Report, North Issaquah LID Roadway Improvements (PanGeo, 2012b)
   - Issaquah Local Improvement District Critical Areas Report and Conceptual Mitigation Plan (ESA, 2012a)
   - Cultural Resources Memorandum (ESA, 2012b)
   - North Issaquah Local Improvement District #25, Transportation Operation Analysis (TSI, 2012)

8. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

   Yes. The North Issaquah Roadway Network Improvements project (SHO 13-00007, ASDP 13-00001) is under review with the City of Issaquah Development Services Department. This East Lake Sammamish Parkway Improvements Project is an independent project but a component of the overall improvements planned in the North Issaquah area.

9. **List any governmental approvals or permits that will be needed for your proposal, if known.**

   - Stormwater General Construction Permit, Dept of Ecology
   - USACE Nationwide Permit
   - Administrative Site Development Permit, City of Issaquah

- Clearing/Grading Permit, City of Issaquah
- Utility permit, City of Issaquah
- TESC Permit, City of Issaquah

10. **Give a brief, complete description of your proposal, including the proposed uses and the size o the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. If you proposal involves more than one use, give the square footage intended for each use. Describe the site in its existing condition (vegetation, any current use of the site, etc.).**

    The project consists of widening of East Lake Sammamish Parkway SE--from just north of Issaquah-Fall City Road to just south of SE 56th Street--to add a second southbound vehicle lane, a five-foot wide bicycle lane, curb, gutter, and storm drainage and underground utilities. An eight-foot wide landscape planting strip and an eight-foot wide sidewalk will also be added from just south of Black Nugget Road to north of Issaquah-Fall City Road. Additionally, the project includes the widening of the eastbound approach of SE 62nd Street at the intersectior with East Lake Sammamish Parkway SE from three to four lanes. Finally, a sidewalk connection will be installed between East Lake Sammamish Parkway SE and King County Parks' East Lake Sammamish Trail (located approximately 30 feet to the west of the East Lake Sammamish Parkway SE right-of-way) in the vicinity of the intersection of East Lake Sammamish Parkway SE and Black Nugget Road. See Figure 1 Vicinity Map and Figure 2 Project Area Map.

11. **Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the City, you are not required to duplicate maps or detailed plans submitted with the application related to this checklist.**

    The project is located in the City of Issaquah, King County in Sections 20 and 21, Township 24 North, Range 6 East. The work is anticipated to take place generlaly within the current rights of way of East Lake Sammamish Parkway SE and SE 62nd Street. (See Figure 1, Vicinity Map).

Evaluation
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B. ENVIRONMENTAL ELEMENTS

1. Earth

a. **General description of the site (check one)**

☒ Flat ☐ Rolling hilly
☐ Steep slopes ☐ Mountainous
Other

b. **What is the steepest slope on the site (Approximate percent slope)?**

0%

c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, mulch)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

Sammamish Silt Loam, Sultan Silt Loam, Puget Silty Clay Loam, and Bellingham Silt Loam. Sultan Silt Loam is classified as "prime farmland". The others are classified as "prime farmland if drained." However, according to NRCS definitions, "Prime farmland" does not include land already in or committed to urban development or water storage.

d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

No.

e. **Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

Land clearing, excavation, and filling will be required for roadway improvements and construction staging. Approximately 3,300 cubic yards (cy) for fill, the majority of which will be roadbed gravel and 3,000 cy is to be excavated. Expansion of the off-site detention pond will require additional excavation of approximately 1,000 cy.

To the extent feasible, native soils will be retained onsite and used for fill. However, it is expected that offsite soils and gravel will be required. This material would be supplied by the contractor from approved

sources. Excess soil would be disposed of by the contractor at approved off-site locations. Excavation and filling will also be required to implement the conceptual mitigation plan (Attachment A).

f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

Yes. During construction erosion could occur during clearing, excavation, grading, installation or removal of temporary erosion and sediment control structures, soil stockpiles, truck traffic, grading prior to restoration, or other construction activities. Soils temporarily exposed during construction could be eroded by storm water. Standard erosion control measures would be implemented to mitigate these potential impacts. Discharge from construction dewatering and open excavation trenching could cause erosion. Energy dissipaters, flow spreaders, or other techniques consistent with City-required BMPs would prevent/mitigate the erosion of soils from dewatering discharges.

g. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

An additional 15,810 sq ft of new impervious surface for roadway improvements is anticiipated.

2. **Air**

a. **What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.**

Temporary air quality impacts could occur during construction of the proposed roadway improvements due to fugitive dust emissions caused by clearing, excavation, uncovered stockpiles, and other construction activities. Localized increases in exhaust emissions from equipment and vehicle operation would also occur during construction; however, emissions

would not likely be great enough to noticeably affect air quality.

After construction, the project is not expected to result in a significant increase in the total number of trips in the general vicinity. Rather the project would redistribute trips within the project area. The increased capacity to move vehicles, the amount of time vehicles spend idling within this area will likely decrease when compared to not constructing the improvements, so emissions are not expected to increase.

b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

No. Emissions from vehicles currently exist in the project area. The project is located directly north of I-90. Trips and emissions on the interstate would not be altered by the proposed improvements. Additionally, no new uses are being introduced as part of the project. Therefore, off-site sources of emissions would not affect this project.

c. **Proposed measures to reduce or control emissions or other impacts to the air, if any.**

When complete, the proposed road improvements would not cause an impact to air quality so mitigation would not be required.

All construction sites in the Puget Sound region are required to implement rigorous emission controls to minimize fugitive dust and odors during construction, as required by PSCAA Regulation 1, Section 9.15, Fugitive Dust Control Measures. These emissions would be controlled using best management practices. Contractors will be required to maintain construction equipment in good condition minimize emissions, and to employ best management practices to control dust, such as street sweeping and use of water to minimize dust from areas of bare earth.

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B. ENVIRONMENTAL ELEMENTS

3. Water

a. **Surface:**

1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The North Fork of Issaquah Creek is a Type F stream that flows southeast to northwest west of the project area. The stream discharges to Issaquah Creek, and then to Lake Sammamish (located approximatly 1.4 miles to the northwest of the project).Expansion of SE 62nd St would encroach into the riparian buffer of the North Fork.

Four wetlands will potentially be affected by the proposed project. Three of these are Category IV wetlands, mostly depressional / palustrine emergent and one is a Category III, a riverine / palustrine emergent & scrub-shrub wetland. See additional detail in Attachment A, Critical Areas Report and Conceptual Mitigation Plan (ESA, 2014).

2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach plans.**

The proposed roadway improvements would result in permanent impacts (direct and indirect) to the above noted wetlands and buffers which are describd in detail in Attachment A.

3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Impacts include permanent loss of wetland and wetland buffer area or functin resulting from fill required for road construction (less than 4,000 square feet of direct impacts and approximately 8,700 sq. ft of buffer impacts). Native soils will be retained onsite and used for fill to the extent possible. However, it is expected that offsite fill will be required. This material would be supplied by the contractor from approved sources.

B. ENVIRONMENTAL ELEMENTS

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4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.**

No surface water withdrawals will be required for the project.

5) **Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.**

No. See Figure 3 for location of the floodplain.

6) **Does the proposal involve any discharges of waste materials to the surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No direct discharges of waste material are anticipated from project construction. Appropriate construction best management practices will be implemented to prevent waste material discharging to surface waters.

b. Ground

1) **Will ground water be withdrawn, or will water be discharged to ground water: Give general description, purpose, and approximate quantities, if known.**

No groundwater withdrawals are proposed, except for temporary dewatering during construction. Such water would likely be dissipated on the ground and infiltrate and/or enter the existing stormwater system. Any water that does not meet water quality criteria established by code or in permits for the project would be treated before disposal. See Sections 1.h and 2.c.

2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage, industrial, containing the following chemicals; agricultural, etc.). Describe the systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste material will be discharged into the ground. The project will not utilize septic tanks.

B. ENVIRONMENTAL ELEMENTS

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c. Water Runoff (including storm water):

1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The proposed road improvements would introduce approximately 15,810 square feet of new impervious surface; representing a new source of storm water. All surface water runoff from the project will be discharged at the natural location so as not to be diverted onto or away from downstream properties. The downstream conveyance system has sufficient capacity to handle the anticipated flows from the project so, this project is not anticipated to create a significant adverse impact downstream. Additionally, the project is located within the area designated for Sensitive Lake Water Quality and Enhanced Basic Treatment. The project will provide water quality source controls to provide enhanced treatment of runoff from the both new and replaced pollution-generating impervious surfaces. Design of the proposed road improvements will include a variety of stormwater management strategies that comply with the City's Surface Water Design Manual (City of Issaquah, 2011).

Storm water generated from new impervious surface will be collected by new catch basins that are connected to the existing stormwater system in East Lake Sammamish Parkway and also proposes to provide an off-site flow control facility to mitigate the impacts of increased storm and surface water runoff generated by the addition of new impervious surface. An existing pond located at the interesection of SE Issaquah-Fall City Road and SE Black Nugget Road that discharges to the North Fork of Issaquah Creek will b expanded to provide additional detention and flow control. This will achieve a net improvement in flow and water quality. For additional details see Attachment B, Endangered Species Act Stormwater Design Checklist (Gray & Osborne, 2014).

B. ENVIRONMENTAL ELEMENTS

2) **Could waste materials enter ground or surface waters? If so, generally describe.**

Small spills or leaks of motor oil, diesel fuel, or hydraulic fluid could occur during construction.

3) **Proposed measures to reduce or control surface, ground, and runoff water impacts, if any.**

Mitigation associated with permanent stormwater discharge is addressed above. During construction, the project would include standard construction best management practices (BMPs) and temporary erosion and sedimentation control (TESC) measures to minimize impacts to water quality and protect surface waters. BMPs for spill prevention will be documented in the Spill Prevention, Control and Countermeasures (SPCC) Plan to be included in contract documents. TESC measures would likely include silt fences installed along the lower elevations of the disturbed areas, inlet protection for existing drainage inlets and catch basins, and a water storage tank or other means for collecting and holding runoff to allow larger solids to settle out before release. Exposed soils would be stabilized in accordance with the requirements of City codes.

4. Plants

a. **Check types of vegetation found on the site:**

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☒ wet soil plants: cattail, buttercup, bullrush, skunk cabbage
- ☐ water plants: water lily, eelgrass, milfoil

other

b. **What kind and amount of vegetation will be removed or altered?**

The project would result in less than 4,000 sq. ft. of permanent removal of wetland and buffer vegetation; One mature tree will be removed at the southwest intersection of East Lake Sammamish Parkway SE and 62nd St. SE

B. ENVIRONMENTAL ELEMENTS

c. **List threatened or endangered species known to be on or near the site.**

There are no threatened or endangered plant species or critical habitats known to be on or near the site.

d. **Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.**

Following completion of the project, temporarily disturbed areas would be restored. Wetland, buffer and stream impacts will be mitigated according to the Conceptual Mitigation Plan contained in Attachment A.

5. Animals

a. **Check any birds and animals which have been observed on or near the site or are known to be on or near the site.**

Birds:	☒ Hawk	☒ Eagle
	☒ Heron	☒ Songbirds
	Other	
Mammals:	☒ Deer	☐ Elk
	☐ Bear	☒ Beaver
	Other	
Fish:	☐ Bass	☐ Trout
	☒ Salmon	☐ Herring
		☐ Shellfish
	Other	

b. **List any threatened or endangered species known to be on or near the site.**

The North Fork is documented as known spawning and juvenile rearing habitat for resident cutthroat, fall Chinook, winter steelhead, coho salmon, and sockeye salmon (WDFW, 2010).

c. **Is the site part of a migration route? If so, explain.**

The North Fork of Issaquah Creek is a migratory route for several salmonid species listed above. The project site is also located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends south from Alaska to Mexico and South America.

B. ENVIRONMENTAL ELEMENTS

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d. **Proposed measures to preserve or enhance wildlife, if any.**

Project impacts will be avoided and minimized during construction by directing staging areas and construction access points away from wetlands, streams, and their buffers to the greatest extent possible and by using construction best management practices (BMPs).

As noted above, the proposed road improvements would result in permanent impacts to area wetlands and buffers. These features serve as wildlife habitat. Compensatory mitigation is required for these impacts. Per the City's requirements, no net loss and an overall net gain in wetland and stream area and/or functions is a central goal in mitigation (IMC 18.10.720.A and 18.10.795.B.2).

Consistent with City requirements a conceptual mitigation plan has been developed. The overall wetland mitigation approach emphasizes improving fish and wildlife habitat functions within the North Fork wetland and stream complex. On-site mitigation will focus on creating and enhancing wetlands. The mitigation plan is included in Attachment A.

6. Energy and Natural Resources

a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Electricity will be used for lighting. The proposed roadway improvements would comply with the City's Street Standards (Issaquah, 2010), which require that street lighting design incorporate energy conservation features.

The standards further seek to ensure that street lighting is provided in a cost effective way. The City has designated Puget Sound Energy as the lighting service provider to construct, operate and maintain all lighting fixtures and electric appurtenances on public streets.

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B. ENVIRONMENTAL ELEMENTS

b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

No.

c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

No measures are proposed. The project will include energy conservation features in lighting as required. The project also includes enhanced bicycle and pedestrian facilities, which will encourage the use of travel alternatives through the project area.

7. Environmental Health

a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

No environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste would result from this project. Some risk of spills/leakage from equipment would exist during construction but would not be greater than normally associated with construction activities. Normal precautions would be taken in storing equipment, hazardous fuels, and other materials used in construction.

A review of the Washington State Department of Ecology's Confirmed and Suspected Contaminated Sites List indicates that there are approximately 7 listed sites within a mile of project elements. There are no listed sites on properties within or along roadways that the proposed improvements would directly impact (See Figure 3).

1) **Describe special emergency services that might be required.**

No special emergency services will be required.

B. ENVIRONMENTAL ELEMENTS

2) **Proposed measures to reduce or control environmental health hazards, if any.**

To protect against hazardous substance spills from routine equipment operation and maintenance activities during construction, the contractor would be required to provide an emergency response plan and know proper hazardous materials storage, handling, and emergency procedures, including proper spill notification and response requirements. Project-specific mitigation measures are not required because no project-specific impacts were identified.

b. **Noise**

1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

Noise is prevalent in the area associated with traffic and general commercial, recreational and entertainment activities. I-90 located just south of the proposed project is the largest noise generator in the area. None of these sources would affect the construction or operation of the proposed road improvements.

2) **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Noise associated with construction of the project improvements is likely. Construction noise is temporary and the contractor would be required to comply with City of Issaquah Construction Noise Regulations, which limit nighttime and early morning noise from construction.

After construction is complete, noise is likely to be similar to existing conditions but will be influenced by the ambient noise of I-90.

B. ENVIRONMENTAL ELEMENTS

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3) **Proposed measures to reduce or control noise impacts, if any.**

The contractor will be required to comply with City of Issaquah Noise regulations during construction.

8. Land and Shoreline Use

a. **What is the current use of the site and adjacent properties?**

Most of the roadway improvements will take place within City-owned rights-of-way. Land uses in project area are predominantly commercial (retail and office), light industrial, parking, open space and very limited residential.

Land uses immediately east of East Lake Sammamish Parkway include big box and strip development including major retailers such as Fred Meyer, Home Depot, health clubs, restaurants, a lumber yard and surface parking. The East Lake Sammamish Trail is located immediately west of the Parkway. Between the Parkway and 221st Place SE, there are several auto repair and self storage businesses. East of 221st Pl SE, there is limited low-density residential development and undeveloped open space, some of which is a mitigation site for Costco development and the I-90 undercrossing.

b. **Has the site been used for agriculture? If so, describe.**

Yes. The portions of the project area were a part of the Pickering Farm from the 1880's through the 1990's which was detailed in the Cultural Resources Memorandum for the North Issaquah Local Improvement District Project (ESA, 2012) .

c. **Describe any structures on the site.**

As noted above, most of the roadway improvements will take place on or adjacent to existing rights-of-way.

B. ENVIRONMENTAL ELEMENTS

Evaluation
For City Use Only

d. **Will any structures be demolished? If so, what?**

Acquisition of right of way and easements would involve relocation or removal of approximately 80 storage units and/or boat parking stalls at the self-storage business..

e. **What is the current zoning classification of the site?**

Zoning in the project area is Mixedi-Use

f. **What is the current comprehensive plan designation of the site?**

Mixed Use

g. **If applicable, what is the current shoreline master program designation of the site?**

Not applicable.

h. **Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

Yes. Several environmentally sensitive areas as defined in IMC 18.10 have been identified in the project area. These are described above in the Section B.2 and 3 and in the Critical Areas Report and Conceptual Mitigation Plan (Attachment A).

i. **Approximately how many people would the completed project displace?**

The proposed road improvements would require that the City acquire property. The project would require the relocation or removal of 80 storage units and/or boat storage stalls. One of the properties currently owned by Eastside Services, Inc. has one residence which will not be affected.

B. ENVIRONMENTAL ELEMENTS

j. **Proposed measures to avoid or reduce displacement impacts, if any.**

The project has been planned and designed to avoid, to the extent possible, displacement impacts. The project largely avoids property acquisition, while accomplishing its functional goals of greater access and mobility in this urban area of Issaquah. Compensation for the displacement of the storage units/stalls will comply with federal requirements of the Uniform Relocation Act Amendments (1987) as well as state law (RCW 8.26) and regulations (WAC 468-100).

k. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

The proposed project is part of the City's long-range transportation plan and the City's Central Issaquah Plan so no further measures are proposed.

9. Housing

a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

The proposed project would not provide any residential units..

b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

No residences would be eliminated by the proposed improvements.

c. **Proposed measures to reduce or control housing impacts, if any.**

Not applicable.

Evaluation
For City Use Only

B. ENVIRONMENTAL ELEMENTS

10. Aesthetics

a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Not applicable.

b. **What views in the immediate vicinity would be altered or obstructed?**

Most of the proposed road improvements are modifications to existing roadways. Views of these completed elements would not substantially change from the existing condition.

c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.**

The project would be designed and constructed to comply with the City's street standards (City of Issaquah, 2010) as well as any development and design standards adopted for the Central Issaquah Plan. Over time the wetland and buffer mitigation should improve views of the natural habitat setting along the western edge of the roadway.

11. Light and Glare

a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

During construction, lighting for construction may be necessary and may cause temporary impacts in morning or evening hours.

Overhead light poles would be installed with the proposed project. According to the City's Street Standards (Issaquah, 2010), street lighting must be "designed in a manner to provide for safe motorized and non-motorized uses of the right-of-way in accordance with established WSDOT standards. Street lighting design must incorporate energy conservation featuresand avoid spillover lighting and/or glare to adjacent uses, natural areas, and/or skyward to fullest extent possible while meeting safety requirements." The standards also require that lighting fixture height, type, protection from light pollution and architectural treatment be consistent with any adopted sub-area

plans, which in this case would include the Central City Plan design standards.Lighting would be visible at night.

b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

Lighting would be visible at night. It is not likely that lighting would represent a safety hazard or interfere with views.

c. **What existing off-site sources of light or glare may affect your proposal?**

The proposed road improvement would not be affected by off-site sources of light or glare.

d. **Proposed measures to reduce or control light and glare impacts, if any.**

See response above. Lighting for the completed project would comply with all applicable City and state design standards. No further measures are proposed.

12. Recreation

a. **What designated and informal recreational opportunities are in the immediate vicinity?**

East Lake Sammamish Trail and Emily Darst Park.

b. **Would the proposed project displace any existing recreational uses? If so, describe.**

The proposed project would not displace any recreational uses, but would enhance them by increasing pedestrian and bicycle opportunities with new facilities and by making connections to the existing East Lake Sammamish regional trail. The roadway would be expanded to be closer to the trail at the north end of the project which could increase noise and reduce the visual quality for trail users.

Evaluation
For City Use Only

B. ENVIRONMENTAL ELEMENTS

c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.**

Design of wetland and buffer mititation along the roadway will incorporate plantings to help screen roadway noise and visual impact from the trail. Construction will be scheduled to avoid impacts to local recreational uses..

13. Historic and Cultural Preservation

a. **Are there any places or objects listed on, or proposed for, national, state or local preservation registers known to be on or next to the site? If so, generally describe.**

A cultural resources assessment was conducted and no places or objects are listed, or proposed for listing, on national, state or local preservations registers.(See Attachment C.)

b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

None were identified.

c. **Proposed measures to reduce or control impacts, if any.**

Funding provided by FHWA is anticipated for the proposed roadway improvements. The project will be subject to compliance with Section 106 of the National Historic Preservation Act (36 CFR Part 800). Section 106 requires the lead federal agency (i.e., FHWA) to consider the effects of the project on historic properties.

14. Transportation

a. **Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The roadway improvements are designed to add capacity along East Lake Sammamish Parkway and provide pedestrian and bicycle options.

B. ENVIRONMENTAL ELEMENTS

Evaluation
For City Use Only

b. **Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Yes. As a part of the City's center, the area is served by multiple transit routes. This service is operated by King County Department of Transportation, Metro Transit division or King County Metro.

c. **How many parking spaces would the completed project have? How many would the project eliminate?**

The proposed road improvements would not include any parking spaces nor would it remove any existing parking spaces.

d. **Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

This is a roadway improvement project. Refer to the project description in Section A.11 for description of the project elements.

e. **Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

No. There is no water, rail, or air transportation in the project's vicinity.

f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The proposed roadway improvements would not generate any trips. They would distribute trips differently within the project boundary and throughout the City with the goal of increasing mobility.

g. **Proposed measures to reduce or control transportation impacts, if any.**

The roads within the proposed project area are operating at - or near - their capacity, which impacts the mobility of shoppers, visitors, employees and freight deliveries. In addition, commuters who travel through the area also experience significant delays, especially during peak hours. The road upgrade would significantly help mobility and are consistent with the

B. ENVIRONMENTAL ELEMENTS

City's transportation plan. No further measures are proposed.

15. Public Services

a. **Would the project result in an increased need for public services (e.g.: fire protection, police protection, health care, schools, other)? If so, generally describe.**

No. The proposed project should facilitate access by emergency services.

b. **Proposed measure to reduce or control direct impacts on public services, if any.**

None are proposed

16. Utilities

a. **Check utilities currently available at the site**

☒ electricity ☒ natural gas ☒ water
☐ refuse service ☒ telephone ☒ sanitary sewer
☐ septic system
☒ other: stormwater

b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Consistent with the City's Street Standards (Issaquah, 2010), electricity and lighting fixtures would be installed, operated and maintained by Puget Sound Energy. Aside from storm water management discussed in Section B.c.1, no other major changes to area utilities are proposed as part of the project. The City and

Sammamish Plateau Water and Sewer District operate the water utility and sewer utility in their respective service areas within the project area and the storm water utility is owned and operated by the City of Issaquah throughout the project area. Sewer, water and storm water transmission lines are located within

B. ENVIRONMENTAL ELEMENTS

Evaluation For City Use Only

the East Lake Sammamish Parkway right of way. Minor adjustments to water and sewer transmissions lines may occur as part of the proposed roadway improvements. No new water or sewer lines, increases or decreases in capacity are planned.

SIGNATURE

I certify under penalty of perjury under the laws of the State of Washington that the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature

6/10/14
Date Submitted

ESA Listed Salmonids Checklist

TO BE COMPLETED BY APPLICANT

Applicant Information

Name: Gary Costa

Phone: (425) 837-3443

Project Information

Name: East Lake Sammamish Parkway Improvements

Location: City of Issaquah

Description: Add a second southbound vehicle lane to East LakeSammamish Parkway SE from SE 56th St to Issaquah Fall City Road.

This worksheet was designed to help project proponents and government agencies identify if project needs further analysis regarding adverse effects on ESA (Endangered Species Act) listed salmonids. Salmonids are salmon trout and chars, e.g. bull trout. For our purposes, "ESA listed salmonids" is defined as fish species listed as endangered, threatened or being considered for listing.

If ESA listed species are present or ever were present in the watershed where your project will be located, your project has the potential for affecting them, and you need to comply with the ESA. The questions in this section will help determine if the ESA listings will impact your project. The Fish Program Manager at the appropriate Department of Fish and Wildlife (DFW regional office can provide information for the following two questions. See attached list of Department of Fish and Wildlife regional offices.

1. **Are the ESA listed salmonids currently present in the watershed in which your project will be?**
   ☒ Yes ☐ No
   Please describe.

   Puget Sound ESU (Evolutionary Significant Unit) and Puget Sound DPS (Distinct Population Segment) Chinook salmon occur in North Fork Issaquah Creek.

2. **Has there ever been an ESA listed salmonid stock present in this watershed?**
   ☒ Yes ☐ No ☐ Uncertain
   Please describe.

   See above

If you answered "yes" to either of the above questions, you should complete the remainder of this checklist.

PROJECT SPECIFIC: The questions in this section are specific to the project and vicinity.

1. **Name of watershed**

   Lake Sammamish

2. **Name of nearest water body**

North Fork Issaquah Creek

3. **What is the distance from this project to the nearest body of water?**

30 feet

Often a buffer between the project and a stream can reduce the chance of a negative impact to fish.

4. **What is the current land use between the project and the potentially affected waterbody (parking lots, farmland, etc)?**

Road Right of Way

5. **Is the project above a:**
   - Natural permanent barrier (waterfall) ☐ Yes ☒ No
   - Natural temporary barrier (beaver pond) ☐ Yes ☒ No
   - Man-made barrier (culvert, dam) ☐ Yes ☒ No
   - Other (explain) N/A

6. **If yes, are there any resident salmonid populations above the blockage?**
   ☐ Yes ☐ No ☐ Don't Know

7. **What percentage of the project will be impervious surface (including pavement and roof area)?**

Approximately 15,810 square feet of new impervious surface.

Fish Migration: The following questions will help determine if this project could interfere with migration of adult and juvenile fish. Both increases and decreases in water flows can affect fish migration.

1. **Does the project require the withdrawal of**
   i. **Surface water?** ☐ Yes ☒ No
      Amount
      Name of surface water body

   ii. **Ground water?** ☐ Yes ☒ No
      Amount
      From where
      Depth of well

2. **Will any water be rerouted?** ☐ Yes ☒ No
   If yes, will this require a channel change?

3. **Will there be retention ponds?** ☒ Yes ☐ No

   If yes, will this be an infiltration pond or a surface discharge to either a municipal storm water system or a surface water body?

   Stormwater will be collected and filtered prior to discharge to the municipal stormwater system. Additionally an off-site detention facility located at the intersection of SE Black Nugget Road and SE Issaquah Fall City Road will be expanded to provide additional upstream detention and flow control. This will achieve a net improvement in flow and water quality. For additional details see Attachment B, Endangered Species Act Stormwater Design Checklistt (Gray & Osborne, 2014).

   If to a surface water discharge, please give name of waterbody.

   Stormwater discharges to the North Fork of Issaquah Creek .

4. **Will this project require the building of new roads?** ***Increased road mileage may affect the timing of water reaching a stream and may, thus, impact fish habitat.***

   ☒ Yes ☐ No

5. **Are culverts proposed as part of this project?**

   ☐ Yes ☒ No

6. **Will topography changes affect the duration/direction of runoff flows?**

   ☐ Yes ☒ No

   If yes, describe the changes.

7. **Will the project involve any reduction of the floodway or floodplain by filling or other partial blockage of flows?**

   ☐ Yes ☒ No

   If yes, how will the loss of flood storage be mitigated by your project?

Water Quality: The following questions will help determine if this project could adversely impact water quality. Such impacts can cause problems for listed species. *Water quality can be made worse by runoff from impervious surfaces, altering water temperature, discharging contaminants, etc.*

1. **Do you know of any problems with water quality in any of the streams within this watershed?**

   ☒ Yes ☐ No

   If yes, please describe.

   North Fork Issaquah Creek is 303(d) listed for Dissolved Oxygen (DO).

2. **Will your project either reduce or increase shade along or over a waterbody?**

☒ Yes ☐ No

Removal of shading vegetation or the building of structures such as docks or floats often result in a change in shade.

3. **Will the project increase nutrient loading or have the potential to increase nutrient loading or contaminants (fertilizers, other waste discharges, or runoff) to the waterbody?**
   ☒ Yes ☐ No

4. **Will turbidity be increased because of construction of the project or during operation of the project?** ***In-water or near water work will often increase turbidity.***

   Not likley

5. **Will your project require long term maintenance, i.e. bridge cleaning, highway salting, chemical sprays for vegetation management, clearing of parking lots?**
   ☒ Yes ☐ No
   If yes, please describe.

   Unknown, possible spraying of landscape plantings; freezing weather treatment

Vegetation: The following questions are designed to determine if the project will affect riparian vegetation, thereby, adversely impacting salmon.

1. **Will the project involve the removal of any vegetation from the stream banks?**
   ☒ Yes ☐ No
   If yes, please describe the existing conditions, and the amount and the type of vegetation to be removed.

   One tree is proposed for removal in riparian corridor

2. **If any vegetation is removed, do you plan to re-plant?**
   ☒ Yes ☐ No
   If yes, what types of plants will you use?

   Native trees/shrubs

RESOURCES

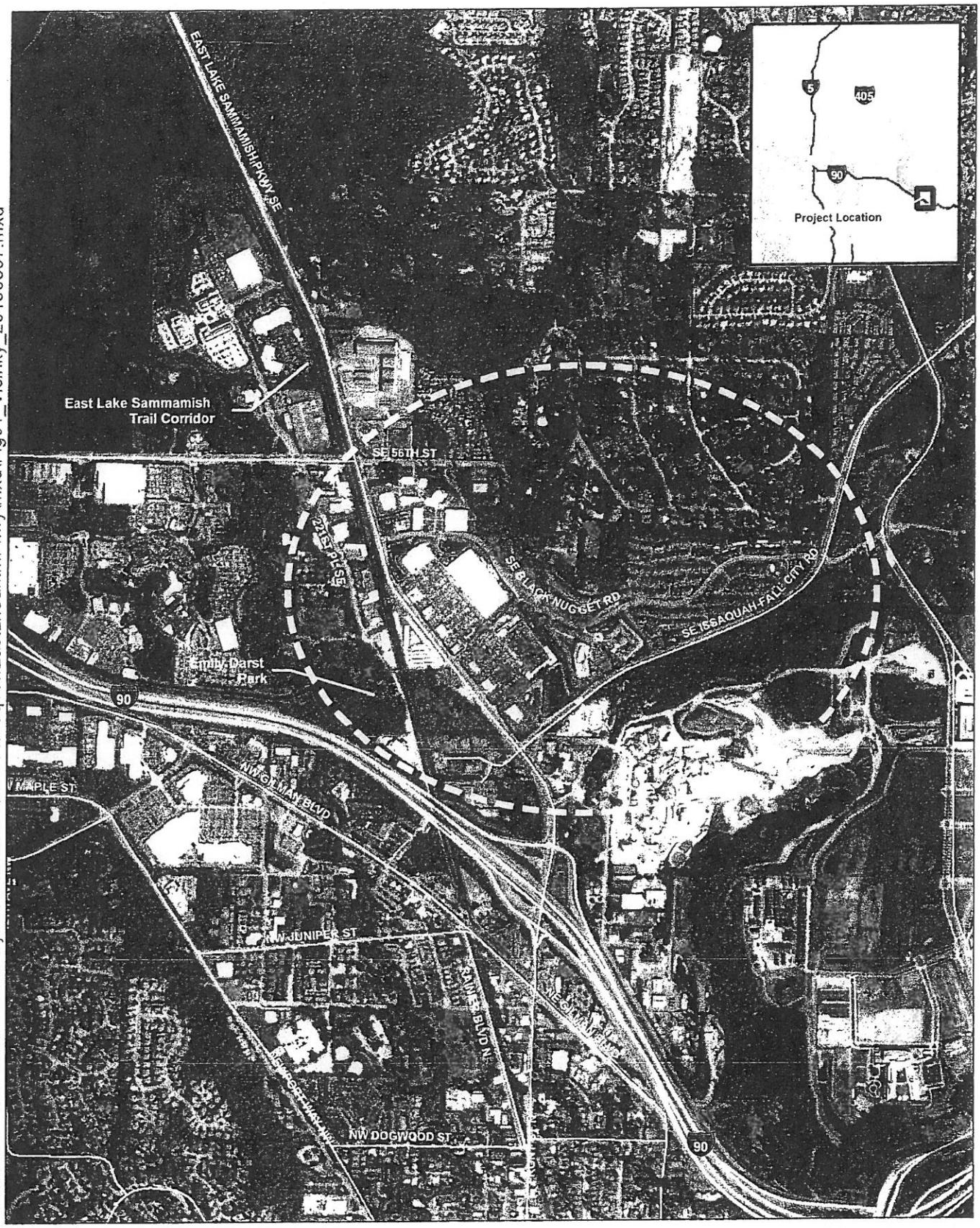
Washington Department of Fish and Wildlife Website: www.wa.gov.wdfw/
This site has much useful information on fish habitat. Attached is a copy of the Fish Passage Technical Assistance page from WDFW's site.

Washington Department of Ecology Website: www.wa.gov/ecology/
Click on the Water Quality button on the left side of this page. To give you an idea of the types of information available, copies of the TMDL and the Water Quality Standards and Monitoring pages are attached.

National Marine Fisheries Services Website:

Evolutionarily Significant Unit (ESU) maps can be found at **www.nwr.noaa.gov**. Go to this site and then click on the ESA Salmon button.

Note: Most applicants should have the information necessary to answer most of the questions in this checklist. Additional information will need to be obtained by local and state agencies if it appears that the project is likely to affect ESA listed species.



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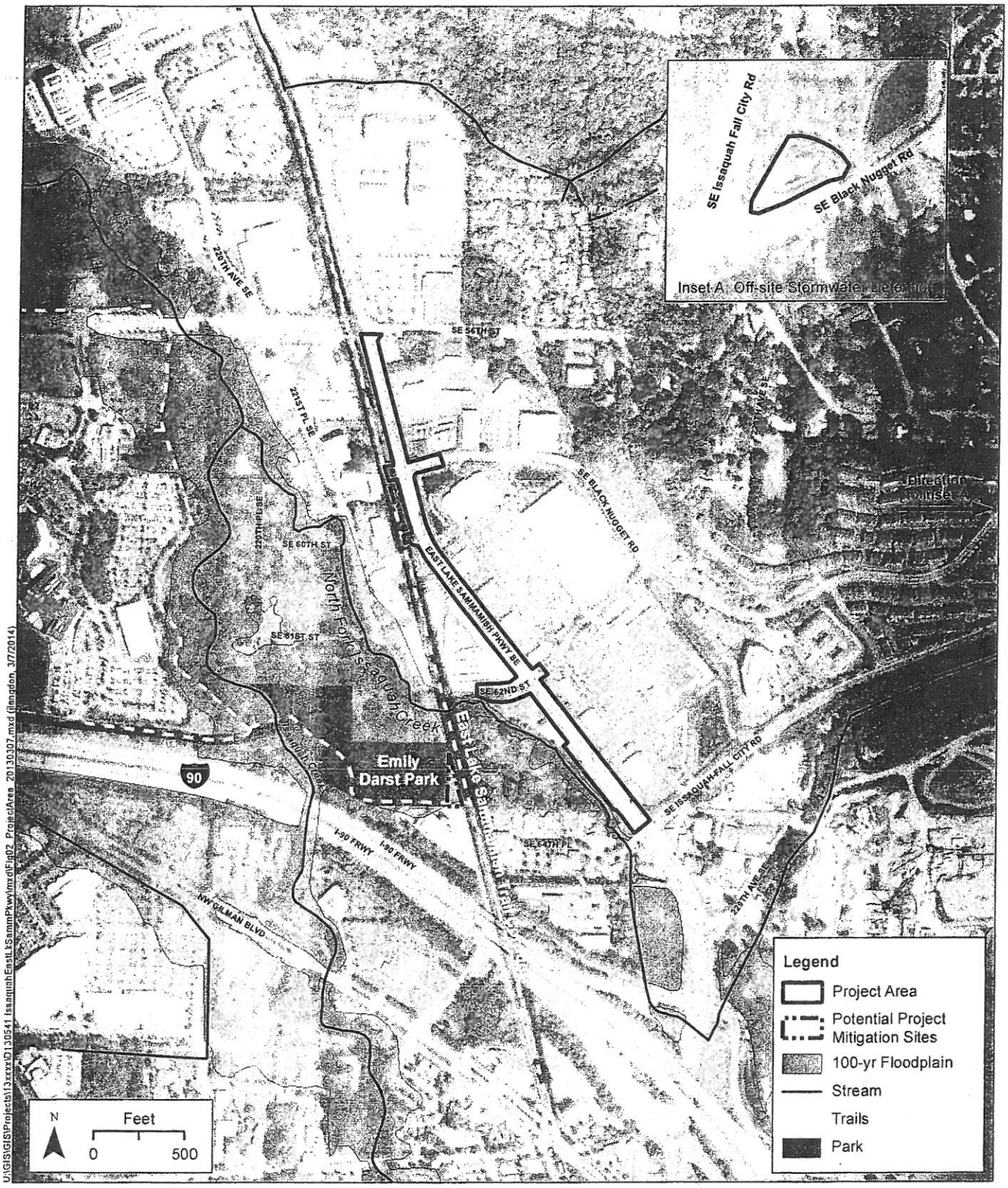
East Lake Sammamish Pkwy . 130541

SOURCE: King County, 2010; Microsoft Bing, 2011 (Aerial)

N

0 500 1,000 2,000 Feet

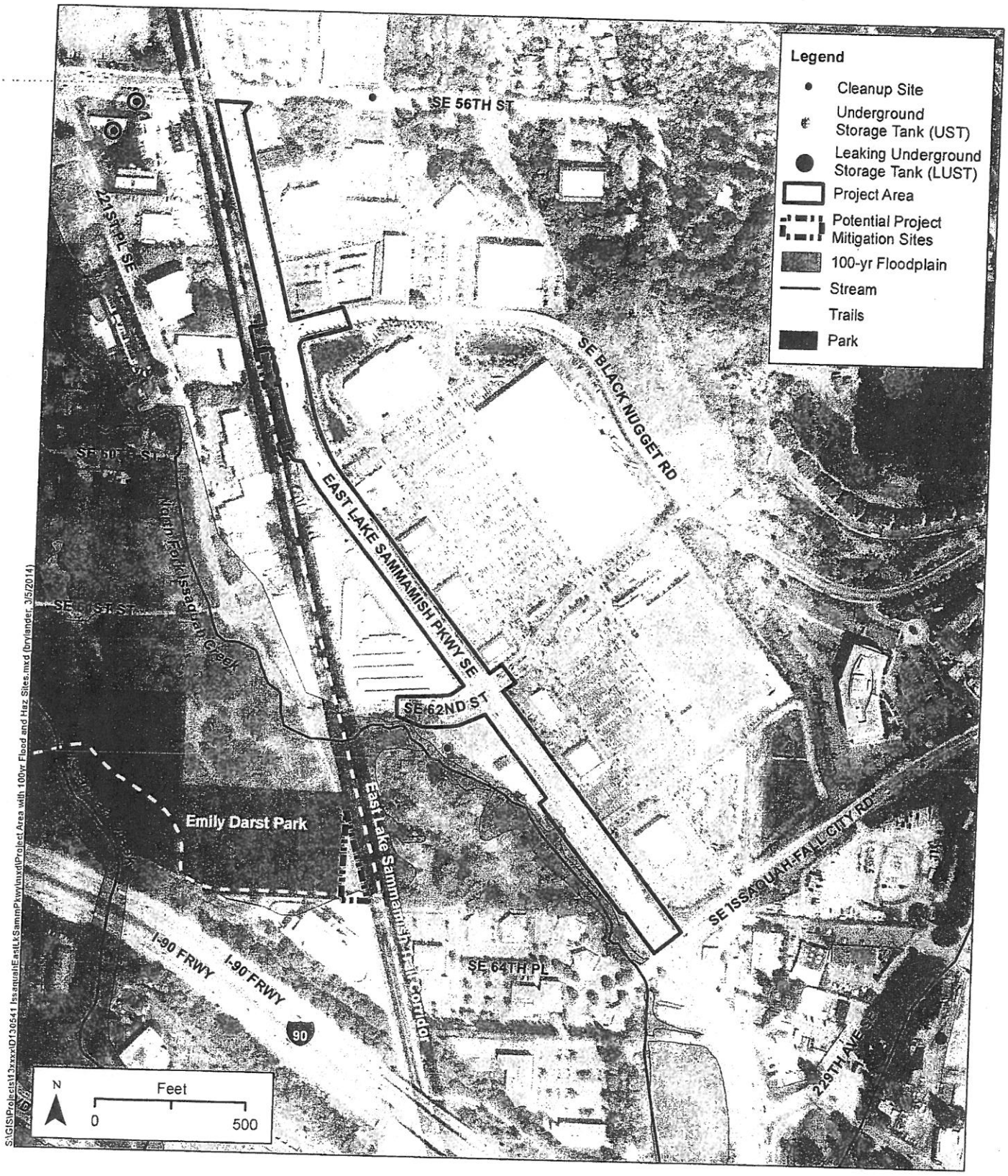
Figure 1
Vicinity Map
Issaquah, WA



SOURCE: King County, 2010, 2011; Microsoft Bing, 2011 (Aerial)

East Lake Sammamish Parkway . 130541

Figure 2
Project Area Map
Issaquah, WA



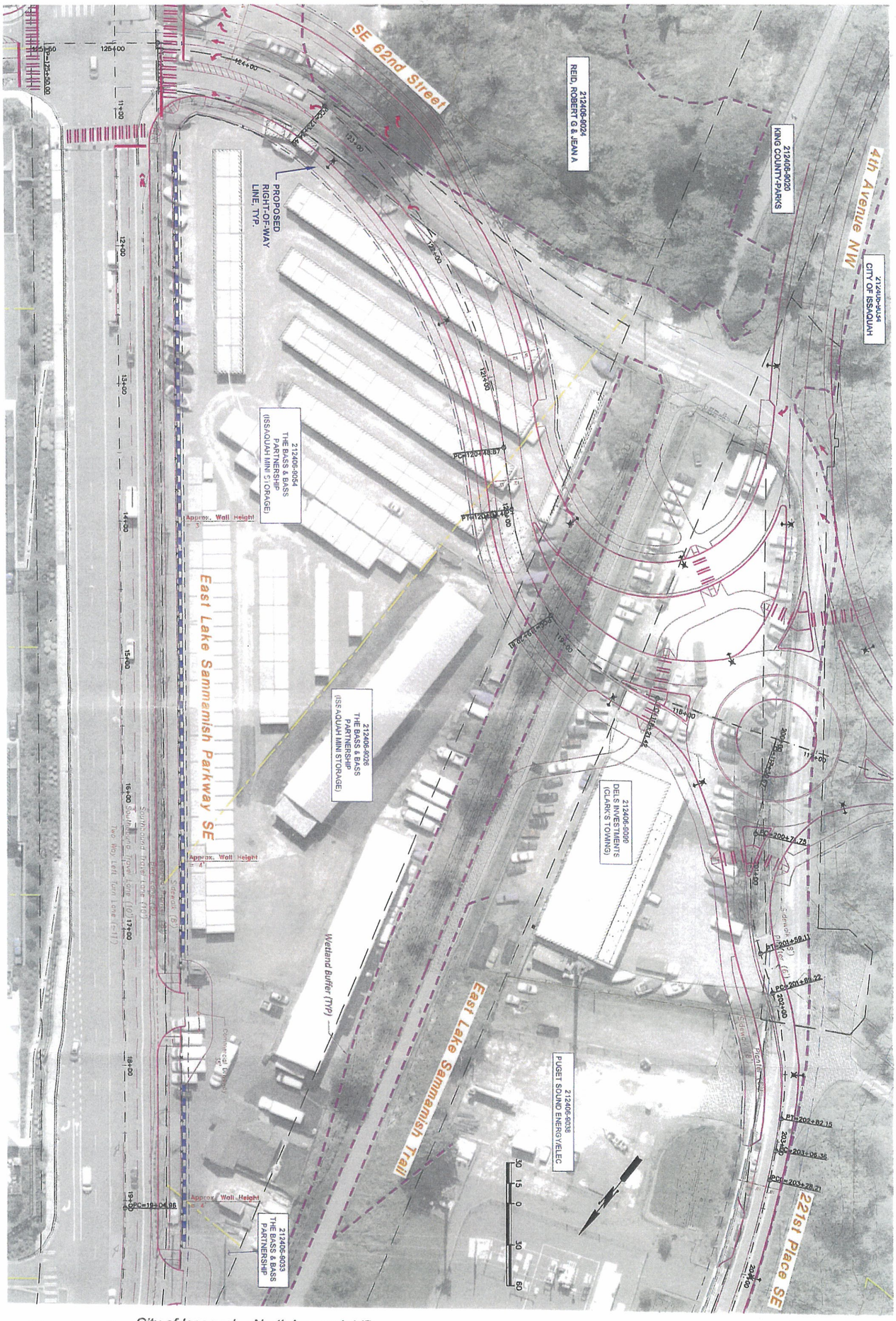
SOURCE: King County, 2010, 2011; Microsoft, 2011, WA Dept. of Ecology, 2013;

IssaquahEastLkSammPkwy . 130541

Figure 3

Floodplains and Hazardous Sites Map

Issaquah, WA



City of Issaquah - North Issaquah LID
East Lake Sammamish Pkwy SE and 221st Place SE
Preliminary Exhibit (2 / 4)

EXHIBIT B

Last Update: July 24, 2012

Last Update: July 24, 2012

City of Issaquah - North Issaquah LID
East Lake Sammamish Pkwy SE and 221st Place SE
Preliminary Exhibit (3 / 4)

CITY OF ISSAQUAH

Local Improvement District 25

Working Street Profiles

JUNE 2012

CITY OFFICIALS

MAYOR
AVA FRISINGER

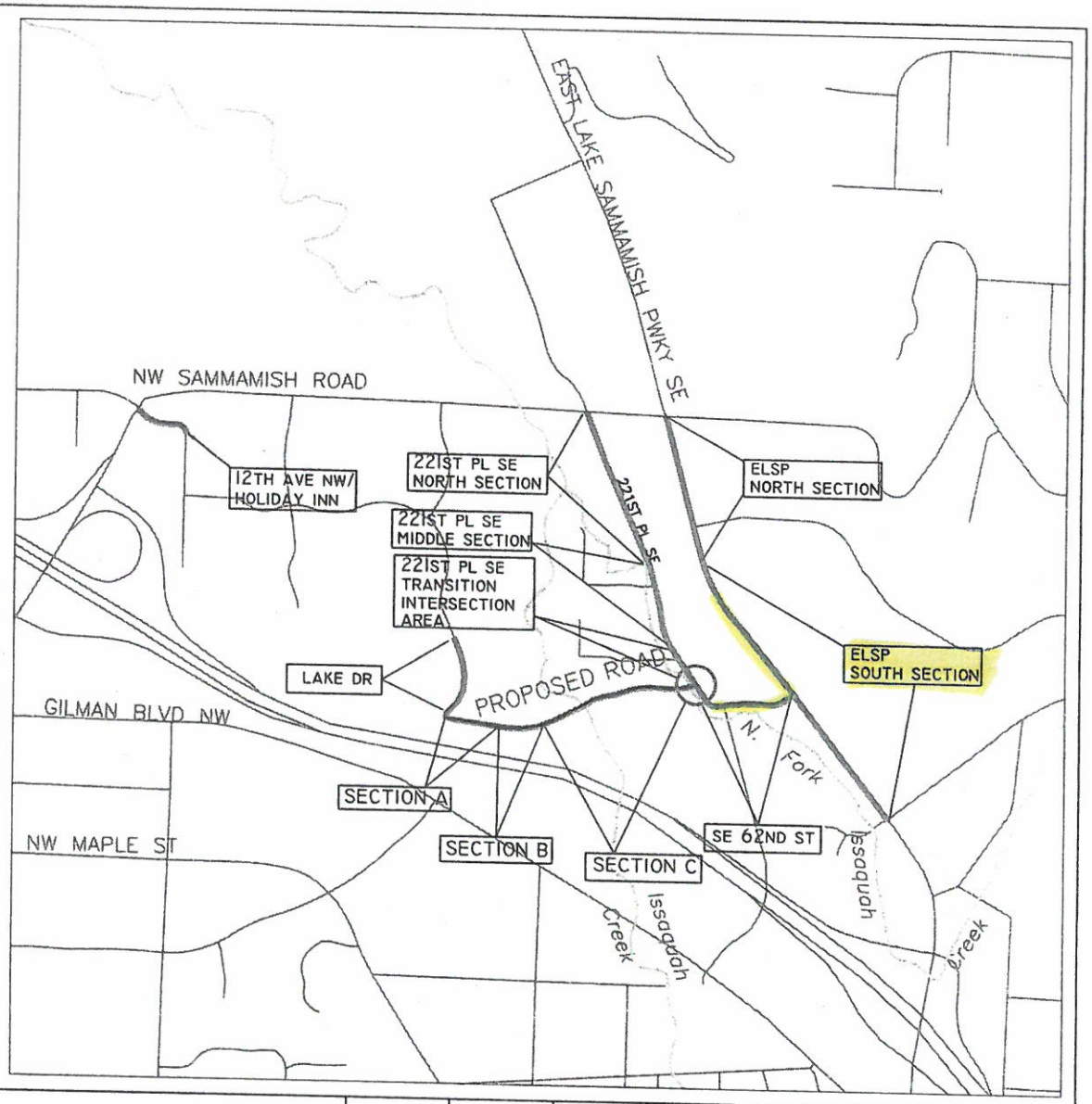
DIRECTOR OF PUBLIC WORKS
SHELDON LYNNE

CITY ATTORNEY
WAYNE TANAKA

CITY COUNCIL MEMBERS
EILEEN BARBER
FRED BUTLER
STACEY GOODMAN
TOLA MARTS
MARK MULLET
JOSHUA SCHAER
PAUL WINTERSTEIN

Schedule of Drawings

SHEET	DESCRIPTION
1	COVER SHEET/VICINITY MAP
2	12TH AVENUE NW/HOLIDAY INN PARKING LOT
3	EAST LAKE SAMMAMISH PARKWAY SE
4	221ST PLACE SE (NORTH AND MIDDLE SECTIONS)
5	221ST PLACE SE (SOUTH SECTION)/SE 62ND STREET
6	NW LAKE DR (NORTH OF ROUNDABOUT)
7	PROPOSED ROAD SECTIONS A & B
8	PROPOSED ROAD SECTION C/BRIDGE SECTIONS



NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

DEPUTY DIRECTOR | DIRECTOR | DRN | DSGN | CHKD

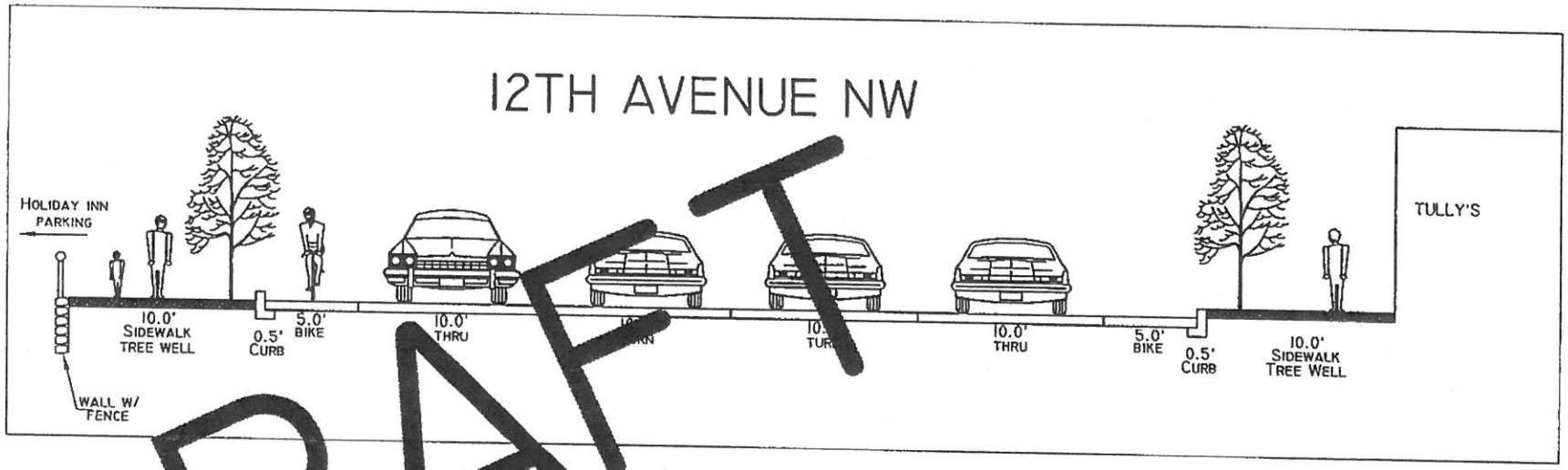
L.I.D. 25

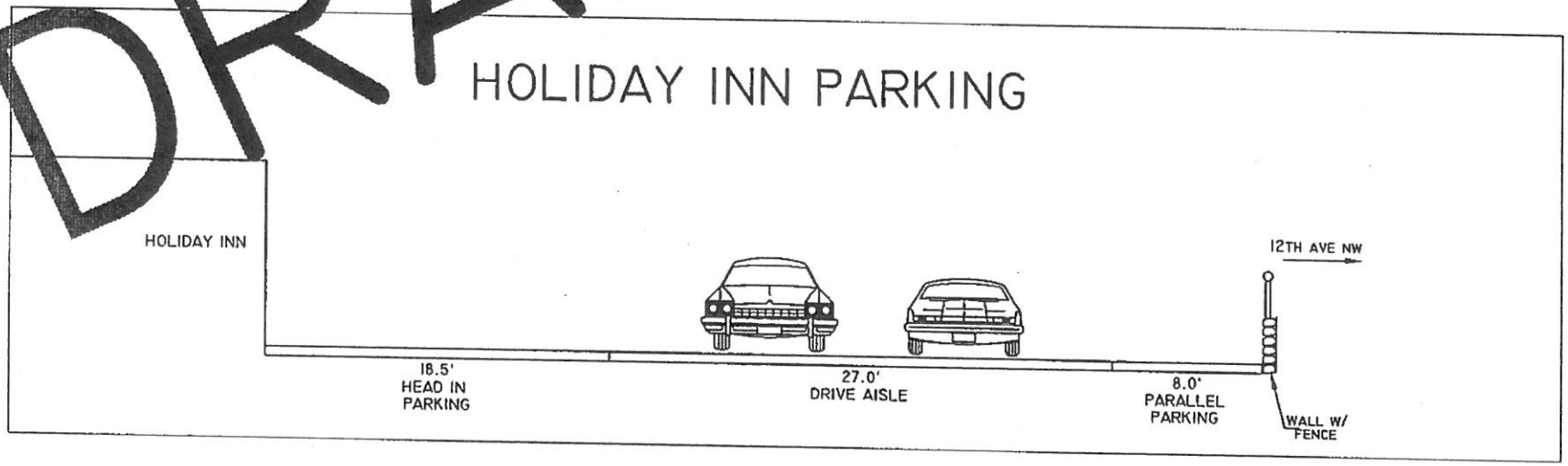
VICINITY MAP

DATE | JOB# | SCALE

1 OF 8

EXHIBIT C





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NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

DEPUTY DIRECTOR | DIRECTOR

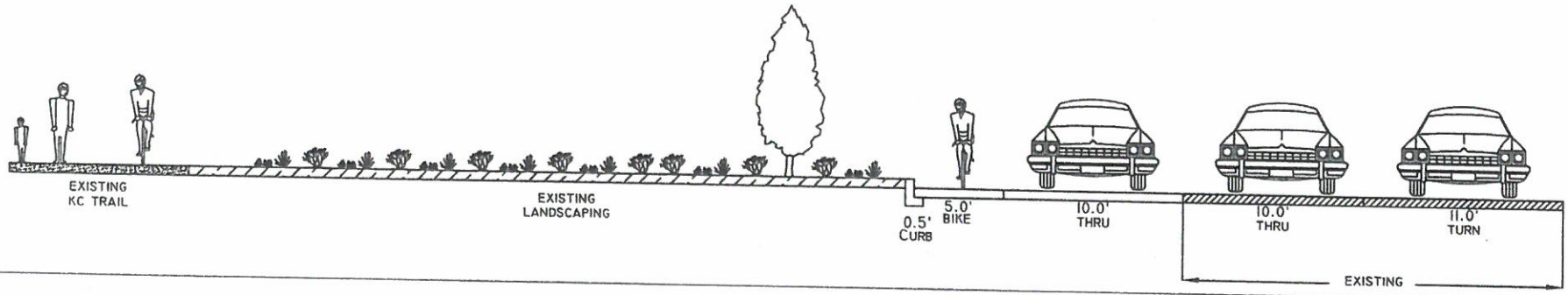
L.I.D. 25

DRN | DSGN | CHKD

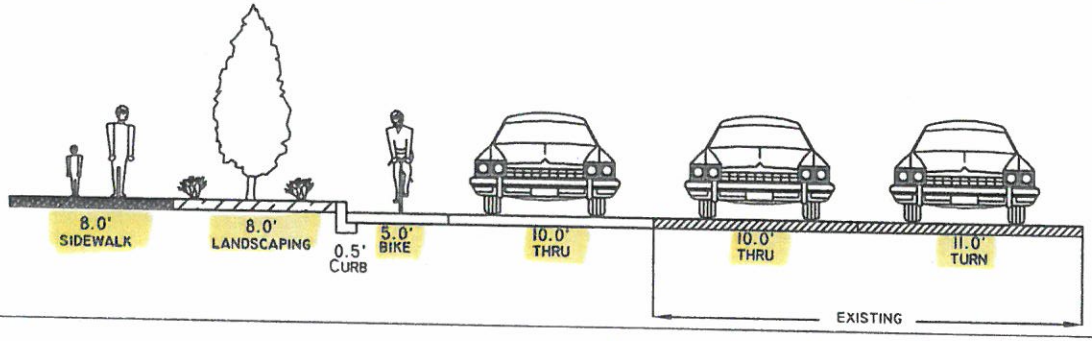
12TH AVENUE NW & HOLIDAY INN PARKING WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

EAST LAKE SAMMAMISH PKWY-WEST SIDE (NORTH OF COHO RESTAURANT TO SE 56TH STREET)



EAST LAKE SAMMAMISH PKWY-WEST SIDE (SOUTH OF COHO RESTAURANT TO ISSAQUAH-FALL CITY ROAD)



NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

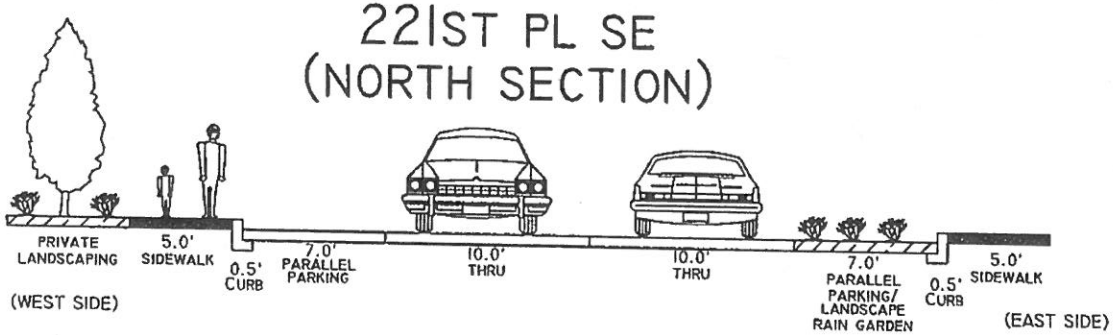
DEPUTY DIRECTOR | DIRECTOR | DRN | DSGN | CHKD

L.I.D. 25

EAST LAKE SAMMAMISH
WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

221ST PL SE (NORTH SECTION)

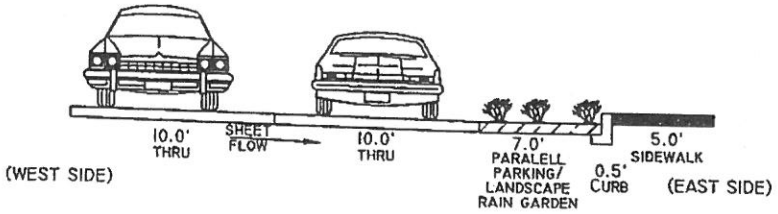


NOTES:

EAST SIDE
- REMOVE A PORTION OF PARALLEL PARKING AND ASPHALT EVERY FEW STALLS AND REPLACE WITH LANDSCAPE RAIN GARDEN
- INSTALL CURB AROUND LANDSCAPED AREA/RAIN GARDEN AND PUT BREAKS IN CURB TO ALLOW WATER TO FLOW INTO RAIN GARDEN

WEST SIDE
- MATCH NEW 5' SIDEWALK FROM SE 56TH ST TO EXISTING 5' SIDEWALK ON WEST SIDE OF 221ST PL SE
- RETAIN 7' PARALLEL PARKING WITH LANDSCAPE BACK OF WALK ON PRIVATE PROPERTY ON WEST SIDE OF 221ST PL SE

221ST PL SE (MIDDLE SECTION)



NOTES:

EAST SIDE
- REMOVE A PORTION OF PARALLEL PARKING AND ASPHALT EVERY FEW STALLS AND REPLACE WITH LANDSCAPE RAIN GARDEN
- INSTALL CURB AROUND LANDSCAPED AREA/RAIN GARDEN AND PUT BREAKS IN CURB TO ALLOW WATER TO FLOW INTO RAIN GARDEN
- EXISTING 5' SIDEWALKS TO REMAIN

WEST SIDE
- NO SIDEWALKS OR PLANTING STRIP
- CHANGE GRADE OF ASPHALT TO SHEET FLOW EAST

NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

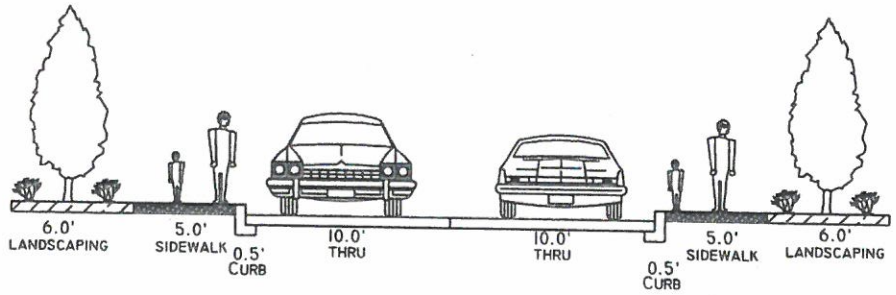
DEPUTY DIRECTOR | DIRECTOR | DRN | DSGN | CHKD

L.I.D. 25

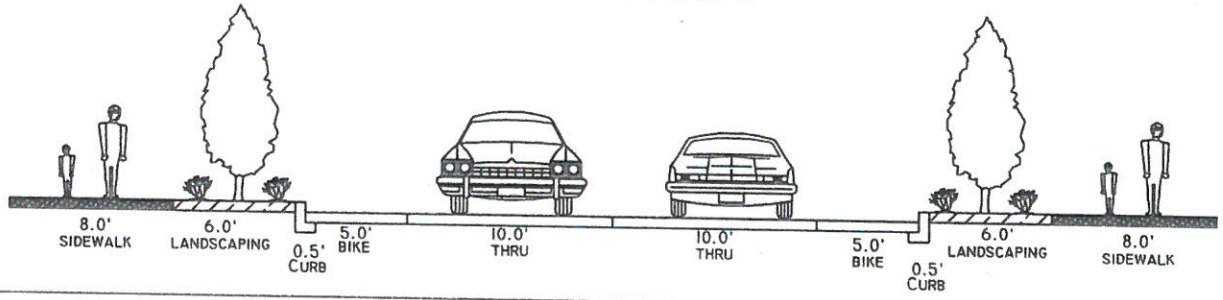
221ST PL SE
NORTH & MIDDLE SECTION
WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

221ST PL SE
TRANSITION INTERSECTION AREA
(NEW ROAD, 62ND, 221ST, 4TH AVE)



SE 62ND STREET



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CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

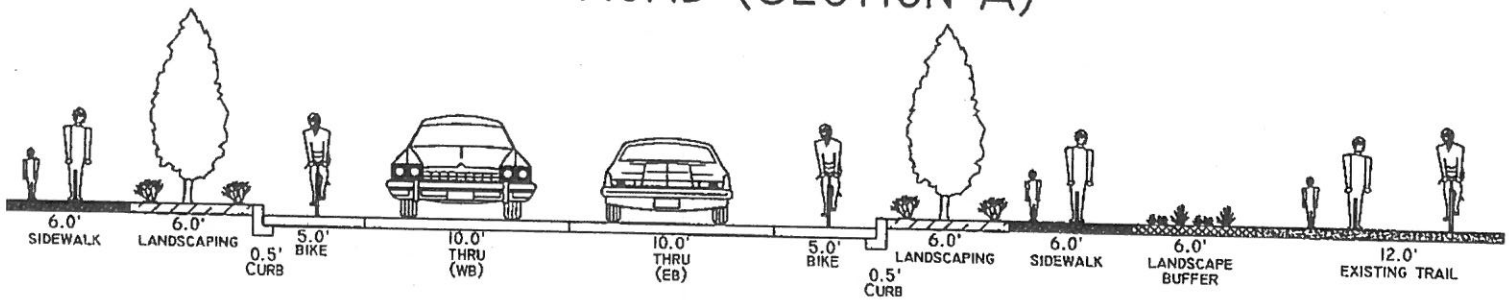
DEPUTY DIRECTOR | DIRECTOR | DRN | DSGN | CHKD

L.I.D. 25

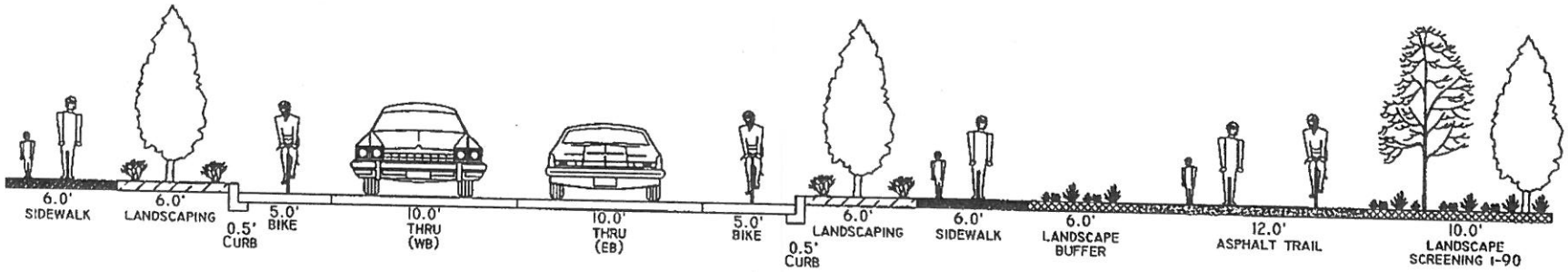
221ST PL SE (TRANSITION AREA)
& SE 62ND ST
WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

L.I.D. 25
PROPOSED ROAD (SECTION A)



L.I.D. 25
PROPOSED ROAD (SECTION B)



NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

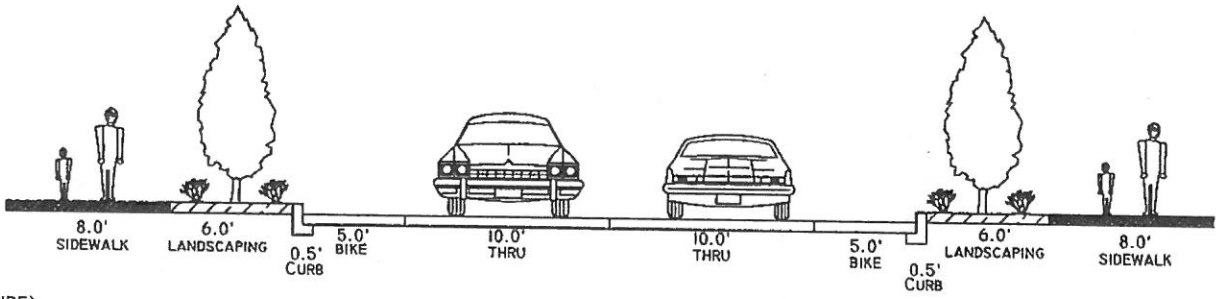
DEPUTY DIRECTOR | DIRECTOR | DRN | DSGN | CHKD

L.I.D. 25

PROPOSED ROAD
SECTIONS A & B
WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

NW LAKE DR
(NORTH OF ROUNDABOUT)



(WEST SIDE)

(EAST SIDE)

NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

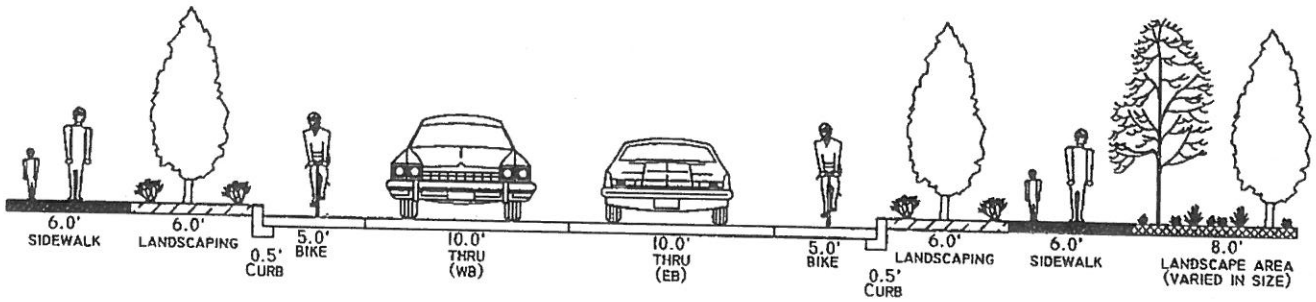
DEPUTY DIRECTOR | DIRECTOR | DRN | DSGN | CHKD

L.I.D. 25

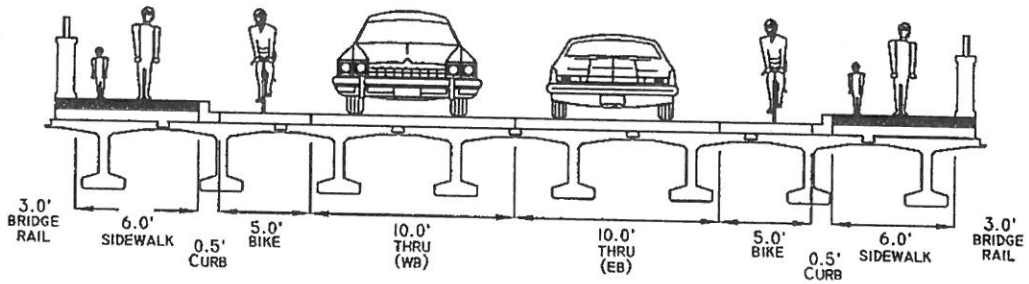
LAKE DR NW
(NORTH OF ROUNDABOUT)
WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

L.I.D. 25
PROPOSED ROAD (SECTION C)



L.I.D. 25
PROPOSED ROAD (SECTION C)
BRIDGE STRUCTURE



NOTES:

- BRIDGE RAIL SECTIONS FOR BRIDGE- USE CITY OWNED FORMS
- NEED A WEST BOUND BIKE OFF RAMP TO NORTH BOUND PICKERING TRAIL
- EAST BOUND TRAIL SEPARATE WEST OF BRIDGE AND LOOP UNDER BRIDGE
- BRIDGE ELEVATION TO BE 2' ABOVE 100 YEAR FLOOD STAGE
- NEED TO PROVIDE AN ADDITIONAL TRAIL UNDER BRIDGE TO WETLANDS TO BE CREATED BY COSTCO FROM DARST PARK
- NORTH FORK NEEDS TO BE SHIFTED AND MOVED WEST BEFORE BRIDGE FOR ROUNDABOUT

NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-2400

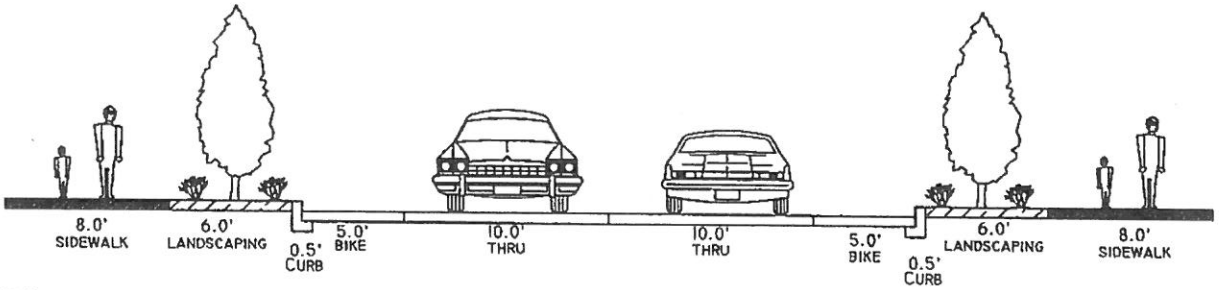
DEPUTY DIRECTOR | DIRECTOR | DRN | DSGN | CHKD

L.I.D. 25

PROPOSED ROAD
SECTION C & BRIDGE
WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

NW LAKE DR
(NORTH OF ROUNDABOUT)



(WEST SIDE)

(EAST SIDE)

NO.	DATE	BY	APPR	REVISION

CITY OF ISSAQUAH
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1307 ISSAQUAH WA 98027 (425)837-3400

DEPUTY DIRECTOR | DIRECTOR

L.I.D. 25

DRN | DSGN | CHKD

LAKE DR NW
(NORTH OF ROUNDABOUT)
WORKING PROFILE CONCEPTS

DATE | JOB# | SCALE

6 OF 8

CITY OF
ISSAQUAH
WASHINGTON

Public Works Engineering
1775 – 12th Ave NW | P.O. Box 1307
Issaquah, WA 98027
425-837-3400
issaquahwa.gov

August 23, 2013

RECEIVED
AUG 23 2013
TIB

Mr. Greg Armstrong
TIB Project engineer
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

RE: 2013 Urban Funding Application – City of Issaquah E. Lake Sammamish Pkwy

Dear Mr. Armstrong:

We are happy to submit this TIB Application for the 2013 Urban Funding for the E. Lake Sammamish Parkway project. The City is committed to improve our regional arterial system and create a missing link for sidewalks and designated bicycle lane. This is a great project as it provides a new additional south bound - travel lane; new bicycle lane and sidewalk all on the west side of E. Lake Sammamish Parkway.

In addition, we are pleased to submit a Funding Commitment letter from Washington State Dept. of Transportation for $975,000 and other various support letters.

We are excited about this great opportunity and look forward to a successful award to the City of Issaquah and to work with you on completing this needed improvement.

Sincerely,
PUBLIC WORKS ENGINEERING

Sheldon Lynne, PE
Public Works Engineering Director

C: Gary Costa/Transportation Manager
Day/Project t03209

045
AWS

2013 Urban Funding Application

for Urban Arterial Program (UAP)

Mail your signed application and required attachments to the TIB Office no later than **August 23, 2013**.
The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901
For assistance contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via email at GregA@tib.wa.gov

Agency Name	ISSAQUAH	Legislative District(s)	47
Arterial Name	E. Lake Sammamish Parkway SE	Congressional District(s)	8
Project Limits	SE 56th Street to SE Issaquah-Fall City Road	Find Legislative or Congressional District	
Length in Miles	0.52 miles		
Federal Route	1915	Functional Class	Urban Principal
Agency Contact	Gary Costa. PE, PTOE	Phone Number	(425) 837-3443
Email Address	garyc@issaquahwa.gov		

RECEIVED
AUG 23 2013
TIB

BRIEF DESCRIPTION

Fill out this section before continuing the rest of the application.

Enter Requested Total TIB Funds	$3,424,037
Project Type	Reconstruction & Widening
Is this project an intersection only?	NO
Is this project construction ready?	NO
Does this project support a specific economic development site?	NO
Is this a National Highway Safety (NHS) Route?	YES

Enter completed or target dates	Date	
Start Design Engineering	Aug 2013	COMPLETE
Environmental Documentation Complete & Permits Approved	Apr 2014	
Right of Way Acquisition Complete	Sep 2014	
PS&E Complete	Jun 2014	
Contract Advertisement	Jan 2015	
Contract Completion	Dec 2015	

PROJECT FUNDING

Are TIB funds distributed proportionally through the project phases? NO Max TIB Ratio 80.0%

Enter justification for the disproportional TIB Fund Distribution in the cell below:
Request for TIB funds is only for Right of Way and Construction. No funds for Design Engineering are being requested and therefore the TIB funds are not distributed proportionally.

Enter the Total Project Costs to the nearest dollar in cells F36 to F40
If TIB Fund Distribution is unbalanced, enter TIB funds in cells G36 to G40

Phase	Total Cost	TIB Funds	Local Funds
Design Engineering	501,747		501,747
Right of Way	1,860,000	1,116,000	744,000
Construction Engineering	501,747	301,048	200,699
Construction Other			
Construction Contract	3,344,982	2,006,989	1,337,993
TOTAL	6,208,476	3,424,037	2,784,439

Noneligible Engineering Engineering exceeding 30% of eligible construction costs is not eligible for TIB reimbursement	0
Other Noneligible Costs (for example, landscaping greater than **5%** of eligible construction costs, new utilities)	0
TOTAL ELIGIBLE COST	6,208,476
TIB Matching Ratio Total TIB Funds/Total Eligible Cost	55%

FUNDING PARTNERS

Source	Public or Private	Commitment Letter or Status	Amount
ISSAQUAH	Public	In CIP	1,565,689
Federal Funds STPUL-1915	Public	Yes	975,000
ISSAQUAH (Federal STP Match)	Public	Yes	243,750
TOTAL			2,784,439

Local funds are correct

APPLICATION ATTACHMENTS

Include the following attachments with **all** applications

- [x] Excerpt from adopted Six-Year Transportation Improvement Program showing project
- [x] Detailed vicinity map clearly showing project limits
- [x] Detailed project cost estimate signed by a professional engineer registered in Washington State
- [x] Typical roadway section(s)
- [x] Funding commitment letters from all funding partners Number Attached 1
- [x] Accident analysis worksheet Link to Request Accident Data from WSDOT
- [ ] ~~Intersection configuration worksheet~~
- [x] Excerpt from current agency Comprehensive Plan defining agency CBD & Urban Activity Center(s)
- [x] Written concurrence from WSDOT if project is on or connects to a state highway
- [x] Adopted Bicycle Plan if project includes bicycle facilities
- [ ] ~~Development map showing economic development site(s)~~
- [x] Department of Archaeology & Historic Preservation (DAHP) documentation, if completed

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package

Sheldon Lynne

Agency Official Signature

August 22, 2013

Date Signed

Sheldon Lynne, Public Works Director

Printed or Typed Name & Title

PROJECT DESCRIPTION

Describe the existing conditions

There are two northbound through lanes, one 5' northbound bike lane, one 10' southbound through lane, and one center two way turn lane. On the east side of the road, there is an 8' wide sidewalk from Issaquah Fall City road to Black Nugget Road and a 6' wide sidewalk from Black Nugget Road to SE 56th Street. Along the west side of the road there are no bike lanes and no sidewalks. The southbound transition from 2 lanes to 1 lane is very short. There is however, from SE 56th to SE Black Nugget Road the 12' wide paved King County E. Lake Sammamish Trail located approximate 30 ft from E. Lake Sammamish Pkwy that takes the place of sidewalks along the west side of the parkway. The King County trail continues south past Black Nugget road but the trail diverges away from E. Lake Sammamish Pkwy thus the need for sidewalks south of Black Nugget Rd. There is currently no connection from Black Nugget Rd to the trail.

Describe the proposed improvements

Complete plans, specifications and engineering for an additional southbound lane with a 5' bike lane, curb and gutter, storm drainage system and storage from just south of SE 56th Street to just north of Issaquah Fall City Road and a 8' landscape planter with drought tollerant plants, pertinent storm water filtration and a 8' sidewalk from just north of Black Nugget Road to just north of Issaquah Fall City Road. The project will require modifications to the existing traffic signal at Black Nugget Road and at SE 62nd Street to provide for the additional southbound lane. Includes street lighting and undergrounding the power utility. Additionally, the project will include widening of the eastbound approach of the intersection of SE 62nd Street and East Lake Sammamish Parkway resulting in four approach lanes. In addition, it will include a sidewalk connection to the King County Parks E. Lake Sammamish Trail from the area near the Black Nugget Intersection. Project includes NEPA/SEPA environmental documentation, right of way acquisition and construction and construction of the required environmental mitigation improvements.

Describe the project benefits

The Project will improve internal city & regional traffic circulation between north and south Issaquah and will provide improvement to freight mobility for the region. The improvements will benefit public mass transit connections between Issaquah and other major destinations. The project will improve traffic safety and the added capacity improves the Level of Service. The improvement in level of service will also improve fuel efficiencies and reduce fuel emissions. In addition, the project will complete a missing link for the southbound direction and finish the ultimate improvements that were completed for the northbound direction in 2001. Where possible, the project provide drainage improvements for detention and treatment that will remove ponding along the roadway..

Why is this project a current priority to the community?

This is a regional arterial and on the National Hightway Safety (NHS) system and as such carries the most significant regional traffic through the City. The facility is insufficient for providing the carrying capacity for heavy trucks, bicylists and pedestrians. It needs to be improved to provide a safe and efficient facility for not only the local residents and businesses but also for the many thoussand of passenger and freight vehicles that travel through the City to access the I-90 Freeway. This project has been on the City's Transportation Improvement Program since this area was annexed in 2001 and when the northbound direction was completed by King County. It is highly needed to be improved to be able to provide improved traffic safety, growth and development attraction and better conditions.

Are any overhead utilities being moved underground? Yes

ROADWAY GEOMETRICS & FEATURES

Fill out the segment details below and intersection details in rows 134 to 145

Significant difference in cross section or ADT constitute a new segment. Additional segments can be added on the "Additional Segments" tab. If the project is an intersection only, skip this section

	SEGMENT ONE		SEGMENT TWO	
Segment Termini	SE 56th Street to Black Nugget Road		Blk Nugget Rd to SE 62nd St	
Length (in feet)	761		1,406	
Average Daily Traffic Volume	30,082		25,704	
	Existing	Proposed	Existing	Proposed
Pavement Width Curb to Curb or Edge to Edge	73'	88'	65'	80'
Number of General Purpose Lanes Do **not** include Transit/HOV or Continuous Lt Turn Lane	1 lanes	2 lanes	1 lanes	2 lanes
Number of HOV/Transit Lanes Do **not** include Continuous Left Turn Lane	0 lanes	0 lanes	0 lanes	0 lanes
Continuous Left Turn Lane Width	11 feet	11 feet	11 feet	11 feet
Is there a median?	No	No	No	No
Shoulder or Parking Width Enter average width (feet) per side	0 feet	0 feet	0 feet	0 feet
Shoulder or Parking Placement	None	None	None	None
Shoulder or Parking Surfacing	None	None	None	None
Parking Type	None	None	None	None
Percentage of the segment that has on street parking (e.g. parking one side is 50%)	0%	0%	0%	0%
Curb Placement	One Side	Both Sides	One Side	Both Sides
Bicycle Lane Type	No Bicycle Facilities	Bike Lane	No Bicycle Facilities	Bike Lane
Bicycle Lane Width	0 feet	5 feet	0 feet	5 feet
Pedestrian Buffer Width between Curb and Sidewalk	30 feet	30 feet	0 feet	8 feet
Sidewalk Placement	None	None	None	One Side

	SEGMENT ONE (cont'd)		SEGMENT TWO (cont'd)	
Segment Termini	SE 56th Street to Black Nugget Road		Blk Nugget Rd to SE 62nd St	
	Existing	Proposed	Existing	Proposed
Sidewalk Width[1]	0 feet	0 feet	0 feet	8 feet
Segment meets ADA standards	No		No	Yes
Is there any street lighting present?	No	Yes	No	Yes
How many major driveways (serves **more than** 50 parking spaces) are present?	0	0	0	0
How many minor driveways (serves **less than** 50 parking spaces) are present?	0	0	2	1
How many fixed objects are present?	7	3	11	11
What is the average distance (in feet) from the curb to the fixed objects?	2 feet	10 feet	1 feet	15 feet

[1] Sidewalk with curb or physical separation on both sides is required by TIB policy
Minimum width is **five feet** with **no** obstructions
*Please attach justification if the sidewalk does **not** meet these standards*

Accident Information

(Information automatically generated from Accident Analysis worksheet)

Multiple-vehicle driveway crashes	Fatal and Injury	0	0
	Property damage only	0	3
Multiple-vehicle nondriveway crashes	Fatal and Injury	2	1
	Property damage only	6	4
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

Additional segments can be entered on tab 4 "Additional Segments".

Enter the existing and proposed geometrics for each segment. If the project is an intersection only, skip this section

	SEGMENT THREE		SEGMENT FOUR	
Segment Termini	SE 62nd St to SE Issaquah-Fall City Road			
Length (in feet)	1,012 feet			
Average Daily Traffic Volume	26,563			
	Existing	Proposed	Existing	Proposed
Pavement Width Curb to Curb or Edge to Edge	68 feet	83 feet		
Number of General Purpose Lanes Do **not** include Transit/HOV or Continuous Lt Turn Lane	1 lanes	2 lanes		
Number of HOV/Transit Lanes Do **not** include Continuous Left Turn Lane	0 lanes	0 lanes		
Continuous Left Turn Lane Width	11 feet	11 feet		
Is there a median?	No	No		
Shoulder or Parking Width Enter average width (feet) per side	0 feet	0 feet		
Shoulder or Parking Placement	None	None		
Shoulder or Parking Surfacing	None	None		
Parking Type	None	None		
Percentage of the segment that has on street parking (e.g. parking one side is 50%)	0%	0%		
Curb Placement	One Side	Both Sides		
Bicycle Lane Type	No Bicycle Facilities	Bike Lane		
Bicycle Lane Width	0 feet	5 feet		
Pedestrian Buffer Width between Curb and Sidewalk	0 feet	8 feet		
Sidewalk Placement	One Side	Both Sides		

	SEGMENT THREE (cont'd)		SEGMENT FOUR (cont'd)	
Segment Termini	SE 62nd St to SE Issaquah-Fall City Road			
	Existing	Proposed	Existing	Proposed
Sidewalk Width[1]	0 feet	8 feet		
Segment meets ADA standards	No	Yes		
Is there any street lighting present?	No	Yes		
How many **major** driveways (serves **more than** 50 parking spaces) are present?	0	0		
How many **minor** driveways (serves **less than** 50 parking spaces) are present?	2	2		
How many fixed objects are present?	10	10		
What is the average distance (in feet) from the curb to the fixed objects?	6 feet	15 feet		

[1] Sidewalk with curb or physical separation on both sides is required by TIB policy
Minimum width is **five feet** with **no** obstructions
*Please attach justification if the sidewalk does **not** meet these standards*

Accident Information

(Information automatically generated from Accident Analysis worksheet)

Multiple-vehicle driveway crashes	Fatal and Injury	0	0
	Property damage only	0	0
Multiple-vehicle nondriveway crashes	Fatal and Injury	0	0
	Property damage only	2	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

INTERSECTION GEOMETRICS & FEATURES

Enter the existing and proposed geometrics for each intersection

	INTERSECTION ONE		INTERSECTION TWO	
Intersection location	SE Black Nugget Road		SE 62nd Street	
Major Approach Average Daily Volume	21,659		20,534	
Minor Approach Average Daily Traffic Volume	3,327		4,498	
	Existing	Proposed	Existing	Proposed
Intersection control	Signalized	Signalized	Signalized	Signalized
Intersection type	3-Leg	3-Leg	4-Leg	4-Leg
Intersection meets ADA standards	No	Yes	No	Yes
Is there intersection lighting present?	No	Yes	No	Yes
Is there a dedicated left turn lane	Yes	Yes	Yes	Yes
Is there a dedicated right turn lane	No	No	No	Yes
Is there protected left turn phasing?	Yes	Yes	Yes	Yes

Accident Information

(Information automatically generated from Accident Analysis worksheet)

Multiple-vehicle crashes	Fatal and Injury	5	4
	Property damage only	3	7
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

Additional intersections can be entered on tab 5 "Additional Intersections".

Additional Intersections

Enter the existing and proposed geometrics for each **major** intersection

	INTERSECTION 3		INTERSECTION 4	
Intersection location	E. Lake Sammamish Pkwy and SE 56th St			
Major Approach Average Daily Volume	28,976			
Minor Approach Average Daily Traffic Volume	20,631			
	Existing	Proposed	Existing	Proposed
Intersection Control	Signalized	Signalized		
Intersection type	4-Leg	4-Leg		
Intersection meets ADA standards	Yes	Yes		
Is there intersection lighting present?	Yes	Yes		
Is there a dedicated left turn lane	Yes	Yes		
Is there a dedicated right turn lane	Yes	Yes		
Is there protected left turn phasing?	Yes	Yes		

Accident Information

(Information automatically generated from Accident Analysis worksheet)

Multiple-vehicle crashes	Fatal and Injury	3	0
	Property damage only	15	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	1	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	1	0

CONSTRUCTION READINESS

Describe where in the process the project is for each component at the time of application

Plans, Specs, Estimate percent complete	**30%**
Permits	**Not started**
Right of way certification	**Not started**
Cultural resources	**Assessment Complete**
Utilities	**Utility work needed and fully funded**
Sensitive areas	**Mitigation plan in process**
Are federal permits required for this project?	**Yes**

ACCELERATED CONSTRUCTION METHODS

☐ Road will be closed during construction

Describe below any other accelerated construction methods that will be used.
Night work will be considered on portions of the project in order to facilitate construction during periods with less traffic impacts.

PHYSICAL CONDITION

Does the project fix any of the following issues?

Walls	No	If yes, briefly describe:	
Culverts	No	If yes, briefly describe:	
Bridges	No	If yes, briefly describe:	
Slope Stability	No	If yes, briefly describe:	
Storm water conveyance	Yes	If yes, briefly describe:	There is no conveyance on the west side of the road at this time. There is ponding on the pavement occuring that will be corrected with this project..

PROJECT DEFICIENCIES

Select Deficiency Type from the dropdown menu. Describe the existing deficiency within the project limits
Describe the corrective measure(s) that eliminates or mitigates the deficiency.

DEFICIENCY 1 **DRAINAGE**

Describe: Stormwater runoff currently ponds at several locations along the westerly side of the roadway due to lack of storm facilities.

Corrective Measure(s): New stormwater collection, conveyance and treatment facilities will be installed to correct the substandard conditions.

DEFICIENCY 2 **ACCESS CONTROL/PARKING**

Describe: Existing driveway access is located in close proximity to the East Lake Sammamish Parkway / SE 62nd Place intersection.

Corrective Measure(s): Access will be shifted away from the intersection to improve safety.

DEFICIENCY 3 **ILLUMINATION**

Describe: Existing illumination on the westerly side of the roadway is substandard.

Corrective Measure(s): Additional illumination will be installed in order to meet standards.

DEFICIENCY 4 **OBSTRUCTIONS**

Describe: Obstructions are currently located within close proximity of the travel lanes and include guardrail, fencing, utility structures, retaining wall, sign posts and steel gate posts.

Corrective Measure(s): Obstructions will be removed or relocated further from the travel lanes and behind new curbs to meet current standards.

DEFICIENCY 5 **TURNING RADIUS**

Describe: Existing turning radii at the westerly leg of the East Lake Sammamish Parkway / SE 62nd Street intersection is substandard which results in lane, sidewalk and shoulder encroachments by turning vehicles.

Corrective Measure(s): Westerly leg of the intersection will be reconstructed with improved turning radii to meet current standards.

DEFICIENCY 6 **ALIGNMENT**

Describe: The SE 62nd Street intersection currently includes substandard alignments including the transitions, tapers and offsets for east-west bound traffic.

Corrective Measure(s): The west leg of the intersection will be reconstructed and lanes realigned with smooth tapers and offsets meeting current standards.

DEFICIENCY 7 **CHANNELIZATION**

Describe: The southbound merge just south of SE 56th Street from 2 to 1 through lane is a very short transition that has caused collisions and safety issues for non-motorized uses.

Corrective Measure(s): The widening of the additional southbound lane will eliminate the merge thus removing this deficiency.

MOBILITY

CONGESTION

☑ Project addresses congestion on the system or specific adjacent route. Please describe below

Project eliminates a bottle neck by completing the gap in the second SB travel lane on ELSP from near SE 56th St. to south of SE 62nd St. Project will help reduce existing congestion from traffic merging to one lane at the SE 56th St. intersection and improve LOS of the signalized intersection. The project will also improve the LOS of the Black Nugget Rd. signalized intersection and the SE 62nd St. signalized intersection by providing the second SB lane on ELSP. Additional turn lanes will be constructed on the west leg of the SE 62nd St. intersection to improve mobility. Project also improves pedestrian and bicycle mobility by completing gap in sidewalk and extending SB bike lane.

Select Truck Route Classification from dropdown list — Link to Freight and Goods Map

T-1 ~ 10 Million Tons Annually

☐ Provides Grade Separation between _____ and _____

NETWORK DEVELOPMENT

Select the appropriate option from the following list

☑ Completes Corridor

Enter termini of corridor being completed

ELSP from I-90 to SE 43rd Way

*Project must meet **ALL** of the following criteria to qualify as COMPLETES CORRIDOR*

- Project is last stage of corridor between logical limits
- Corridor is a minimum of 2 miles in length
- The entire corridor meets urban standards

☐ Completes Gap between existing improvements

Existing improvements must meet urban standards

☐ Extends existing improvements

Existing improvements must meet urban standards

☐ Project does **not** complete or extend any existing improvements

CENTRAL BUSINESS DISTRICT/URBAN ACTIVITY CENTER ACCESS

Select CBD/Urban Activity Center Access provided by project

Improves network or circulation within Urban Activity Center

Briefly describe the CBD/Activity Center access improvement

This project is within the Central Issaquah Plan area, which includes approximately 1,000 acres and nine of the top ten City employers. Two of the larger employers are Costco World Headquarters (approximately 2,400 jobs) and Microsoft (approximately 1,840 jobs) which are adjacent to the project site. "The Central Issaquah Plan" was adopted in December 2012 with the Standards adopted in April 2013. Effective date for both the Plan and Standards was April 2013. The Central Issaquah Plan includes the ability to accommodate the 2006-2031 Growth Targets for jobs (20,000) and housing units (5,750) and includes development and design standards. The Plan also included that the Urban Core within Central Issaquah (approximately 400 acres) be designated a Regional Growth Center.

MODAL ACCESS

Select Freight Facility Access provided by project

Improves access to Freight Facility (truck to truck) within 1/2 mile of project on same route

Mark ALL freight-carrying modes accessing the facility

☐ Airplane ☐ Rail ☐ Ship ☑ Truck

Enter Trucks per Day 1,059 trucks per day

Select Transit Facility Access provided by project

No transit access

Select Non Motorized Path Access provided by project

Access to designated paved path

☑ Project relieves a bottleneck. Please describe bottleneck and the solution below

Southbound traffic on ELSP currently merges from two thru travel lanes to one thru lane at SE 56th Street, which creates congestion and long ques near the intersection. Traffic then merges back to two lanes south of SE 62nd Street. This project will complete the gap and relieve the bottle neck by completing the second southbound travel lane from near SE 56th Street to south of SE 62nd Street.

☐ Project adds signal interconnect

☐ Project connects to Traffic Management Center (TMC)

SUSTAINABILITY

☑ Agency has Adopted Greenhouse Gas Emissions Policy

Enter Policy Number L-8.1-8.3 Adoption Date 2012

MODAL MEASURES

Select modal measures within the project limits

☐ Completes gap in HOV system Enter Gap Location _____

☐ Adds HOV lanes in each direction

☐ Adds Queue Jump or Transit Only Lane Enter Location(s) _____

Number of peak hour buses _____

Bicycle Facility

Select option that applies Project EXTENDS bicycle lane or path

ENERGY MEASURES

Select energy measures within the project limits

☑ Replace or install Low Energy Lighting

☐ Add Solar-powered Signage

Describe the measures below

The latest LED lighting will be used for street illumination along the roadway.

ENVIRONMENTAL MEASURES

Select environmental measures within the project limits

☑ Incorporates Hardscaping or Climate-appropriate Plantings

Describe the measures below

The improvements will consist of hardscaping and drought tollerant plantings.

☑ Incorporates Low Impact Drainage Practices

Describe the measures below

Low Impact Drainage techniques and practices will be used in the project,

RECYCLING MEASURES

Select recycling measures within the project limits

☑ On-site Grinding & Re-use of Pavement

☐ Use of Base Treatment to avoid overexcavation

☑ Project uses Stockpiled Recycle Materials

Describe the measures below

Incorporating existing suitable native material for fill. Incorporate asphalt millings for driveway resurfacing and/or subgrade.

OTHER MEASURES

☐ Incorporates other sustainability measures

Describe the measures below

~~GROWTH & DEVELOPMENT~~

You do not need to fill out this section

You selected 'NO' under 'supports a specific economic development site' in cell G19

Please provide the following information regarding the ECONOMIC DEVELOPMENT SITE this project supports

Number of dwelling units

Total development site acreage

Commercial building square footage

Number of jobs created

Development Type

Choose the description that best describes where the economic **development site is located.**

Choose the description that best describes the **proximity** of the project to the economic development site.

Choose the description that best describes the status of the **development agreement.**

Choose the description that best describes the status of the **zoning** for the economic development site.

Choose the description that best describes how this project affects the **comprehensive plan.**

Choose the description that best describes the status of the infrastructure tied to the economic development site?

Water at development

Sewer at development

Power at development

Enter the **percent** of total **permits applied** for but not issued

Enter the **percent** of total **permits** needed that **have been issued**

GROWTH MANAGEMENT INFORMATION

Complete the questions below to address Land Use Implications as directed by Revised Code of Washington (RCW) 47.26.282.

Describe how the project supports or revitalizes existing urban development in the downtown

Major adjacent land uses are designated and already are largely developed as commercial/retail activity areas/centers with significant numbers of multi-story office emplymnt sites, an ind.site and multi-fam. housing in the immediate vic. and accessed by E. Lake Sam. Pkwy. These improvements will provide a significant capacity to serve the Pickering Retail Ctr. along with a future expansion of the Costco Headquarters by 1.5 million square feet.

Describe how the project includes or encourages infill/densification of residential or commercial development consistent with your local comprehensive plan?

These improvemetns will benefit approximately 19,500 jobs in Issaquah, projected to grow by an additional 20,000 jobs by 2031 in response Issaquah's 2006-2031 Growth Targets that are established by the State, KingCounty and Puget Sound Regional Council for the purpose of Growth Management.

Describe how the project promotes the use of transit and other multimodal transportation

The project promotes the use of multimodal transportation by extending the SB bike lane on ELSP, completing a gap in the sidewalk on the westerly side of ELSP, providing a connection from the ELSP sidewalk to the East Lake Sammamish multimodal trail, providing improved pedestrian crossings of ELSP and improving ADA access. The project will complete two direct connections from the East Lake Sammamish shopping center to the East Lake Sammamish trail.

Indicate the project's multimodal transportation components

Mark ALL existing or planned components

- [x] Sidewalk
- [x] Bicycle Lanes
- [ ] HOV Lanes
- [ ] Access to Transit Center or Passenger Terminal
- [ ] Other - Explain in space below

Direct connections to East Lake Sammamish trail.

Transportation Improvement Board (TIB)

Commerce Copy

Growth Management Information

Funding Program	**Urban Arterial Program (UAP)**
Agency Name	**ISSAQUAH**
Project Name	E. Lake Sammamish Parkway SE ~ SE 56th Street to SE Issaquah-Fall City Road
Project Intent	The Project will improve internal city & regional traffic circulation between north and south Issaquah and will provide improvement to freight mobility for the region. The improvements will benefit public mass transit connections between Issaquah and other major destinations. The project will improve traffic safety and the added capacity improves the Level of Service. The improvement in level of service will also improve fuel efficiencies and reduce fuel emissions. In addition, the project will complete a missing link for the southbound direction and finish the ultimate improvements that were completed for the northbound direction in 2001. Where possible, the project provide drainage improvements for detention and treatment that will remove ponding along the roadway..

Describe how the project supports or revitalizes existing urban development in the downtown

Major adjacent land uses are designated and already are largely developed as commercial/retail activity areas/centers with significant numbers of multi-story office emplymnt sites, an ind.site and multi-fam. housing in the immediate vic. and accessed by E. Lake Sam. Pkwy. These improvements will provide a significant capacity to serve the Pickering Retail Ctr. along with a future expansion of the Costco Headquarters by 1.5 million square feet.

Describe how the project promotes the use of transit and other multimodal transportation

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The project adds the following multimodal components:

Sidewalk Bicycle Lanes

Other Multimodal Components:

Direct connections to East Lake Sammamish trail.

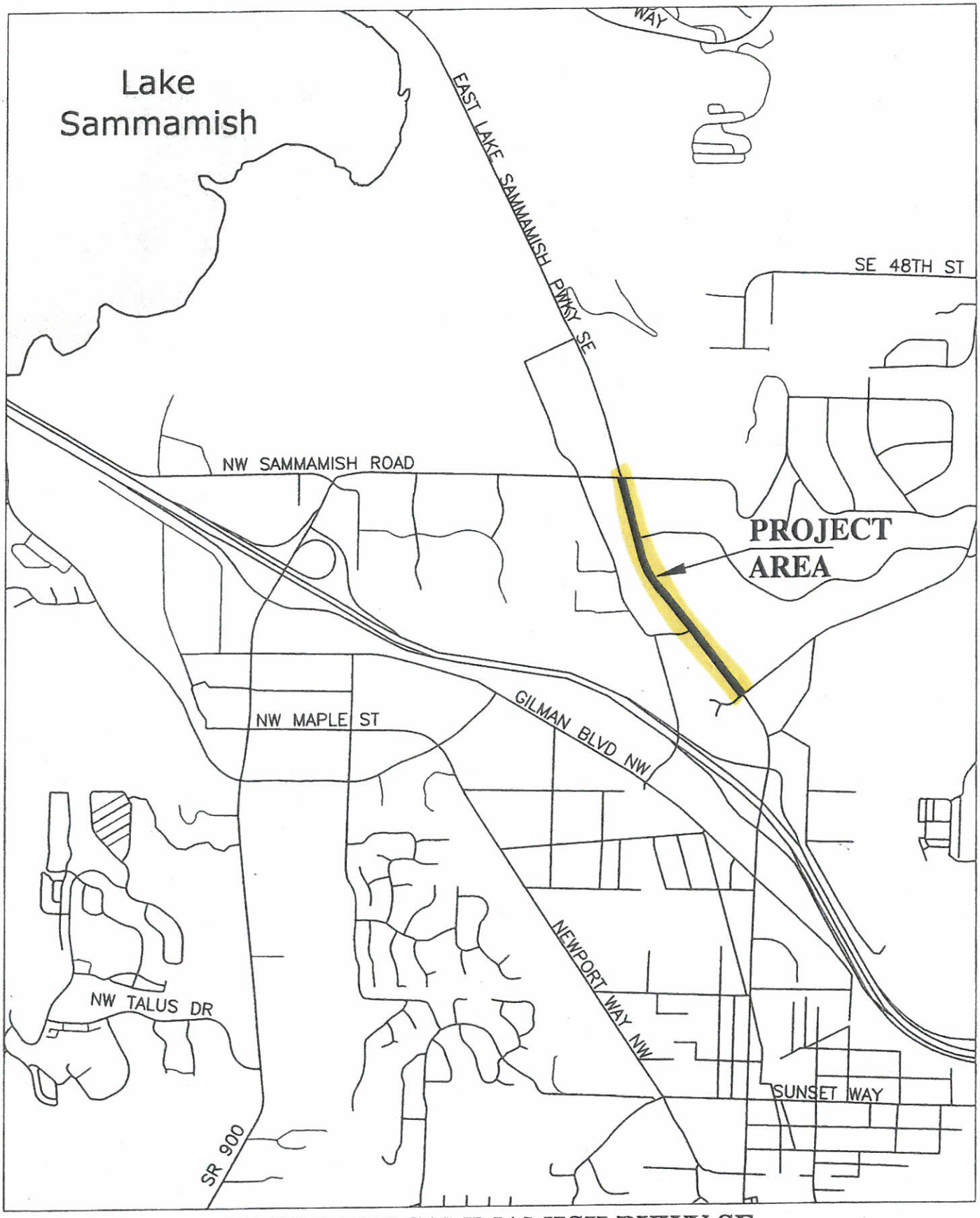
CITY OF ISSAQUAH

ENGINEER'S PRELIMINARY CONSTRUCTION COST ESTIMATE
Updated August 20, 2013
G&O #20135.75

PROJECT NAME: East Lake Sammamish Parkway SE & SE 62 Approach

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY		UNIT PRICE	AMOUNT
1.	SPCC Plan	1	LS	$2,500.00	$2,500.00
2.	Locate Existing Utilities	1	LS	$12,500.00	$12,500.00
3.	Mobilization, Cleanup, and Demobilization	1	LS	$231,000.00	$231,000.00
4.	Project Temporary Traffic Control	1	LS	$200,000.00	$200,000.00
5.	Clearing and Grubbing	1	LS	$17,500.00	$17,500.00
6.	Removal of Structure and Obstruction	1	LS	$75,000.00	$75,000.00
7.	Excavation, Backfill, Compaction, and Grading for Roadway	2,800	CY	$17.00	$47,600.00
8.	Unsuitable Foundation Excavation, Incl. Haul	250	CY	$40.00	$10,000.00
9.	Gravel Borrow, Incl. Haul	3,900	TN	$13.00	$50,700.00
10.	Gravel Backfill for Walls	770	TN	$14.00	$10,780.00
11.	Controlled Density Fill	45	CY	$150.00	$6,750.00
12.	Crushed Surfacing Top Course	700	TN	$24.00	$16,800.00
13.	Crushed Surfacing Base Course	1,545	TN	$22.00	$33,990.00
14.	Asphalt Treated Base	875	TN	$90.00	$78,750.00
15.	Planing Bituminous Pavement	5,200	SY	$6.00	$31,200.00
16.	Non-Woven Geotextile Fabric	0	SY	$5.00	$0.00
17.	HMA Cl. 1/2" PG 58-22	1,700	TN	$95.00	$161,500.00
18.	Temporary HMA Cl. 1/2" PG 58-22	145	TN	$120.00	$17,400.00
19.	Concrete Class 3000	40	CY	$150.00	$6,000.00
20.	Pedestrian Railing	0	LF	$50.00	$0.00
21.	PVC Drain Pipe 8-Inch Diam.	200	LF	$25.00	$5,000.00
22.	Ductile Iron Storm Sewer Pipe 8 In. Diam. Cl. 50 (Incl. bedding)	100	LF	$50.00	$5,000.00
23.	PVC Storm Sewer Pipe 12 In. Diam. (Incl. Bedding)	1,425	LF	$45.00	$64,125.00
24.	CPEP Storm Sewer Pipe 18 In. Diam. (Incl. Bedding)	150	LF	$60.00	$9,000.00
25.	CPEP Storm Sewer Pipe 24 In. Diam. (Incl. Bedding)	0	LF	$80.00	$0.00
26.	Catch Basin Type 1	12	EA	$1,100.00	$13,200.00
27.	Catch Basin Type 1-L	0	EA	$1,300.00	$0.00
28.	Catch Basin Type 2 48" Dia.	3	EA	$2,700.00	$8,100.00
29.	Stormwater Detention/Treatment Structure	1	LS	$400,000.00	$400,000.00
30.	Adjust Catch Basin/Manhole/Mon. Case/Valve or Meter Box	7	EA	$400.00	$2,800.00
31.	Removal of Unsuitable Material (Trench)	275	CY	$45.00	$12,375.00
32.	Trench Excavation Safety Systems	1	LS	$12,700.00	$12,700.00
33.	Bank Run Gravel for Trench Backfill	875	CY	$18.00	$15,750.00
34.	Erosion / Water Pollution Control	1	LS	$47,500.00	$47,500.00
35.	Seeding, Fertilizing, and Mulching	2,250	SY	$2.00	$4,500.00
36.	Street Tree (2" Cal.)	65	EA	$350.00	$22,750.00
37.	Street Tree Root Barrier	1,100	LF	$6.00	$6,600.00
38.	Roadway Streetscape	1,430	SY	$28.00	$40,040.00
39.	Top Soil Type A	240	CY	$40.00	$9,600.00
40.	Bark or Wood Chip Mulch	100	CY	$40.00	$4,000.00
41.	Roadway Irrigation System	0	LS	$60,000.00	$0.00
42.	Roadside/Property Restoration	1	LS	$88,500.00	$88,500.00
43.	Cement Conc. Traffic Curb and Gutter	2,750	LF	$18.00	$49,500.00
44.	Extruded Cement Concrete Curb	0	LF	$8.00	$0.00
45.	Cement Concrete Driveway Entrance	330	SY	$60.00	$19,800.00
46.	Beam Guardrail Modifications/Installation	1	LS	$15,000.00	$15,000.00
47.	Chain Link Fence	1,200	LF	$26.00	$31,200.00
48.	Monument Case & Cover	0	EA	$600.00	$0.00

Detailed vicinty map showing projects limits



EAST LAKE SAMMAMISH PKWY SE
IMPROVEMENTS
VICINITY MAP

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY		UNIT PRICE	AMOUNT
49.	Cement Conc. Sidewalk	1,705	SY	$40.00	$68,200.00
50.	Cement Conc. Sidewalk Ramp	6	EA	$1,500.00	$9,000.00
51.	Quarry Spalls	30	TN	$30.00	$900.00
52.	Mailbox Support Type 1	0	EA	$350.00	$0.00
53.	Traffic Signal System Complete, Location #1	1	LS	$200,000.00	$200,000.00
54.	Traffic Signal System Complete, Location #2	1	LS	$100,000.00	$100,000.00
55.	Interconnect System Complete	1	LS	$20,000.00	$20,000.00
56.	Illumination System Complete	1	LS	$67,800.00	$67,800.00
57.	Relocate Commercial Sign	1	EA	$2,500.00	$2,500.00
58.	Permanent Signing	1	LS	$5,000.00	$5,000.00
59.	Channelization	1	LS	$18,800.00	$18,800.00
60.	Segmental Concrete Retaining Wall	5,425	SF	$19.00	$103,075.00
61.	Modular Block Wall	0	SF	$23.00	$0.00
62.	Relocate Fire Hydrant Assembly	4	EA	$3,800.00	$15,200.00
63.	Widening for Bike Lane North of Black Nugget to SE 56th St.	1	LS	$110,000.00	$110,000.00
64.	Wetland Mitigation Site Work	1	LS	$170,000.00	$170,000.00

Subtotal All Items	$2,787,485.00
Sales Tax at 0% per W.S. Revenue Rule No. 171	$0.00
Total Construction Cost:	$2,787,485.00
20% CONSTRUCTION CONTINGENCIES	$557,497.00
TOTAL PRELIMINARY CONSTRUCTION COST:	**$3,344,982.00**
CONSTRUCTION ENGINEERING / MANAGEMENT COST @ 15%:	$501,747.30
DESIGN ENGINEERING COST @ 15%:	$501,747.30
TOTAL PRELIMINARY PROJECT COST:	**$4,348,476.60**

Notes:

Pavement Section: 3" HMA, 4" ATB, 8" CSBC

Cross-Section: Additional southbound travel lane, bike lane, 8' sidewalk, and 8' planter ~~(No planter)~~. ~~SB right turn lane at 62nd~~.

Existing sections of curb and/or sidewalk to remain along east side of road

Widen westerly side of road.

Approx. ~~699~~ 1200 LF of new ~~guardrail~~ security fence behind new sidewalk ~~outside of curve~~ along top of retaining wall.

Connect sidewalk to ELS trail ~~near~~ approx. 370' South of Black Nugget Road intersection (no new sidewalk north of intersection).

Install approx. 403 LF of guardrail behind new curb, between two trail connections, where no sidewalk is present.

Approx. 500 LF of new guardrail total.

~~Install new ADA ramps w/ domes on east side of ELSP to match new ramps on west side of ELSP~~

Plane existing pavement to ~~centerline~~ inside edge of TWLTL and overlay (3")

Roadside/Property Restoration includes CSTC and HMA parking lot repair, parking lot striping, illumination outside ROW

~~Irrigation for City planters~~

Retain existing illumination along east side of road

Retain storm drainage components along east side of road

Install new storm along west side of road

Does not include ROW costs or permitting fees.

Assumes suitable structural soils exist and no contaminated soils

Does not include costs to remove/relocate private utilities (phone, cable, sewer, etc.)

Does not include costs to install new waterlines/upgrade water facilities.

Utility Undergrounding Costs are NOT included in this estimate (Not TIB eligible)

Approx. project length = 2,200 LF

For planter area (Streetscape), assume 6" Top Soil and 2" Bark/Mulch

"Seeding, Fertilizing, and Mulching" referring to surface restoration area behind new curb, sidewalk, e

Channelization includes restriping SB lanes for bike lane to Issaq - Fall City road intersection

BRIAN L. SOUD
STATE OF WASH
36091
REGISTERED
PROFESSIONAL ENGINEER
8/21/17

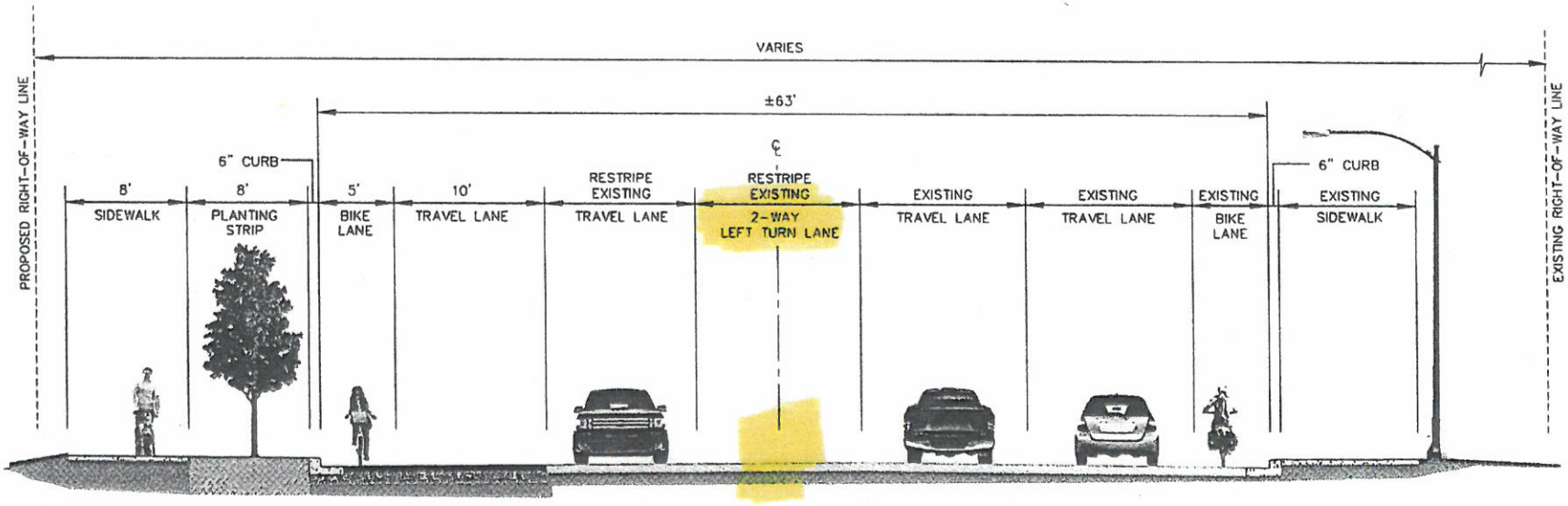
Additional City Costs not include in above estimate (Non-eligible TIB Costs):

City's 40% Share of Util. Undergrounding per PSE June 2013 estimate	$730,000
Util. Undergrounding excvation, trenching, backfill, restoration:	$200,000

Typical Roadway section

CITY OF ISSAQUAH

City of Issaquah
North Issaquah LID



East Lake Sammamish Parkway SE

Conceptual Cross Section

TSI Transportation Solutions, Inc.

Gray & Osborne, Inc.
CONSULTING ENGINEERS

M:\TRANSPORTATION SOLUTIONS INC. (TSI)\10469.01 30% DESIGN\EXHIBITS\SECTIONS\X-SECTION 12TH AVE NW-D.DWG, LAKE SAMM, 7/30/2012 3:54:38 PM, PDF-XCHANGE FOR ACROPLOT PRO (TEMPORARY).PC3

CITY OF ISSAQUAH WASHINGTON

CITY COUNCIL
AGENDA BILL
City Council Regular Meeting - 03 Jun 2013

NEW
AB 6654 -
Consent
Calendar

Federal Grant for East Lake Sammamish Parkway	Proposed Council Action: Accept Grant; Authorize Expenditure

DEPARTMENT OF	PWE - Public Works Engineering, Gary Costa
COUNCIL COMMITTEE LIAISON	Councilmember Forkner
OTHER COUNCIL MEETINGS	n/a
EXHIBITS	A. Project Prospectus B. Local Agency Supplemental Agreement C. Funding Recommendation

POLICY & BUDGET INFO		Expenditure Required
Comp Plan Policy Nos.	T-1; T-2; T-10; T-11; T-13; T-14; T-15;	$ 1,218,750
Consistent:	Yes	Amount Budgeted
Other Policies	n/a	$ 0

SUMMARY STATEMENT

This agenda bill requests the City Council's consideration to accept a Federal STP(U) grant in the amount of $975,000 for the purpose of designing improvements to East Lake Sammamish Parkway which add curb, gutter, sidewalk, bike lane, and a new south bound through lane from just south of Southeast 56th Street to just north of Issaquah Fall-City Road. This project has been on the City's Transportation Improvement Program (TIP) since 2004.

During the 2012 PSRC Countywide STP Federal Funds Competition, the City of Issaquah's project application for the E. Lake Sammamish Parkway Project requested $975,000 of Federal STP funds for Preliminary Engineering. Based on the final prioritization of the projects approved by the PSRC's Executive Board in 2012, the E. Lake Sammamish Parkway Project did not make the prioritized funded list but was listed in priority order on the Countywide STP Contingency List. The total estimated project cost at that time during the application process was $10,431,900 with a total Preliminary Engineering Estimate of $1,218,750.

Per Federal Highway Administration's requirements, each region must meet its obligation delivery targets in order to not lose portions of its federal funds. The deadline to meet the delivery targets is August 1st, otherwise those projects that are not able to obligate their federal funds by August 1st, will lose the Federal Funds for that region. A number of projects that were funded have not been able to meet their deadlines to obligate the federal funding. Therefore, in order to guarantee that PSRC is able to meet the delivery targets, on May 23, 2013, the Executive Board approved the RPEC Recommendation to use the 2012 Adopted Contingency List of projects immediately ready to go, Exhibit C, which includes the Federal Funding in the amount of $975,000 for the E. Lake Sammamish Parkway Project Preliminary Engineering.

Now that the Executive Board approved the projects on the 2012 Adopted Contingency List, time is be of

the essence to submit the Project Prospectus (Exhibit A) and the Local Agency Supplemental Agreement (Exhibit B) to WSDOT for obligation authority. There needs to be time to process the applications through WSDOT prior to June 15th in order to be sure the projects are obligated at the drop dead date of August 1st mainly due to the number of obligation requests WSDOT will be receiving.

Per direction from WSDOT, the submittal for obligation is based on a project estimate that was done at the time of the application process for the 2012 STP Countywide Competition.

Based on the estimates at the time of the 2012 STP Countywide Competition, it was anticipated to complete the project over 3 years with design beginning in 2013 and completed in 2014. This project is a component project of the North Issaquah Network Improvements proposed Local Improvement District. It is currently planned that the City would fund the acquisition of right of way and construction through TIB grants with matching local funds coming from the LID. Should the LID not form, the City would have to develop another funding strategy for acquisition of right of way and construction funding for the project completion.

Following design, right of way acquisition would occur in 2014, followed by construction which would be anticipated in 2015. Below is a table showing the estimated expenditures based upon the 2012 STP Countywide Competition:

Activity	2013		2014		2015		
	Federal	Local	Federal	Local	Federal	Local	Total
Preliminary Engineering	$975,000	$243,750					$ 1,218,750
Right-of-Way				$2,800,000			$ 2,800,000
Construction						$6,413,150	$ 6,413,150
Total							$10,431,900

A part of the preparation to form the proposed LID, this project component's costs are estimated to be lower than this and will be refined as the design nears completion.

The Local matching funds for Preliminary Engineering, $243,750, representing a 20% match as required for the STP federal funding, would come from the balance of the 2013 Complete Streets Program funds. The project supports Complete Streets with the installation of bike lanes and sidewalks along the corridor.

Consistency With Comprehensive Plan:

T-1 - Maintain the Comprehensive Plan's land use vision in the vicinity of transportation projects by remaining consistent with the land use designations shown in the Land Use Designation Map, Figure 1, land Use Element, Volume 1.

T-2 - Coordinate land use planning with public transportation service to provide opportunities that reduce transportation demand city-wide.

T-10 - Maintain a capital improvement program that improves existing substandard roadways to current standards, provides a balanced system of automobile, nonmotorized and HOV facilities and recognizes road improvements that are needed to improve traffic flow and High Accident Locations and meet transportation needs and concurrency requirements.

T-11 - Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and nonmotorized improvements that implement the 20-year transportation projects shown in the Roadway Projects Map (figure 20, Volume 1), Transit and Transit Programs Map (Figure 22, Volume 1) and the Nonmotorized Corridor map (Figure 7, Volume 1). Use the best available technologies when implementing these projects.

T-13 - Adequately fund, design and build the roadway network in accordance with the 20-year roadway

plan shown in Figure 20 (Volume 1) in order to achieve the desired roadway classifications.
T-14 - Complete missing links, sidewalks, and other enhancements in the existing street system to provide more effective use of existing roads through implementation of the Roadway, Transit, Bicycle and Shared Use Maps and Sidewalk Inventory Map and Sidewalk priority criteria.
T-15 - Design arterial to be consistent with their roadway and transitway classifications shown in the Roadway and Transitway Classification Maps. New roadways must be included in the 20-year transportation plan prior to design so that the design is consistent with its roadway and transitway classifications.

Administration's Recommendation:
The Administration recommends accepting the grant and authorize the Mayor to sign the Local Agency Agreement and the Project Prospectus and Authorize the Expenditure of $1,218,750 in 2013 without referral to committee.

Update:
n/a

Alternative(s):
1) Refer AB 6654 to the Council Infrastructure Committee for review and recommendation, returning to the full Council on July 1, 2013. [Impact:- Referral to committee will delay the submittal of paperwork to receive the obligation and may result in the city not receiving the grant.]
2) Decline the grant money and wait until another source of funding becomes available.

RECOMMENDATION

Administration/Public Works Engineering:

MOVE TO: Accept the grant and authorize the Administration to execute the Local Agency Agreement and the Project Prospectus for the East Lake Sammamish Parkway and authorize the expenditure of $1,218,750 in 2013.

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 11, 2013

RECEIVED
JUL 16 2013
City of Issaquah

Mr. Sheldon Lynne
Public Works Director
City of Issaquah
PO Box 1307
Issaquah, Washington 98027-1307

City of Issaquah
East Lake Sammamish Pkwy SE
STPUL-1915(009)
FUND AUTHORIZATION

Dear Mr. Lynne:

We have received FHWA fund authorization, effective July 3, 2013, for this project as follows:

PHASE	TOTAL	FEDERAL SHARE
Preliminary Engineering	$1,218,750	$975,000

Enclosed for your information and file is a fully executed copy of Local Agency Agreement LA-8153 between the state and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency.

FHWA requires projects utilizing federal funds for preliminary engineering or right of way to advance to construction. If this project is unable to proceed to construction, any expended federal funds must be repaid.

WSDOT authorization to proceed with right of way and/or construction is contingent upon receipt and approval of your environmental documents.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

Stephanie Tax
Manager, Program Management
Highways & Local Programs

ST:jg:ac
Enclosure
cc: Ed Conyers, Northwest Region Local Programs Engineer, MS NB82-121

Washington State Department of Transportation

Local Agency Agreement

AGENCY

Agency City of Issaquah

Address P.O. Box 1307

Issaquah, WA 98027

CFDA No. 20.205
(Catalog of Federal Domestic Assistance)

Project No. STPUL-1915(009)

Agreement No. LA 81 53

For OSC WSDOT Use Only

The Local Agency having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code Highways, (2) the regulations issued pursuant thereto, (3) 2 CFR 225, (4) Office of Management and Budget Circulars A-102, and A-133, (5) the policies and procedures promulgated by the Washington State Department of Transportation, and (6) the federal aid project agreement entered into between the State and Federal Government, relative to the above project, the Washington State Department of Transportation will authorize the Local Agency to proceed on the project by a separate notification. Federal funds which are to be obligated for the project may not exceed the amount shown herein on line r, column 3, without written authority by the State, subject to the approval of the Federal Highway Administration. All project costs not reimbursed by the Federal Government shall be the responsibility of the Local Agency.

Project Description

Name East Lake Sammamish Parkway SE Length .52 miles

Termini SE 56th Street to Issaquah Fall City Road

Description of Work

Complete plan, specifications and engineering for a new southbound lane with bike lane, curb and gutter, storm drainage system (including storage) and irrigation from just south of SE 56th Street to just north of Issaquah Fall City Road, a landscape planter and a 8' sidewalk will be included from just north of Black Nugget Road to just north of Issaquah Fall City Road. The project will require modifications to the existing traffic signal at Black Nugget Road and at SE 62nd Street to provide for the additional southbound lane. Additionally, the project will include widening of the eastbound approach of the intersection of SE 62nd Street and East Lake Sammamish Parkway resulting in three approach lanes. Project includes NEPA/SEPA environmental documentation, right of way acquisition and construction.

Type of Work		Estimate of Funding		
		(1) Estimated Total Project Funds	(2) Estimated Agency Funds	(3) Estimated Federal Funds
PE	a. Agency	80,000.00	16,000.00	64,000.00
80 %	b. Other Consultant	1,127,750.00	225,550.00	902,200.00
	c. Other			
Federal Aid Participation Ratio for PE	d. State	11,000.00	2,200.00	8,800.00
	e. Total PE Cost Estimate (a+b+c+d)	1,218,750.00	243,750.00	975,000.00
Right of Way	f. Agency			
____ %	g. Other			
	h. Other			
Federal Aid Participation Ratio for RW	i. State			
	j. Total R/W Cost Estimate (f+g+h+i)			
Construction	k. Contract			
	l. Other			
	m. Other			
	n. Other			
____ %	o. Agency			
Federal Aid Participation Ratio for CN	p. State			
	q. Total CN Cost Estimate (k+l+m+n+o+p)			
	r. Total Project Cost Estimate (e+j+q)	1,218,750.00	243,750.00	975,000.00

Agency Official

By Ava Frisinger

Title Ava Frisinger, Mayor

Washington State Department of Transportation

By [signature]

Director of Highways and Local Programs

Date Executed JUN 28 2013

DOT Form 140-039 EF
Revised 09/2011

Construction Method of Financing *(Check Method Selected)*

State Ad and Award

☐ Method A - Advance Payment - Agency Share of total construction cost (based on contract award)

☐ Method B - Withhold from gas tax the Agency's share of total construction cost (line 4, column 2) in the amount of

$ _____ at $ _____ per month for _____ months.

Local Force or Local Ad and Award

☒ Method C - Agency cost incurred with partial reimbursement

The Local Agency further stipulates that pursuant to said Title 23, regulations and policies and procedures, and as a condition to payment of the federal funds obligated, it accepts and will comply with the applicable provisions set forth below. Adopted by official action on

_____ , _____, Resolution/Ordinance No. _____

Provisions

I. Scope of Work

The Agency shall provide all the work, labor, materials, and services necessary to perform the project which is described and set forth in detail in the "Project Description" and "Type of Work."

When the State acts for and on behalf of the Agency, the State shall be deemed an agent of the Agency and shall perform the services described and indicated in "Type of Work" on the face of this agreement, in accordance with plans and specifications as proposed by the Agency and approved by the State and the Federal Highway Administration.

When the State acts for the Agency but is not subject to the right of control by the Agency, the State shall have the right to perform the work subject to the ordinary procedures of the State and Federal Highway Administration.

II. Delegation of Authority

The State is willing to fulfill the responsibilities to the Federal Government by the administration of this project. The Agency agrees that the State shall have the full authority to carry out this administration. The State shall review, process, and approve documents required for federal aid reimbursement in accordance with federal requirements. If the State advertises and awards the contract, the State will further act for the Agency in all matters concerning the project as requested by the Agency. If the Local Agency advertises and awards the project, the State shall review the work to ensure conformity with the approved plans and specifications.

III. Project Administration

Certain types of work and services shall be provided by the State on this project as requested by the Agency and described in the Type of Work above. In addition, the State will furnish qualified personnel for the supervision and inspection of the work in progress. On Local Agency advertised and awarded projects, the supervision and inspection shall be limited to ensuring all work is in conformance with approved plans, specifications, and federal aid requirements. The salary of such engineer or other supervisor and all other salaries and costs incurred by State forces upon the project will be considered a cost thereof. All costs related to this project incurred by employees of the State in the customary manner on highway payrolls and vouchers shall be charged as costs of the project.

IV. Availability of Records

All project records in support of all costs incurred and actual expenditures kept by the Agency are to be maintained in accordance with local government accounting procedures prescribed by the Washington State Auditor's Office, the U.S. Department of Transportation, and the Washington State Department of Transportation. The records shall be open to inspection by the State and Federal Government at all reasonable times and shall be retained and made available for such inspection for a period of not less than three years from the final payment of any federal aid funds to the Agency. Copies of said records shall be furnished to the State and/or Federal Government upon request.

V. Compliance with Provisions

The Agency shall not incur any federal aid participation costs on any classification of work on this project until authorized in writing by the State for each classification. The classifications of work for projects are:

1. Preliminary engineering.
2. Right of way acquisition.
3. Project construction.

In the event that right of way acquisition, or actual construction of the road, for which preliminary engineering is undertaken is not started by the closing of the tenth fiscal year following the fiscal year in which the agreement is executed, the Agency will repay to the State the sum or sums of federal funds paid to the Agency under the terms of this agreement (see Section IX).

The Agency agrees that all stages of construction necessary to provide the initially planned complete facility within the limits of this project will conform to at least the minimum values set by approved statewide design standards applicable to this class of highways, even though such additional work is financed without federal aid participation.

The Agency agrees that on federal aid highway construction projects, the current federal aid regulations which apply to liquidated damages relative to the basis of federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

VI. Payment and Partial Reimbursement

The total cost of the project, including all review and engineering costs and other expenses of the State, is to be paid by the Agency and by the Federal Government. Federal funding shall be in accordance with the Federal Transportation Act, as amended, 2 CFR 225 and Office of Management and Budget circulars A-102 and A-133. The State shall not be ultimately responsible for any of the costs of the project. The Agency shall be ultimately responsible for all costs associated with the project which are not reimbursed by the Federal Government. Nothing in this agreement shall be construed as a promise by the State as to the amount or nature of federal participation in this project.

The Agency shall bill the state for federal aid project costs incurred in conformity with applicable federal and state laws. The agency shall minimize the time elapsed between receipt of federal aid funds and subsequent payment of incurred costs. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for federal participation unless a current indirect cost plan has been prepared in accordance with the regulations outlined in 2 CFR 225 - Cost Principles for State, Local, and Indian Tribal Government, and retained for audit.

The State will pay for State incurred costs on the project. Following payment, the State shall bill the Federal Government for reimbursement of those costs eligible for federal participation to the extent that such costs are attributable and properly allocable to this project. The State shall bill the Agency for that portion of State costs which were not reimbursed by the Federal Government (see Section IX).

1. Project Construction Costs

Project construction financing will be accomplished by one of the three methods as indicated in this agreement.

Method A – The Agency will place with the State, within (20) days after the execution of the construction contract, an advance in the amount of the Agency's share of the total construction cost based on the contract award. The State will notify the Agency of the exact amount to be deposited with the State. The State will pay all costs incurred under the contract upon presentation of progress billings from the contractor. Following such payments, the State will submit a billing to the Federal Government for the federal aid participation share of the cost. When the project is substantially completed and final actual costs of the project can be determined, the State will present the Agency with a final billing showing the amount due the State or the amount due the Agency. This billing will be cleared by either a payment from the Agency to the State or by a refund from the State to the Agency.

Method B – The Agency's share of the total construction cost as shown on the face of this agreement shall be withheld from its monthly fuel tax allotments. The face of this agreement establishes the months in which the withholding shall take place and the exact amount to be withheld each month. The extent of withholding will be confirmed by letter from the State at the time of contract award. Upon receipt of progress billings from the contractor, the State will submit such billings to the Federal Government for payment of its participating portion of such billings.

Method C – The Agency may submit vouchers to the State in the format prescribed by the State, in duplicate, not more than once per month for those costs eligible for Federal participation to the extent that such costs are directly attributable and properly allocable to this project. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for Federal participation unless claimed under a previously approved indirect cost plan.

The State shall reimburse the Agency for the Federal share of eligible project costs up to the amount shown on the face of this agreement. At the time of audit, the Agency will provide documentation of all costs incurred on the project.

The State shall bill the Agency for all costs incurred by the State relative to the project. The State shall also bill the Agency for the federal funds paid by the State to the Agency for project costs which are subsequently determined to be ineligible for federal participation (see Section IX).

VII. Audit of Federal Consultant Contracts

The Agency, if services of a consultant are required, shall be responsible for audit of the consultant's records to determine eligible federal aid costs on the project. The report of said audit shall be in the Agency's files and made available to the State and the Federal Government.

An audit shall be conducted by the WSDOT Internal Audit Office in accordance with generally accepted governmental auditing standards as issued by the United States General Accounting Office by the Comptroller General of the United States; WSDOT Manual M 27-50, Consultant Authorization, Selection, and Agreement Administration; memoranda of understanding between WSDOT and FHWA; and Office of Management and Budget Circular A-133.

If upon audit it is found that overpayment or participation of federal money in ineligible items of cost has occurred, the Agency shall reimburse the State for the amount of such overpayment or excess participation (see Section IX).

VIII. Single Audit Act

The Agency, as a subrecipient of federal funds, shall adhere to the federal Office of Management and Budget (OMB) Circular A-133 as well as all applicable federal and state statutes and regulations. A subrecipient who expends $500,000 or more in federal awards from all sources during a given fiscal year shall have a single or program-specific audit performed for that year in accordance with the provisions of OMB Circular A-133. Upon conclusion of the A-133 audit, the Agency shall be responsible for ensuring that a copy of the report is transmitted promptly to the State.

IX. Payment of Billing

The Agency agrees that if payment or arrangement for payment of any of the State's billing relative to the project (e.g., State force work, project cancellation, overpayment, cost ineligible for federal participation, etc.) is not made to the State within 45 days after the Agency has been billed, the State shall effect reimbursement of the total sum due from the regular monthly fuel tax allotments to the Agency from the Motor Vehicle Fund. No additional Federal project funding will be approved until full payment is received unless otherwise directed the Director of Highways and Local Programs.

X. Traffic Control, Signing, Marking, and Roadway Maintenance

The Agency will not permit any changes to be made in the provisions for parking regulations and traffic control on this project without prior approval of the State and Federal Highway Administration. The Agency will not install or permit to be installed any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administration and MUTCD. The Agency will, at its own expense, maintain the improvement covered by this agreement.

XI. Indemnity

The Agency shall hold the Federal Government and the State harmless from and shall process and defend at its own expense all claims, demands, or suits, whether at law or equity brought against the Agency, State, or Federal Government, arising from the Agency's execution,

performance, or failure to perform any of the provisions of this agreement, or of any other agreement or contract connected with this agreement, or arising by reason of the participation of the State or Federal Government in the project, PROVIDED, nothing herein shall require the Agency to reimburse the State or the Federal Government for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Federal Government or the State.

XII. Nondiscrimination Provision

No liability shall attach to the State or Federal Government except as expressly provided herein.

The Agency shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any USDOT-assisted contract and/or agreement or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts and agreements. The WSDOT's DBE program, as required by 49 CFR Part 26 and as approved by USDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Agency of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U. S.C. 3801 et seq.).

The Agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor in 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance, or guarantee or understanding pursuant to any federal program involving such grant, contract, loan, insurance, or guarantee, the required contract provisions for Federal-Aid Contracts (FHWA 1273), located in Chapter 44 of the Local Agency Guidelines.

The Agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or Local Government, the above equal opportunity clause is not applicable to any agency, instrumentality, or subdivision of such government which does not participate in work on or under the contract.

The Agency also agrees:

(1) To assist and cooperate actively with the State in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the State such information as it may require for the supervision of such compliance and that it will otherwise assist the State in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the State, Federal Highway Administration, or the Secretary of Labor pursuant to Part II, subpart D of the Executive Order.

In addition, the Agency agrees that if it fails or refuses to comply with these undertakings, the State may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the Agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the Agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

XIII. Liquidated Damages

The Agency hereby agrees that the liquidated damages provisions of 23 CFR Part 635, Subpart 127, as supplemented, relative to the amount of Federal participation in the project cost, shall be applicable in the event the contractor fails to complete the contract within the contract time. Failure to include liquidated damages provision will not relieve the Agency from reduction of federal participation in accordance with this paragraph.

XIV. Termination for Public Convenience

The Secretary of the Washington State Department of Transportation may terminate the contract in whole, or from time to time in part, whenever:

(1) The requisite federal funding becomes unavailable through failure of appropriation or otherwise.

(2) The contractor is prevented from proceeding with the work as a direct result of an Executive Order of the President with respect to the prosecution of war or in the interest of national defense, or an Executive Order of the President or Governor of the State with respect to the preservation of energy resources.

(3) The contractor is prevented from proceeding with the work by reason of a preliminary, special, or permanent restraining order of a court of competent jurisdiction where the issuance of such order is primarily caused by the acts or omissions of persons or agencies other than the contractor.

(4) The Secretary determines that such termination is in the best interests of the State.

XV. Venue for Claims and/or Causes of Action

For the convenience of the parties to this contract, it is agreed that any claims and/or causes of action which the Local Agency has against the State of Washington, growing out of this contract or the project with which it is concerned, shall be brought only in the Superior Court for Thurston County.

XVI. Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The approving authority certifies, to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit the Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed $100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification as a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Additional Provisions

Washington State Department of Transportation

Local Agency Federal Aid Project Prospectus

	Prefix	Route	( )
Federal Aid Project Number		1915	
Local Agency Project Number	t03209		(WSDOT Use Only)

Date	06/04/2013
Central Contractor Registration Exp.Date	
Federal Employer Tax ID Number	91-6001446

Agency: City of Issaquah	Federal Program Title: ☒ 20.205 ☐ Other
Project Title: East Lake Sammamish Parkway SE	Start Latitude 47.5519; Start Longitude -122.0437; End Latitude 47.5454; End Longitude -122.0385

Project Termini From -- To		Nearest City Name	Project Zip Code
SE 56th Street	SE Issaquah-Fall City Road	Issaquah	98027

From:	To:	Length of Project	Award Type
		.52 miles	☒ Local ☐ Local Forces ☐ State ☐ Railroad

Federal Agency	City Number	County Number	County Name	WSDOT Region
☒ FHWA ☐ Others	590	17	King	Northwest Region

Congressional District	Legislative Districts	Urban Area Number	TMA / MPO / RTPO
08	47		PSRC

Phase	Total Estimated Cost (Nearest Hundred Dollar)	Local Agency Funding (Nearest Hundred Dollar)	Federal Funds (Nearest Hundred Dollar)	Phase Start Date Month Year
P.E.	$1,218,750	$243,750	$975,000	07/2013
R/W	$2,800,000	$2,800,000	$0	01/2014
Const.	$6,413,150	$6,416,150	$0	01/2015
Total	$10,431,900	$9,459,900	$975,000	

Description of Existing Facility (Existing Design and Present Condition)

Roadway Width	Number of Lanes
56 feet	3 travel lanes with a two way center turn lane

Currently there are 2 - 10' north bound through lanes, a 5' bike lane north bound, 1 - 10' south bound lane, an 11' center two-way turn lane, and on the east side there is an 8' sidewalk from Issaquah Fall City Road to black Nugget Road and a 6' sidewalk from Black Nugget Road to SE 56th Street.

Description of Proposed Work

Description of Proposed Work (Attach additional sheet(s) if necessary)

Complete plan, specifications and engineering for a new southbound lane with bike lane, curb and gutter, storm drainage system (including storage) and irrigation from just south of SE 56th Street to just north of Issaquah Fall City Road, a landscape planter and a 8' sidewalk will be included from just north of Black Nugget Road to just north of Issaquah Fall City Road. The project will require modifications to the existing traffic signal at Black Nugget Road and at SE 62nd Street to provide for the additional southbound lane. Additionally, the project will include widening of the eastbound approach of the intersection of SE 62nd Street and East Lake Sammamish Parkway resulting in three approach lanes. Project includes NEPA/SEPA environmental documentation, right of way acquisition and construction.

Local Agency Contact Person	Title	Phone
Gary Costa	Transportation Manager	(425) 837-3443

Mailing Address	City	State	Zip Code
PO Box 1307	Issaquah	WA	98027

Project Prospectus Approval

By _____ Approving Authority

Title Public Works Director Date 6/3/13

Agency	Project Title	Date
City of Issaquah	East Lake Sammamish Parkway SE	06/04/2013

Type of Proposed Work

Project Type (Check all that Apply)

- ☐ New Construction
- ☒ Reconstruction
- ☐ Railroad
- ☐ Bridge
- ☐ Path / Trail
- ☐ Pedestrian / Facilities
- ☐ Parking
- ☐ 3-R
- ☐ 2-R
- ☐ Other

Roadway Width	Number of Lanes
66	5

Geometric Design Data

Description	Through Route	Crossroad
Federal Functional Classification	☐ Urban ☐ Rural ☒ NHS ☒ Principal Arterial ☐ Minor Arterial ☐ Collector ☐ Major Collector ☐ Minor Collector ☐ Local Access	☒ Urban ☐ Rural ☐ NHS ☐ Principal Arterial ☒ Minor Arterial ☐ Collector ☐ Major Collector ☐ Minor Collector ☐ Local Access
Terrain	☒ Flat ☐ Roll ☐ Mountain	☒ Flat ☐ Roll ☐ Mountain
Posted Speed	40	35
Design Speed	45	40
Existing ADT	25,828	39,750
Design Year ADT	27,000	41,400
Design Year	2030	2030
Design Hourly Volume (DHV)		

Performance of Work

Preliminary Engineering Will Be Performed By	Others	Agency
Consultant	92.5 %	7.5 %
Construction Will Be Performed By	**Contract**	**Agency**
	100 %	%

Environmental Classification

☒ Final ☐ Preliminary

- ☐ Class I - Environmental Impact Statement (EIS)
  - ☐ Project Involves NEPA/SEPA Section 404 Interagency Agreement
- ☐ Class III - Environmental Assessment (EA)
  - ☐ Project Involves NEPA/SEPA Section 404 Interagency Agreement
- ☒ Class II - Categorically Excluded (CE)
  - ☐ Projects Requiring Documentation (Documented CE)

Environmental Considerations

There is a 8' trail approximately 10' from the south bound lane that will be used for pedestrian traffic for a portion of the roadway. There are existing wet lands between the road and the trail. NEPA documentation, Categorically Excluded (CE) is expected to be completed.

Agency	Project Title	Date
City of Issaquah	East Lake Sammamish Parkway SE	06/04/2013

Right of Way

☐ No Right of Way Required
* All construction required by the contract can be accomplished within the existing right of way.

☒ Right of Way Required
☐ No Relocation
☒ Relocation Required

Description of Utility Relocation or Adjustments and Existing Major Structures Involved in the Project

Utilities will need to be readjusted within existing right of way. Right of Way will need to be acquired that may result in a full take. Relocation of existing business may be required.

FAA Involvement

Is any airport located within 3.2 kilometers (2 miles) of the proposed project? ☐ Yes ☒ No

Remarks

This project has been reviewed by the legislative body of the administration agency or agencies, or it's designee, and is not inconsistent with the agency's comprehensive plan for community development.

Agency City of Issaquah

Date 06/04/2013

By Ava Frisinger
Mayor/Chairperson

TIB Urban Accident Analysis

for Urban Arterial Program (UAP)

Agency **ISSAQUAH**

Project Name E. Lake Sammamish Parkway SE - SE 56th Street to SE Issaquah-Fall City Road

INSTRUCTIONS

- Fill out the roadway geometrics and features (segments and intersections) information on application first
- Use Accident Data from the three most current years
- **Fill out one line per accident**
- Enter the Location by selecting the appropriate intersection or segment where the accident occured
- Specify if it is a Property Damage Only (PDO) Accident or the number of Injuries and Fatalities for each accident
- Enter the number of Vehicles involved
- Enter the Primary Countermeasure to eliminate or mitigate the accident

NOTE: Selecting print will print all 28 pages, even if there are not enough accident data to fill that many pages. Only print as many pages as you need.

Enter Accident Location *(Choose from intersections and segments identified in application)*	Select Accident Type	Is this a PDO accident? 0=no, 1=yes	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	1	0	0	2	None
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	0	0	0	2	Add SB Lane
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	1	0	0	2	Add SB Lane
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	0	1	0	2	None
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	0	1	0	2	None
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	1	0	0	2	None
Intersection 1:SE Black Nugget Road	Intersection	0	1	0	2	Add SB Lane
Intersection 1:SE Black Nugget Road	Intersection	1	1	0	2	Add SB Lane

Enter Accident Location (Choose from intersections and segments identified in application)	Select Accident Type	Is this a PDO accident? 0=no, 1=yes	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
Segment 2:Blk Nugget Rd to SE 62nd St	Vehicle non-driveway	1	1	0	2	Add SB Lane
Segment 2:Blk Nugget Rd to SE 62nd St	Vehicle non-driveway	1	0	0	2	Add SB Lane
Segment 2:Blk Nugget Rd to SE 62nd St	Vehicle non-driveway	1	0	0	2	Add SB Lane
Intersection 2:SE 62nd Street	Intersection	0	1	0	2	None
Intersection 2:SE 62nd Street	Intersection	1	0	0	2	None
Intersection 2:SE 62nd Street	Intersection	0	1	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
gment 3:SE 62nd St to SE Issaquah-Fall City Ro	Vehicle non-driveway	1	0	0	2	Add SB Lane
Segment 2:Blk Nugget Rd to SE 62nd St	Vehicle in Driveway	1	0	0	2	None
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	0	1	0	2	Add SB Lane
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	Add SB Lane
Segment 2:Blk Nugget Rd to SE 62nd St	Vehicle non-driveway	1	0	0	2	None
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	1	0	0	2	Add SB Lane
Segment 2:Blk Nugget Rd to SE 62nd St	Vehicle in Driveway	1	0	0	2	None
Segment 2:Blk Nugget Rd to SE 62nd St	Intersection	0	2	0	2	Add SB Lane
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	1	0	0	2	Add SB Lane
Segment 1:SE 56th Street to Black Nugget Road	Vehicle non-driveway	1	0	0	2	Add SB Lane
Intersection 2:SE 62nd Street	Intersection	1	0	0	2	Add Street Lights

Enter Accident Location *(Choose from intersections and segments identified in application)*	Select Accident Type	Is this a PDO accident? 0=no, 1=yes	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
gment 3:SE 62nd St to SE Issaquah-Fall City Ro	Vehicle non-driveway	1	0	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	Add SB Lane
Intersection 1:SE Black Nugget Road	Intersection	1	0	0	3	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
Intersection 2:SE 62nd Street	Intersection	1	0	0	2	Add SB Lane
Segment 2:Blk Nugget Rd to SE 62nd St	Vehicle in Driveway	1	0	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
Intersection 2:SE 62nd Street	Intersection	1	0	0	2	Add SB Lane; Add Street Lts
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
Intersection 1:SE Black Nugget Road	Intersection	0	1	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	Add SB Lane
Intersection 1:SE Black Nugget Road	Intersection	1	0	0	3	Add SB Lane
Intersection 1:SE Black Nugget Road	Intersection	0	1	0	2	None
Intersection 2:SE 62nd Street	Intersection	0	1	0	2	Add SB Lane
Intersection 1:SE Black Nugget Road	Intersection	0	1	0	2	Add SB Lane
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	0	2	0	2	Add SB Lane
Intersection 2:SE 62nd Street	Intersection	1	0	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None

Enter Accident Location *(Choose from intersections and segments identified in application)*	Select Accident Type	Is this a PDO accident? 0=no, 1=yes	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	1	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Intersection	1	0	0	2	None
Intersection 2:SE 62nd Street	Intersection	1	0	0	2	Add SB Lane
Intersection 2:SE 62nd Street	Intersection	1	0	0	2	Add SB Lane
Intersection 2:SE 62nd Street	Intersection	0	1	0	2	None
rsection 3:E. Lake Sammamish Pkwy and SE 56t	Bicycle	0	1	0	1	Add Street Lights

TIP.

3.6.2.8 **King County and Sammamish:** Consider King County's and the City of Sammamish's transportation Capital Improvement Program and King County and City of Sammamish Comprehensive Plan Policies in the City's annual review.

3.6.3 **Natural System Aspects of Arterials:** Implementation of arterial design and land use decision processes shall also consider:

3.6.3.1 **Screens and Buffers:** Screen and buffer arterials along rural land uses to prevent degradation of adjacent natural resource lands and residential land uses.

3.6.3.2 **Flooding.** Provide adequate flood conveyance for all structures.

3.6.3.3 **Critical Areas:** Minimize impacts to all environmental critical areas. "Critical Areas" include the following areas and ecosystems: (a)Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas: and (e) geologically hazardous areas.

3.6.3.4 **Water:** Avoid harmful disruptions of flood plains, creeks and tributaries.

3.6.3.5 **Water Systems:** Provide water and ground water systems equal to adopted standards.

3.6.3.6 **Street Features:** Provide street features that will functionally meet adopted city street standards.

3.6.3.7 **Surface water and ground water:** Provide for treatment and percolation into the ground water for the full length of the road, as arterials will collect surface water from several locations and convey that water to common points.

Activity Areas

OBJECTIVE L-4: Encourage a mix of commercial, cultural, civic and residential uses that reinforce the community vitality of the commercial, office and service areas which make up the City's Activity Area:

4.0.1 The City's Activity Area includes the following subareas: Gilman, Newport, and I-90.

4.0.2 The Land Use Designation Map (see Figure 1) and Land Use Code shall designate the boundaries, maximum densities and general land uses within the Activity Area;

4.0.3 Activity Areas should receive frequent peak hour transit service;

4.0.4 Activity Areas shall have minimum and maxi-mum parking requirements that reduce the dependence on the SOV and shall encourage bicycle travel and pedestrian activity.

Activity Areas Policies:

L-4.1 Cultural and Business District (CBD):

4.1.1 The Land Use Code shall ensure that development in the CBD zoning district is compatible in scale and character while balancing the need for preservation, redevelopment and infill, and encouraging pedestrian orientation by:

4.1.1.1 requiring commercial store fronts to face the street and sidewalks;

4.1.1.2 encouraging developments, where appropriate, to create new pedestrian oriented public areas such as parks, plazas, recreation areas, outdoor restaurants and cafes, and promenades, and maximize public access to these areas;

4.1.1.3 requiring that public facilities and buildings shall enhance the historic character through design guidelines, criteria and development regulations including height, setbacks, and design features;

4.1.1.4 permitting mixed use buildings and development projects which enhance the vitality of both the commercial and residential character of the CBD;

4.1.1.5 permitting parking requirements to be met by the use of flexible and creative mechanisms

parcels, parking lots, and buildings into mixed use through incentives. These incentives could include flexible methods to meet parking requirements, density bonus for the provision of public places and pedestrian orientation, structured parking, and off-site storm water detention management;

4.2.8 Require new and redeveloping projects to place buildings and their entrances facing the street, with the parking area limited to the rear, the side or below grade. Where possible, pedestrian oriented frontage roads should be created along the front of existing strip commercial buildings;

4.2.9 Permit transit centers in all commercial, office and mixed use zones, and establish design and development criteria such as:

4.2.9.1 require inter-connection with other transit centers within the City, neighborhood hubs, and residential areas, and require inter-connection to the pedestrian/bicycle network. Bike parking/storage facilities shall be required;

4.2.9.2 allow for a mix of convenience services to occur at transit centers, including park-&-ride lots, small scale grocery, and day care;

4.2.9.3 require site and building design to provide automobile access while establishing pedestrian/bicycle orientation and circulation;

4.2.10 Permit small scale home occupations in residential areas in compliance with design and development regulations that preserve the character and scale of the neighborhood.

4.2.11 Encourage and support multi-modal forms of transportation linking subareas and providing alternatives to the single occupancy vehicle.

L-4.3 **Transfer of Development Rights (TDRs).** The City of Issaquah shall consider the transfer of development rights (TDR) on a site-specific basis. The sending and the receiving sites shall follow the process of review as established in the Issaquah Municipal Code.

4.3.1 A TDR sending site shall be determined based on its' potential for public benefit such as preservation of:

- open space
- areas of historical and environmental significance
- critical areas
- shoreline areas
- forested hillsides
- wildlife habitat
- creek side restoration sites
- aquifer recharge areas

4.3.2 A TDR receiving site shall be determined based on its' potential to support the effects of increased density such as neighborhood and environmental impacts, critical area constraints, infrastructure and utility capacity and other related issues. The receiving sites should also have a potential economic benefit for the surrounding area.

4.3.3 The sending and receiving sites from Potential Annexation Areas (PAAs) may be identified in their adopted sub-area plan.

Regional Coordination & Annexation

OBJECTIVE L-5: Use the Countywide Planning Policies as a basis for regional coordination and land use decisions. Pursue the annexation of the City's Potential Annexation Areas to accommodate the City's projected growth, apply the City's development and environmental regulations, and provide efficient services to the Issaquah community.

Regional Coordination and Annexation Policies:

L-5.1 **Coordination:**

5.1.1 **Adjacent Rural Areas:** Work with King County, the City of Sammamish, and the State of

City of Sammamish Washington

801 228th Avenue SE, Sammamish, WA 98075-9509
Phone: 425-295-0500 • Fax: 425-295-0600 • www.ci.sammamish.wa.us

August 1, 2013

RECEIVED
AUG 05 2013
City of Issaquah

Sheldon Lynne, PE
Public Works Engineering Director
City of Issaquah
Post Office Box 1307
Issaquah, Washington 98027

RE: Issaquah East Lake Sammamish Parkway Improvement Project
Washington State Transportation Improvement Board – UAP Grant Application

Dear Mr. Lynne:

On behalf of the City of Sammamish, I am writing in strong support of the City of Issaquah's Eastlake Sammamish Parkway Improvement Project — for enhancements along the roadway in Issaquah, from SE 56th Street to Issaquah Fall City Road.

East Lake Sammamish Parkway serves a significant function in our regional arterial system — connecting Issaquah, Sammamish and Redmond, and linking SR520 in the north and I-90 in the south. This improvement project is important because it will complete the final deficient roadway section of this principal arterial.

The project's creation of much needed sidewalks and designated bicycle lanes will lead to a safer environment for all users, motorized and non-motorized. These improvements should also encourage increased alternative usages of the roadway.

Please accept this letter of support from the City of Sammamish. We look forward to the successful completion of this important project.

Sincerely,

Ben Yazici
City Manager

Cc: Sammamish City Council
Laura Philpot, Public Works Director

THE GREATER ISSAQUAH CHAMBER OF COMMERCE

Where Business & Community Meet

August 15, 2013

Sheldon Lynne, PE
Public Works Engineering Director
City of Issaquah
PO Box 1307
Issaquah, WA 98027

RE: Issaquah East Lake Sammamish Parkway Improvement Project
Washington State Transportation Improvement Board – UAP Grant Application

Dear Mr. Lynne:

On behalf of the Greater Issaquah Chamber of Commerce, I am writing in strong support of the City of Issaquah's Eastlake Sammamish Parkway Improvement Project – for enhancements along the roadway in Issaquah, from SE 56th Street to Issaquah Fall City Road.

East Lake Sammamish Parkway serves a significant function in our regional arterial system – connecting Issaquah, Sammamish and Redmond, and linking SR520 in the north and I-90 in the south. This improvement project is important because it will complete the final deficient roadway section of this principal arterial. This is an important project for the local and regional business community, allowing for improved customer, employee and supplier access to local businesses.

The project's creation of much needed sidewalks and designated bicycle lanes will lead to a safer environment for all users, motorized and non-motorized. These improvements should also encourage increased alternative usages of the roadway.

We look forward to the successful completion of this important project.

Sincerely,

Matthew Bott
Chief Executive Officer
Greater Issaquah Chamber of Commerce

155 NW Gilman Blvd.
Issaquah, WA 98027
(425) 392-7024
Fax (425) 392-8101

HOME TO THE ISSAQUAH
VISITORS INFORMATION CENTER
& THE ANNUAL AWARD-WINNING
ISSAQUAH SALMON DAYS FESTVIAL
www.issaquahchamber.com

MOUNTAINS TO SOUND GREENWAY

BOARD OF DIRECTORS
Eric Artz, Chief Financial Officer/Acting Chief Operations Officer REI
Sally Bagshaw (X), Councilmember, City of Seattle
Mark Boyer (*), President Middle Fork Outdoor Recreation Coalition
Kevin Brown, Director King County Parks & Recreation
Dow Constantine (X), King County Executive
Larry Coughlin, Director, Boeing Salt Lake - Commercial Airplanes, The Boeing Company
Karen Daubert, Executive Director Washington Trails Association
Jan Drago, Former Councilmember City of Seattle
Jennifer Eberlein (X), Forest Supervisor Mt Baker Snoqualmie National Forest
Kurt Froese (*), CEO, GeoEngineers, Inc
Ava Frainger (X), Mayor, City of Issaquah
Todd Glass, Partner Wilson, Sansini, Goodrich & Rosati PC
Peter Goldmark (X), Commissioner of Public Lands Washington State Department of Natural Resources
Rich Grillo, Community at Large Representative Cle Elum
Bruce Grymewski, Partner, Gallatin Public Affairs
Rebecca Heath (X), Forest Supervisor Okanogan Wenatchee National Forest
Don Hoch (X), Director Washington State Parks & Recreation Commission
Roger Hoesterey, Sr VP & Division Director West The Trust for Public Land
Ken Konigsmark, Vice President, Advocacy Issaquah Alps Trails Club
Leon Kos, City Manager (retired), City of Issaquah
Eric Laschever, Partner K&L Gates LLP
Danny Levine, President NationAd Communications
Josh Lipsky, Partner, Cascadia Law Group PLLC
David MacDuff (*), Capital Markets OakPointe
Judi Manwell, Conservation Division The Mountaineers
Doug McClelland (X), Assistant Region Manager Washington State Department of Natural Resources
Dan McDonald, Former State Senator, Principal Engineer, MWH Engineering
Gordon McHenry Jr (*), President & CEO Solid Ground
Mark McIntyre, Director of Government Relations Seattle Chamber of Commerce
Sue McLain (*), Former Senior VP Delivery Operations, Puget Sound Energy
Mary Norton, City of Snoqualmie Parks Board Meadowbrook Farm
Thomas O'Keefe, Pacific NW Stewardship Director American Whitewater
Lynn Peterson (X), Secretary of Transportation Washington State Department of Transportation
Charles Raines, Director Cascade Checkerboard Project Sierra Club
Janet Ray (*), Asst VP, Corporate Affairs & Publishing AAA Washington
Jan Reinhardsen (*), Managing Director HEARTLAND LLC
Floyd Rogers, Environmental Advocate
Vik Sohney, Community at Large Representative
Alan Smith, Partner, Perkins Coie LLP
Peter Spiro, Technical Fellow (retired) Microsoft Corporation
David Sturtevant (*), Vice President CH2M HILL
Maryanne Tagney Jones Community at Large Representative
Terry Wallgren, District Commissioner Kittitas County Parks & Recreation District
Don Whitehouse (X), Regional Administrator Washington State Department of Transportation
Kathy Williams, Senior Vice President HomeStreet Bank
Don Youmans, Regional VP, External Affairs AT&T Wireless

MTSGREENWAY.ORG

President
Bill Chapman (*), Partner, K & L Gates LLP Washington Wildlife and Recreation Coalition

President Emeritus
Sally Jewell

Founding President
Jim Ellis, Chairman Emeritus Washington State Convention & Trade Center

Vice President - Fundraising
Ken Kiwanec (*), President Quadrant Homes

Vice President - Kittitas County
Louis Musso (X) (*) Kittitas County Park & Rec District No

Treasurer
Tom McDonald (*), Principal Cascade Capital Group

Secretary
Karl Forsgaard (*), President North Cascades Conservation Council

Assistant Secretary
John Boier (*), Attorney Boier Law Firm

Executive Director
Cynthia Welti (*) Mountains to Sound Greenway

August 13, 2013

Sheldon Lynne, PE
Public Works Engineering Director
City of Issaquah
PO Box 1307
Issaquah, WA 98027

RE: Issaquah East Lake Sammamish Parkway Improvement Project
Washington State Transportation Improvement Board – UAP Grant Application

Dear Mr. Lynne:

On behalf of the Mountains to Sound Greenway Trust, I am writing to support the City of Issaquah's Eastlake Sammamish Parkway Improvement Project for enhancements along the roadway in Issaquah, from SE 56th Street to Issaquah Fall City Road.

East Lake Sammamish Parkway serves a significant function in our regional arterial system – connecting Issaquah, Sammamish and Redmond, and linking SR520 in the north and I-90 in the south. This improvement project is important because it will complete the final deficient roadway section of this principal arterial.

The project's creation of much needed sidewalks and designated bicycle lanes will lead to a safer environment for all users, motorized and non-motorized. These improvements should also encourage increased alternative usages of the roadway.

The Mountains to Sound Greenway Trust supports a comprehensive regional trail system with connecting bicycle lanes and pedestrian facilities, in order to improve transportation options, enhance work environments and quality of life, increase opportunities for recreation, improve public health and reduce greenhouse gas emissions.

We look forward to the successful completion of this important project.

Sincerely,

Cynthia Welti
Executive Director

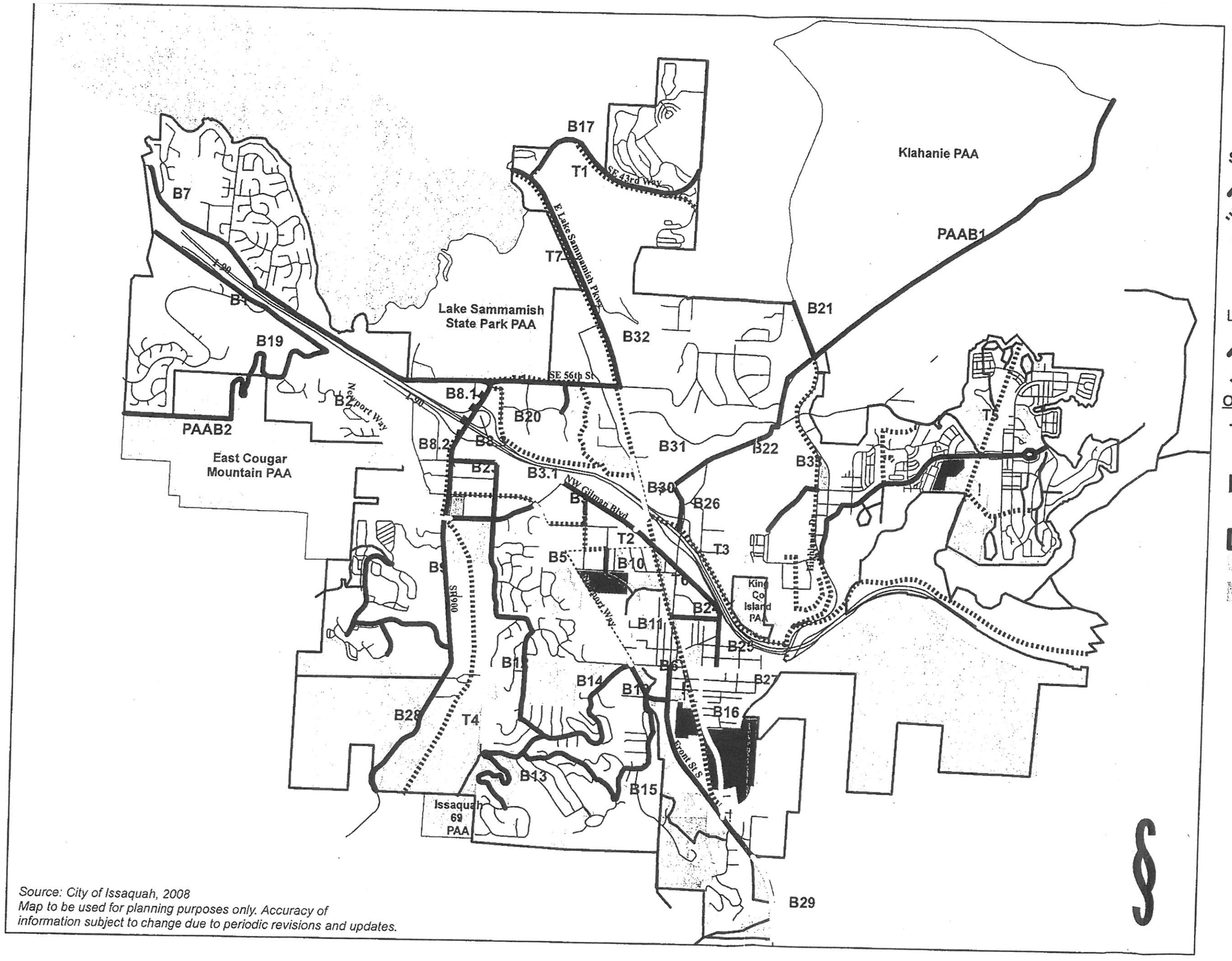
911 WESTERN AVENUE, SUITE 203, SEATTLE, WA 98104 | 206 382.5565 | INFO@MTSGREENWAY.ORG | VOLUNTEER LINE 206 812.0122

Excerpt from adopted Six-Year Transportation Improvement Program showing project

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
2014 - 2019

Criteria	Project Class #	Project	Dept.	Prior Years	2013 Budget	2013 Estimate	2014	2015	2016	2017	2018	2019	Future Years	Total Project Cost
2,6	1	Neighborhood Traffic Calming Program	PWE	-	18,000	18,000	19,000	20,000	21,000	22,000	23,000	24,000	25,000	$ 172,000
6	2	Street Overlay Program	PWO	-	475,000	475,000	782,000	806,000	830,000	855,000	880,000	905,000	910,000	$ 6,443,000
2,5,6	3	Complete Streets Program	PWE	-	363,000	363,000	620,000	645,000	670,000	697,000	724,000	751,000	782,000	$ 5,252,000
1,4,5,9	4	North Issaquah Roadway Network Improvements LID #25	PWE	555,080	3,646,115	207,865	9,220,725	15,502,274	15,145,000	11,813,409	2,737,500	2,018,147	-	$ 57,200,000
1,3,5,8	5	Rainier Blvd N. Improvements	PWE	495,576	186,000	186,000	1,336,107	-	-	-	-	-	-	$ 2,017,683
1,2,5,9	6	Dogwood Street Bridge Replacement	PWE	44,163	450,000	350,000	100,000	2,370,000	-	-	-	-	-	$ 2,864,163
1,2,5,8	7	Three Trails Crossing Improvements	PWE	-	172,000	172,000	115,000	954,142	-	-	-	-	-	$ 1,241,142
1,4,5,7	8	E Lake Sammamish Pkwy Improvements	PWE	-	-	-	-	450,000	2,692,000	3,124,000	-	-	-	$ 6,266,000
2,4,9	9	NW Gilman Blvd Safety Improvements	PWE	-	-	-	-	-	289,000	2,607,000	-	-	-	$ 2,896,000
1,5,9	10	Issaquah-Pine Lake Rd Improvements	PWE	-	-	-	-	-	-	645,000	1,000,000	5,945,000	-	$ 7,590,000
1,4,9	11	12th Ave/SR900/NW Sammamish Rd Improvements	PWE	-	-	-	-	-	-	-	375,000	350,000	3,027,000	$ 3,752,000
1,5	12	NW Dogwood St Improvements	PWE	22,717	-	-	-	-	-	-	186,000	150,000	2,077,000	$ 2,435,717
4,9	13	SR900/NW Sammamish Rd Widening	PWE	-	-	-	-	-	-	-	-	650,000	8,303,000	$ 8,953,000
4,9	14	Maple St & Newport Way Intersection Improvements	PWE	-	-	-	-	-	-	-	-	-	2,499,000	$ 2,499,000
5,9	15	Newport Way Improvements - Maple to Sunset	PWE	115,008	-	-	-	-	-	-	-	-	15,335,000	$ 15,450,008
5	16	NW Juniper St Improvements	PWE	214,019	-	-	-	-	-	-	-	-	1,950,000	$ 2,164,019
5, 9	17	E Sunset Way Improvements	PWE	-	-	-	-	-	-	-	-	-	5,518,000	$ 5,518,000
5	18	NW Sammamish Rd Improvements	PWE	-	-	-	-	-	-	-	-	-	6,180,000	$ 6,180,000
9	19	Front St & Sunset Way Intersection Improvements	PWE	-	-	-	-	-	-	-	-	-	905,000	$ 905,000
9	20	Sammamish Trail Grade Separation at 56th St	PWE	-	-	-	-	-	-	-	-	-	5,338,000	$ 5,338,000
	21	Newport Way West of SR-900 Improvements	PWE	13,477	-	-	-	-	-	-	-	-	13,644,000	$ 13,657,477
	22	Providence Pt Intersection Improvements	PWE	368,506	-	-	-	-	-	-	-	-	3,605,000	$ 3,973,506
	23	Black Nugget Retaining Wall Repair	PWE	109,148	-	-	-	-	-	-	-	-	1,417,000	$ 1,526,148
9	24	NW Maple & 12th Ave NW Intersection Improvements	PWE	-	-	-	-	-	-	-	-	-	1,033,000	$ 1,033,000
3,4	25	Front St & I-90 Interchange Reconfiguration	PWE	-	-	-	-	-	-	-	-	-	44,000,000	$ 44,000,000
9	26	Front St & Gilman Blvd Improvements	PWE	-	-	-	-	-	-	-	-	-	3,249,000	$ 3,249,000
3,4	27	SE 53rd St improvements	PWE	-	-	-	-	-	-	-	-	-	33,958,000	$ 33,958,000
3,4,5	28	13th Ave NW Improvements	PWE	-	-	-	-	-	-	-	-	-	4,100,000	$ 4,100,000
3,4,5	29	15th Ave NW Improvements	PWE	-	-	-	-	-	-	-	-	-	4,600,000	$ 4,600,000
3,4,5	30	11th/12th Ave NW Overcrossing Direct Access	PWE	-	-	-	-	-	-	-	-	-	89,976,000	$ 89,976,000
3,4	31	11th Ave NW Improvements	PWE	-	-	-	-	-	-	-	-	-	4,672,175	$ 4,672,175
3,4	32	NW Mall St Improvements	PWE	-	-	-	-	-	-	-	-	-	15,292,000	$ 15,292,000
4,5	33	NW Sammamish Rd Non-Motorized Crossing I-90	PWE	-	-	-	-	-	-	-	-	-	10,048,000	$ 10,048,000
4,5	34	10th Ave NW Non-Motorized Crossing I-90	PWE	-	-	-	-	-	-	-	-	-	6,363,000	$ 6,363,000
4,5	35	NW Mall St Pedestrian Corridor	PWE	-	-	-	-	-	-	-	-	-	2,662,000	$ 2,662,000
Total Transportation Capital Project/Equipment Requests				**$ 1,937,694**	**$ 5,310,115**	**$ 1,771,865**	**$ 12,192,832**	**$ 20,747,416**	**$ 19,647,000**	**$ 19,763,409**	**$ 5,925,500**	**$ 10,793,147**	**$ 291,468,175**	**$ 384,247,038**
Total from Non-City Funding Sources				$ 56,868	$ 360,000	$ 338,893	$ 668,545	$ 2,576,142	$ 2,153,600	$ 2,499,200	$ 800,000	$ 4,756,000	$ 69,253,600	$ 83,102,848
Total from City Funding Sources				$ 1,880,826	$ 4,950,115	$ 1,432,972	$ 11,524,287	$ 18,171,274	$ 17,493,400	$ 17,264,209	$ 5,125,500	$ 6,037,147	$ 222,214,575	$ 301,144,190

0 Required Permit Condition or debt
1 Grant Funding Competition/Financial Partnerships
2 Traffic Safety
3 Sustainability
4 Economic Vitality/Job Creation
5 Pedestrian Mobility
6 Past Council Policy
7 Included in North Issaquah LID
8 Supports other City Capital priorities
9 Operational



LEGEND

Existing Bicycle Lane

Existing Shared Use Facility

Short Term = Planned within 2 Years

Short Term Bicycle Lanes

Short Term Shared Use Facilities

Mid Term = Planned within 6 Years

Mid Term Bicycle Lanes

Mid Term Shared Use Facilities

Long Term = Planned within 20 Years

Long Term Bicycle Lanes

Long Term Shared Use Facilities

Other Features

Recreational Trails (may be unpaved)

Parking Lots/Trailheads

Public Schools

Parks and Open Space

City Limits

Potential Annexation Areas

Transit Facilities

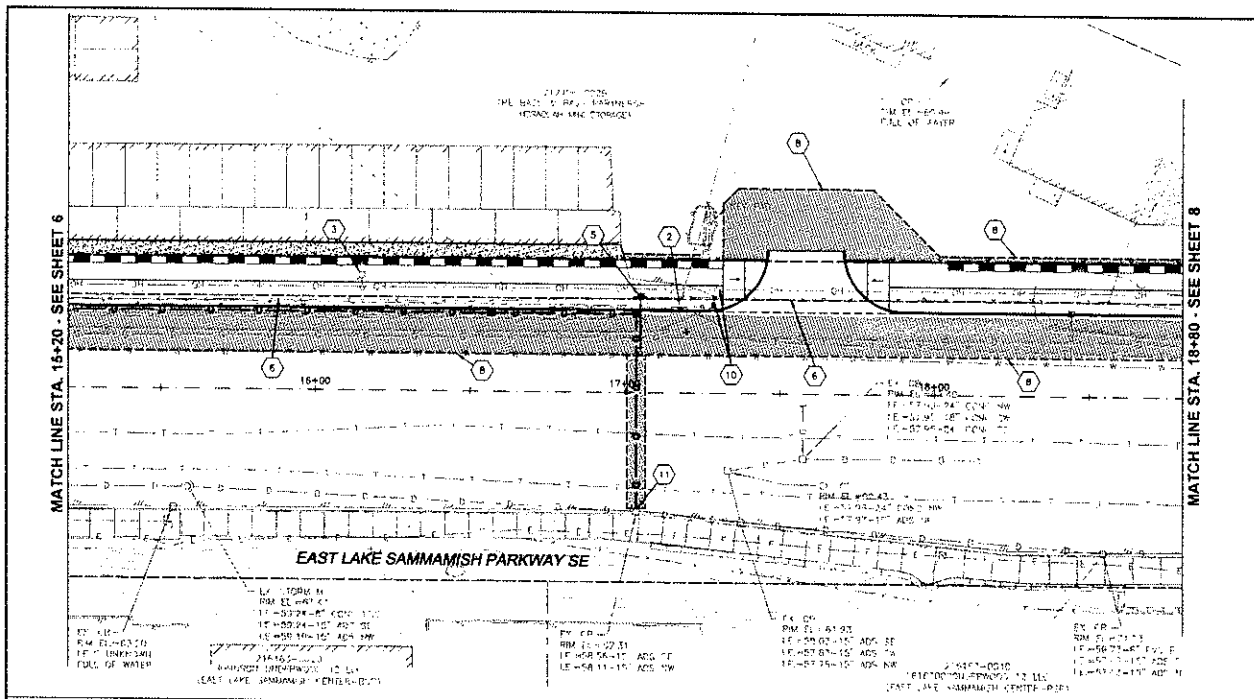
CITY OF ISSAQUAH

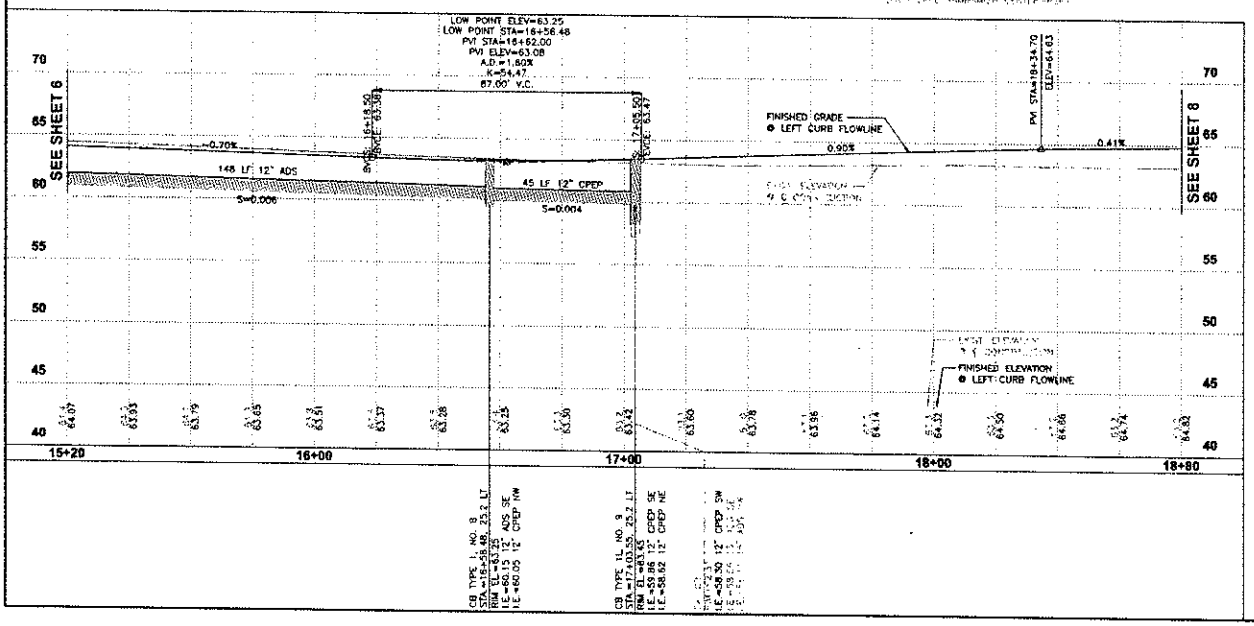
Figure 7

Nonmotorized Corridors 2008-2028

Ordinance #2535
Effective Date 11/03/08

Source: City of Issaquah, 2008
Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.





20' 10' 0 20' 40'

ROADWAY & STORM DRAINAGE NOTES

1. GENERAL NOTE. CONTRACTOR SHALL LOCATE EXISTING UTILITIES A MINIMUM OF 400 FEET AHEAD OF CONSTRUCTION SO HORIZONTAL AND/OR VERTICAL ALIGNMENT CAN BE ADJUSTED. CONTRACTOR SHALL POTHOLE PRIOR TO EXCAVATION TO DETERMINE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES AT ALL CROSSINGS AND CONFLICTS.
2. EXISTING UTILITY TO BE REMOVED BY OTHERS. CONTRACTOR TO COORDINATE. SEE GENERAL NOTE 2, SHEET 3.
3. CONTRACTOR SHALL REMOVE AND WASTEHAUL EXISTING WOOD POLE AND SALVAGE LUMINAIRE TO CONTRACTING AGENCY.
4. EXISTING UTILITY MANHOLE/VAULT TO BE ADJUSTED TO GRADE BY OTHERS. CONTRACTOR TO COORDINATE. SEE GENERAL NOTE 2, SHEET 3.
5. EXISTING HYDRANT/WATER METER TO BE REMOVED AND RELOCATED BY OTHERS.
6. CONTRACTOR SHALL REMOVE AND WASTE HAUL EXISTING FENCE/GATE/SIGN/POST. PRIOR TO REMOVAL, CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER(S).
7. CONTRACTOR SHALL SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.
8. CONTRACTOR SHALL SAWCUT EXISTING ASPHALT PAVEMENT, SEAL JOINT (WHERE APPLICABLE) THEN APPLY SAND BLANKET TO THE SURFACE JOINT.
9. CONTRACTOR SHALL REMOVE AND WASTEHAUL EXISTING DRAINAGE STRUCTURE, CURB & GUTTER, SIDEWALK, PAVEMENT, CONCRETE FOUNDATION, MODULAR BLOCKS, GUARDRAIL, PRECAST CURB. THIS WORK TO BE INCLUDED IN REMOVAL OF STRUCTURES & OBSTRUCTIONS.
10. CONTRACTOR SHALL REMOVE AND RELOCATE EXISTING MAILBOX(ES). SEE DETAIL SHEET ____.
11. CONTRACTOR SHALL CONNECT NEW STORM DRAIN PIPE TO EXISTING CATCH BASIN. (CORE DRILL IF KNOCKOUT IS NOT PRESENT.)
12. CONTRACTOR SHALL ADJUST EXISTING CATCH BASIN TO GRADE AND FURNISH AND INSTALL NEW SOLID LID.
13. CONTRACTOR SHALL CONNECT EXISTING STORM DRAIN PIPE TO NEW CATCH BASIN.
14. CONTRACTOR SHALL CONNECT NEW STORM DRAIN PIPE TO EXISTING STORM DRAIN PIPE.

0 1" 2"
TWO INCHES AT FULL SCALE
IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-2660

DATE: JAN. 2014
SCALE: H: 1"=20' V: 1"=5'
DRAWN: C.B.W.
CHECKED: C.B.W.
APPROVED: B.L.S.

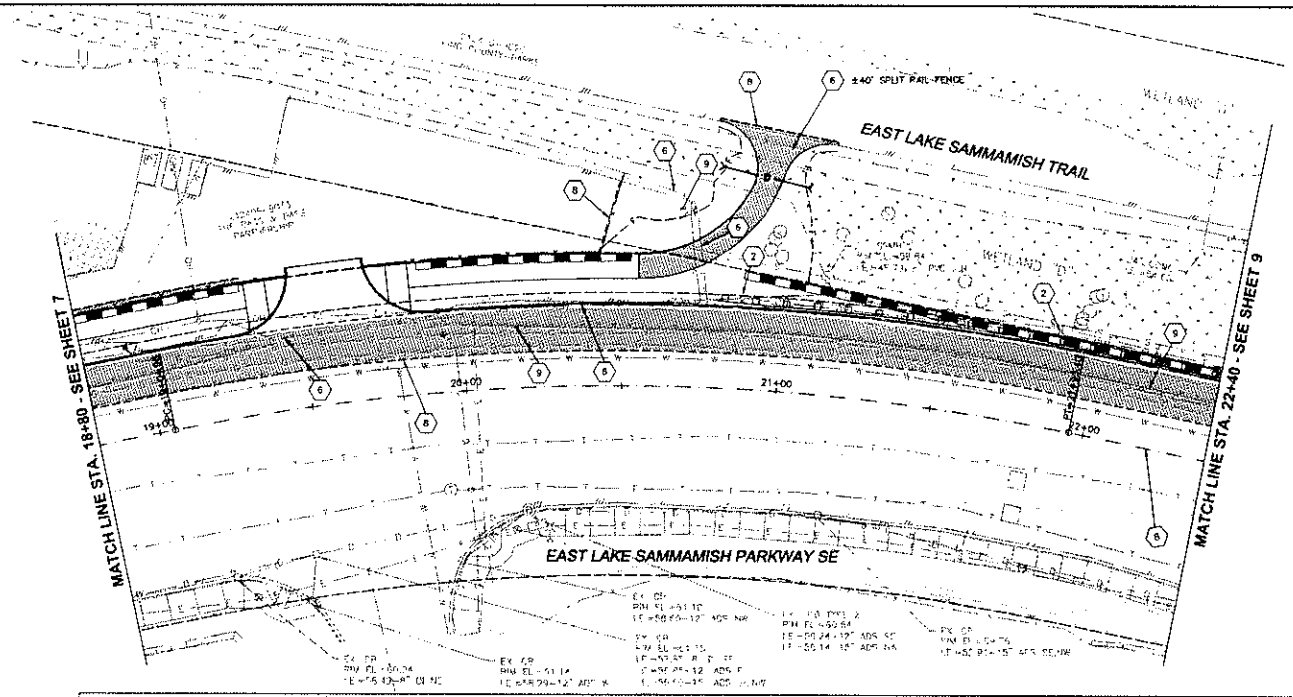
PRELIMINARY
NOT FOR
CONSTRUCTION

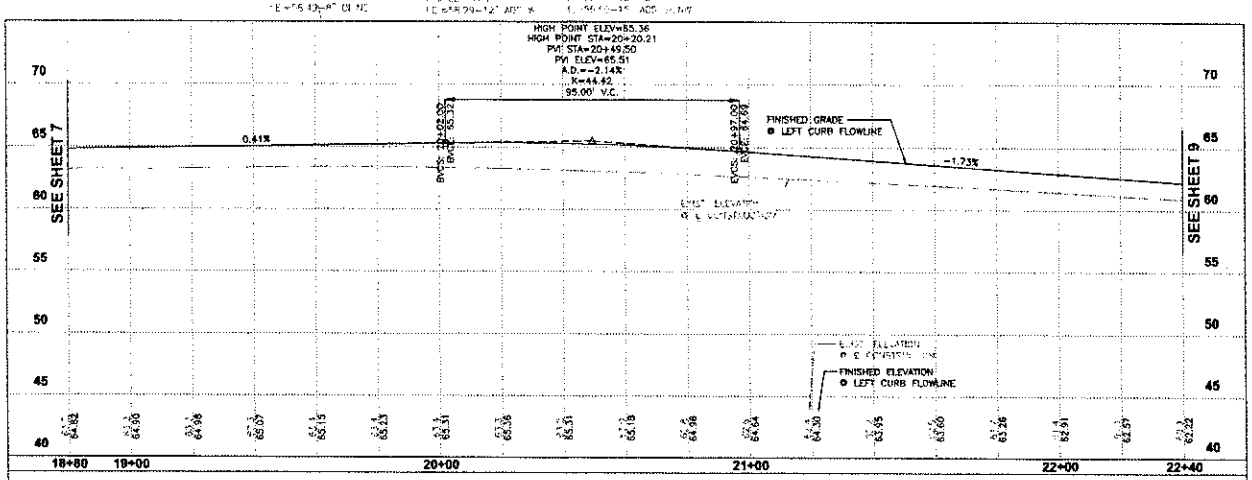
No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE
IMPROVEMENTS
PLAN AND PROFILE
STA. 15+20 TO 18+80

SHEET: 7
OF: XX
JOB NO.: 13570
DWG: ELSP_PP

L:\ISSAQUAH\13570 E Lake Sammamish Pkwy\01 Design\Parsel\ELSP_PP.dwg, 1/22/2014 4:23:28 PM, bbolton





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ROADWAY & STORM DRAINAGE NOTES

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Gray & Osborne, Inc.
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701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014
SCALE: H: 1"=20' V: 1"=5'
DRAWN: C.B.W.
CHECKED: C.B.W.
APPROVED: B.L.S.

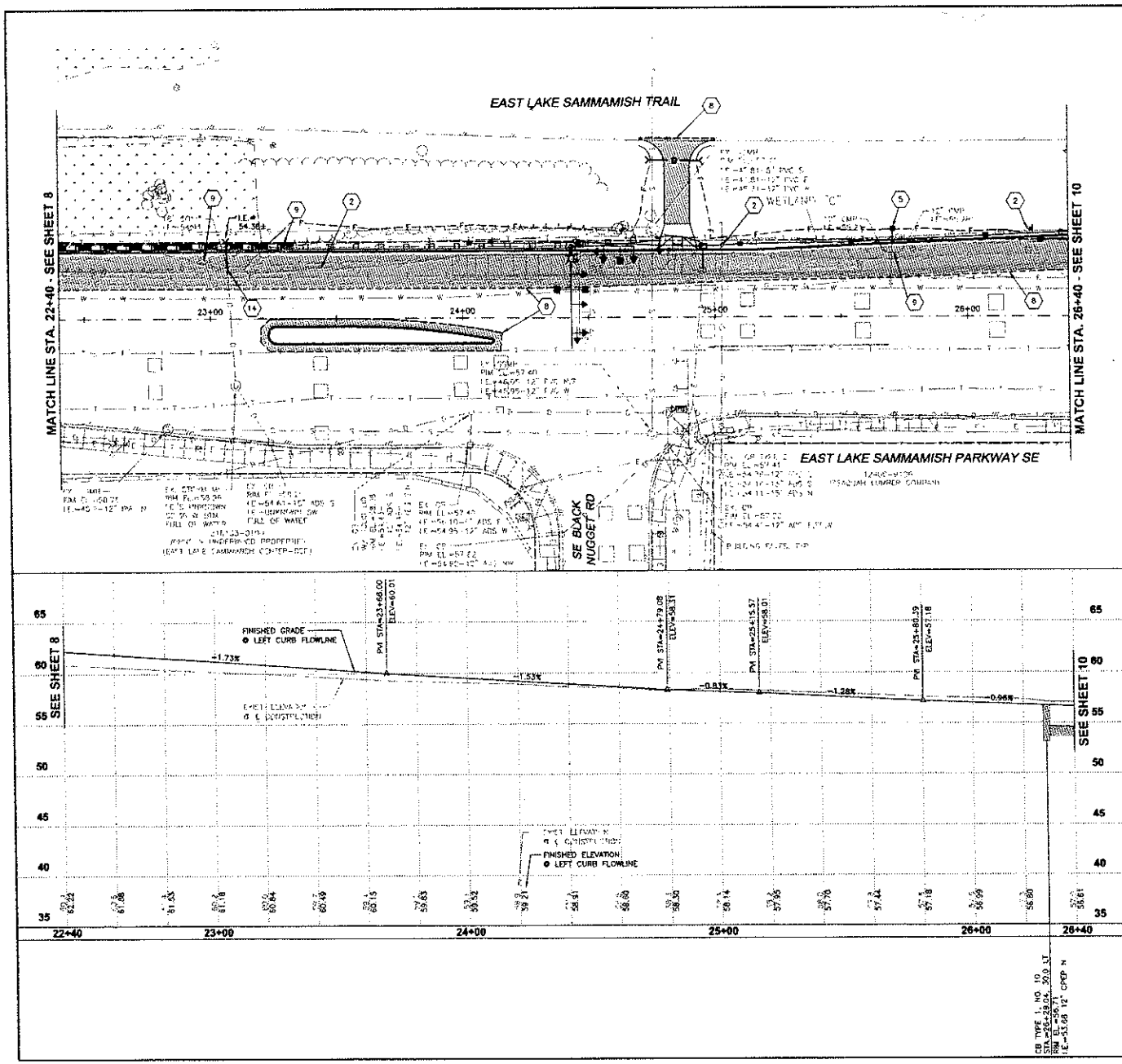
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APP'D

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 18+80 TO 22+40

SHEET: 8
OF: XX
JOB NO.: 13570
DWG: ELSP_PP

I:\ISSAQUAH\13570 E Lake Sammamish Pkwy\01 Design\Phase1\ELSP_PP.dwg, 1/22/2014 4:24:37 PM, bbolen



20' 10' 0 20' 40'

ROADWAY & STORM DRAINAGE NOTES

1. GENERAL NOTE: CONTRACTOR SHALL LOCATE EXISTING UTILITIES A MINIMUM OF 400 FEET AHEAD OF CONSTRUCTION SO HORIZONTAL AND/OR VERTICAL ALIGNMENT CAN BE ADJUSTED. CONTRACTOR SHALL POTHOLE PRIOR TO EXCAVATION TO DETERMINE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES AT ALL CROSSINGS AND CONFLICTS.
2. EXISTING UTILITY TO BE REMOVED BY OTHERS. CONTRACTOR TO COORDINATE. SEE GENERAL NOTE 2, SHEET 3.
3. CONTRACTOR SHALL REMOVE AND WASTEHAUL EXISTING WOOD POLE AND SALVAGE LUMINAIRE TO CONTRACTING AGENCY.
4. EXISTING UTILITY MANHOLE/VAULT TO BE ADJUSTED TO GRADE BY OTHERS. CONTRACTOR TO COORDINATE. SEE GENERAL NOTE 2, SHEET 3.
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7. CONTRACTOR SHALL SAWCUT EXISTING CURB AND/OR SIDEWALK TO NEAREST FULL JOINT AND PROVIDE CLEAN EDGE.
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10. CONTRACTOR SHALL REMOVE AND RELOCATE EXISTING MAILBOX(ES). SEE DETAIL SHEET ___.
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0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE: H: 1"=20' V: 1"=5'
DRAWN: C.B.W.
CHECKED: C.B.W.
APPROVED: B.L.S.

No.	REVISION	DATE	APPD
	PRELIMINARY NOT FOR CONSTRUCTION		

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 22+40 TO 26+40

SHEET: 9
OF: XX
JOB NO.: 13570
DWG: ELSP_PP

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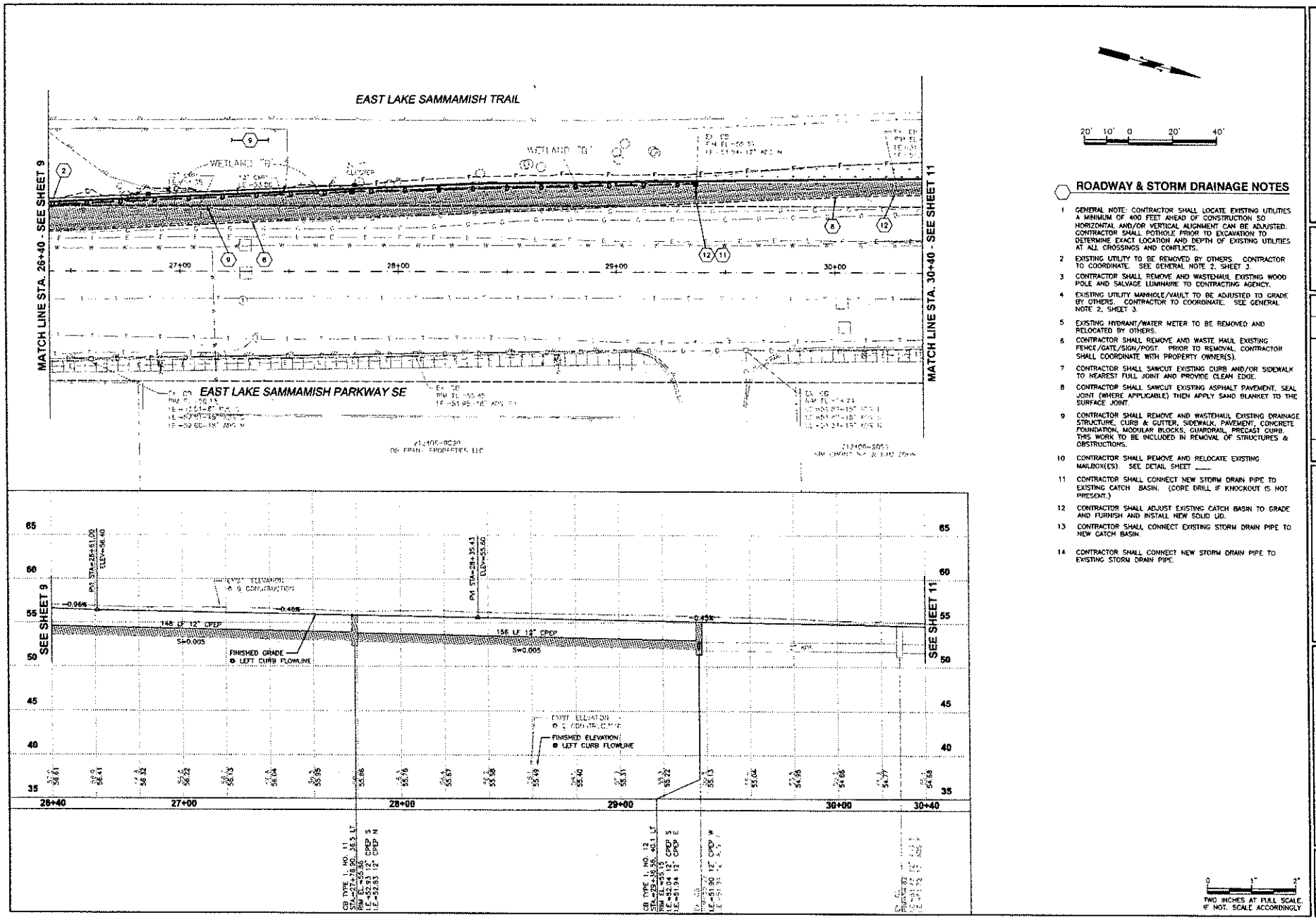

ROADWAY & STORM DRAINAGE NOTES

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Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014 | SCALE: H: 1"=20' V: 1"=5' | DRAWN: C.B.W. | CHECKED: C.B.W. | APPROVED: B.L.S.

No.	REVISION	DATE	APPD
	PRELIMINARY NOT FOR CONSTRUCTION		

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLAN AND PROFILE
STA. 26+40 TO 30+40

SHEET: 10
OF: XX
JOB NO.: 13570
DWG: ELSP_PP

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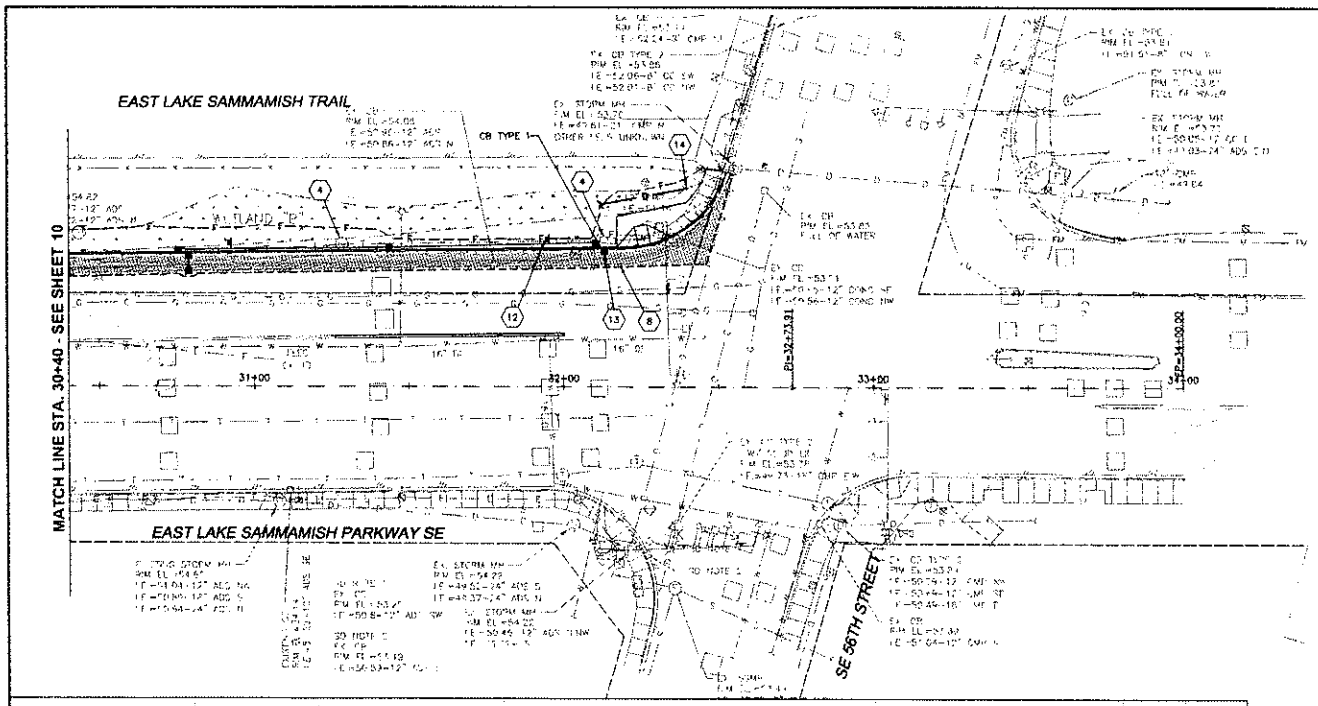

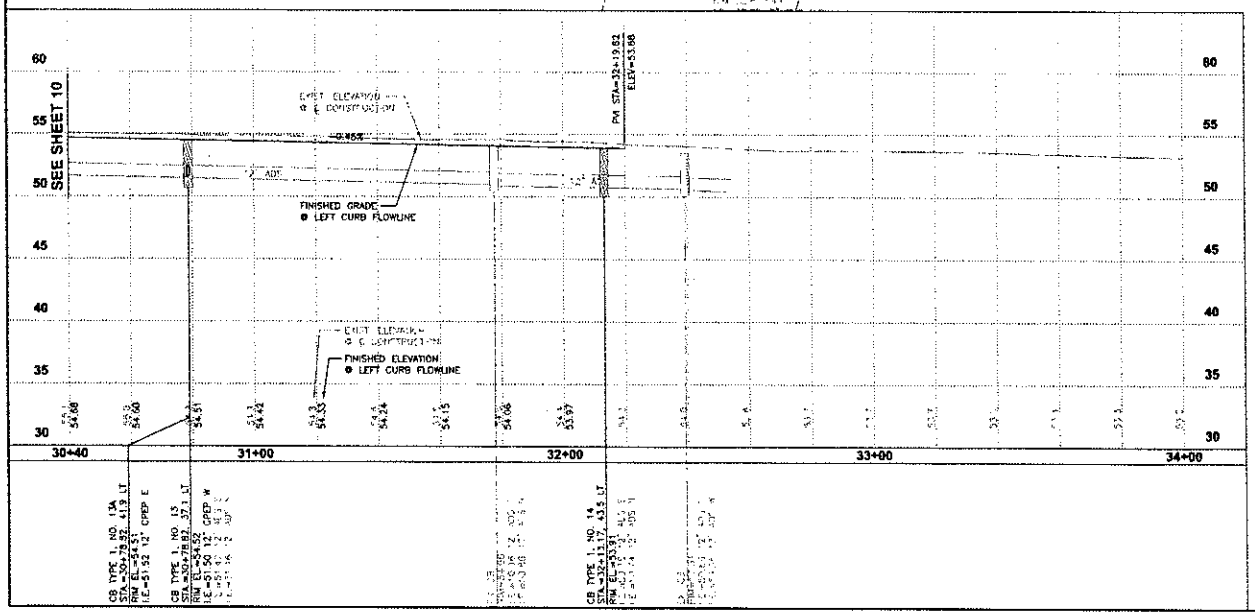

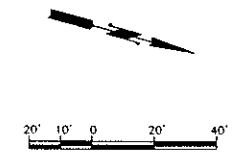

ROADWAY & STORM DRAINAGE NOTES

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701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
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DRAWN: C.B.W.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLAN AND PROFILE STA. 30+40 TO 34+00

SHEET: 11
OF: XX
JOB NO.: 13570
DWG: ELSP_PP

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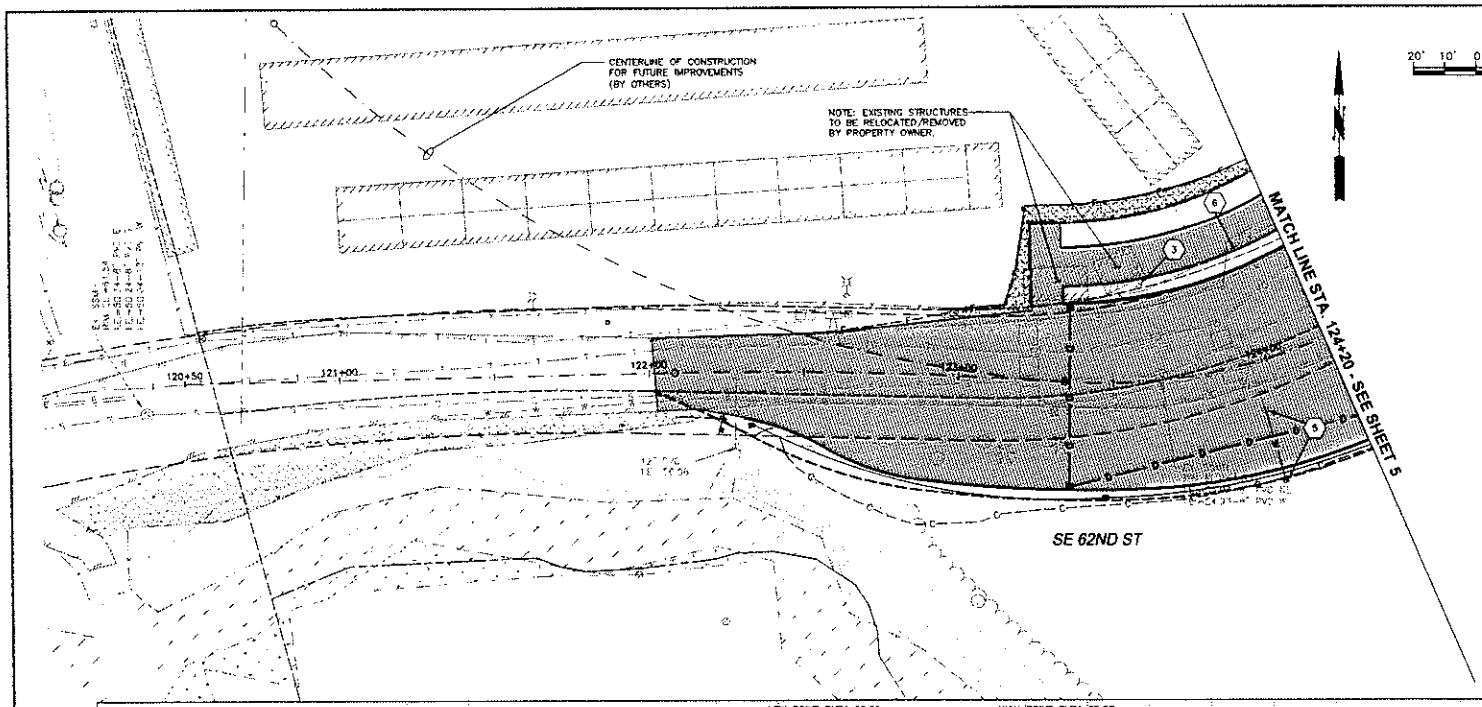

ROADWAY & STORM DRAINAGE NOTES

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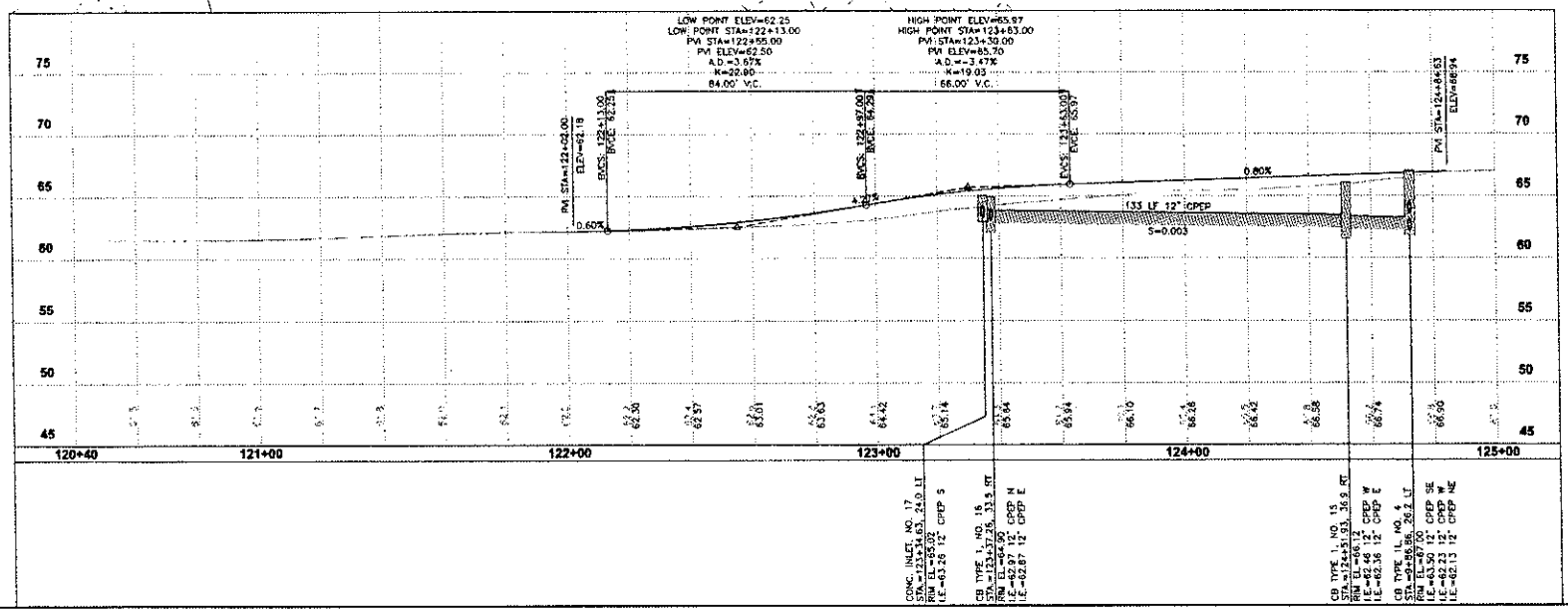

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0880

DATE: JAN. 2014	SCALE: H: 1"=20' V: 1"=5'
DRAWN: C.B.W.	CHECKED: C.B.W.
APPROVED: B.L.S.	

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

BRIAN L. SOUBIRANE, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SE 62ND ST. PLAN AND PROFILE

SHEET: 12
OF: XX
JOB NO.: 13570
DWG: 62ND_PP

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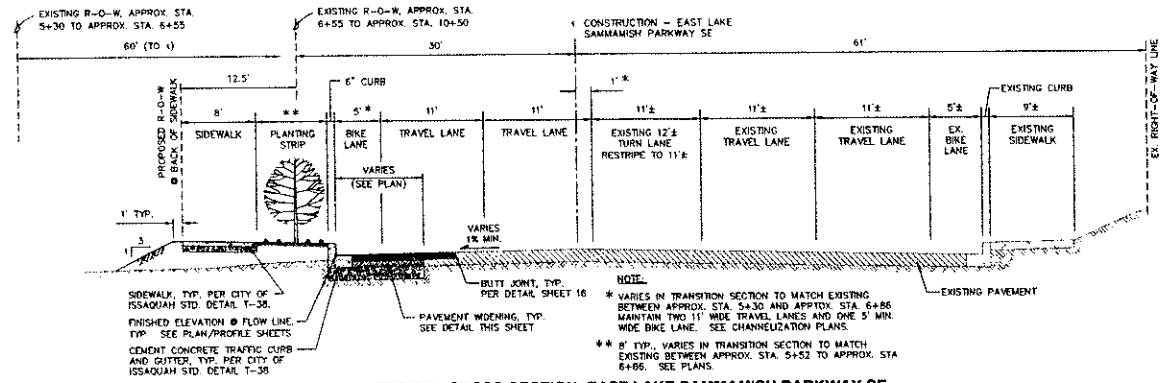
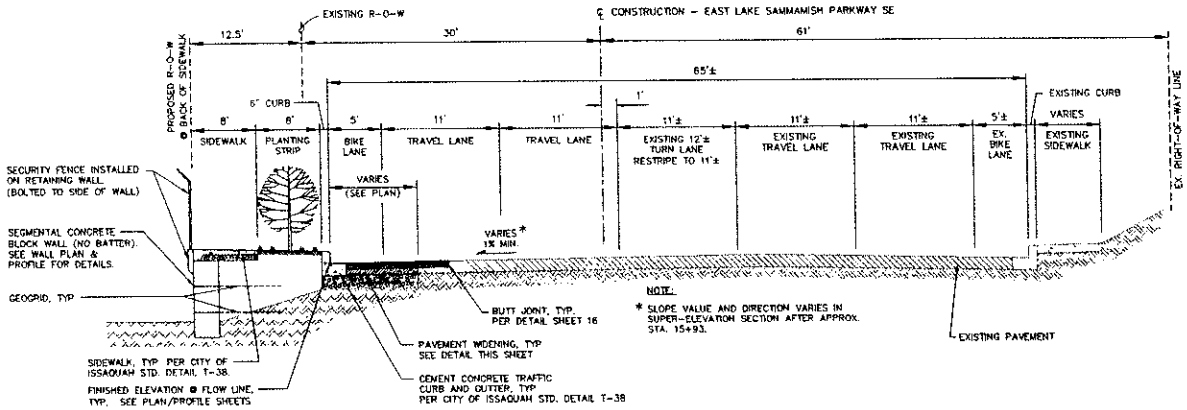


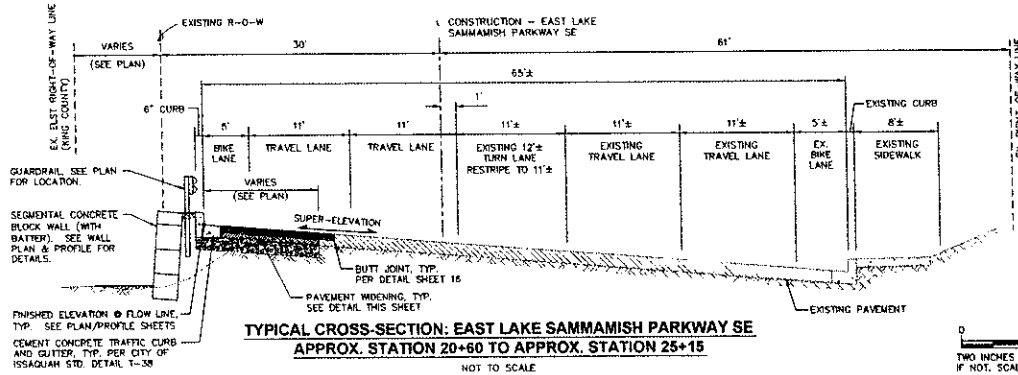
TYPICAL CROSS-SECTION: EAST LAKE SAMMAMISH PARKWAY SE
APPROX. STATION 6+30 TO APPROX. STATION 10+50

NOT TO SCALE



TYPICAL CROSS-SECTION: EAST LAKE SAMMAMISH PARKWAY SE
APPROX. STATION 10+50 TO APPROX. STATION 20+60

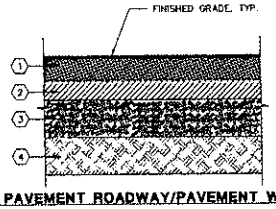
NOT TO SCALE



TYPICAL CROSS-SECTION: EAST LAKE SAMMAMISH PARKWAY SE
APPROX. STATION 20+60 TO APPROX. STATION 25+15

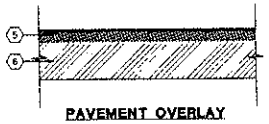
NOT TO SCALE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY



NEW PAVEMENT ROADWAY/PAVEMENT WIDENING

1. 3" COMPACTED DEPTH HMA CLASS 1/2"
2. 4" COMPACTED DEPTH ASPHALT TREATED BASE
3. 9" COMPACTED DEPTH CRUSHED SURFACING BASE COURSE
4. SUITABLE NATIVE, AND/OR GRAVEL BORROW.



PAVEMENT OVERLAY

5. MIN. 3" COMPACTED DEPTH HMA CLASS 1/2" (PRELEVEL AS REQUIRED).
6. EXISTING ROAD PAVEMENT.

TYPICAL PAVEMENT SECTIONS

NOT TO SCALE

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014
SCALE: NOTED
DRAWN: A.A.J.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
TYPICAL ROADWAY CROSS SECTIONS

SHEET: 13
OF: XX
JOB NO.: 13570
DWG: TYPSEC

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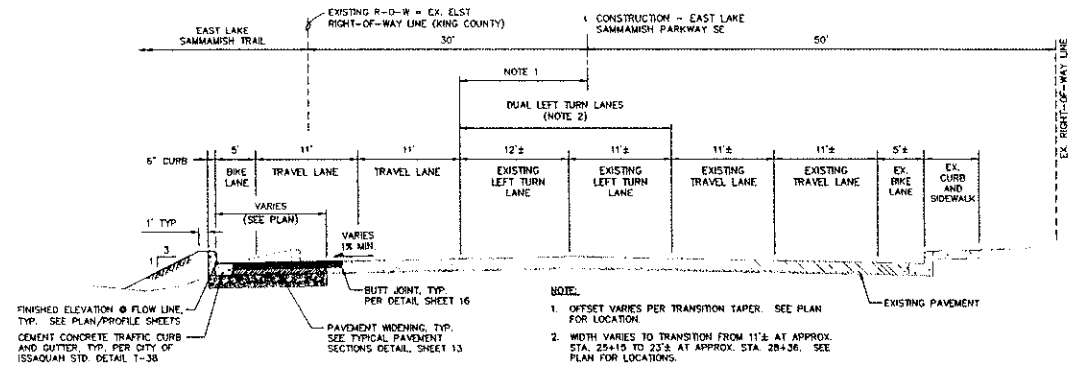
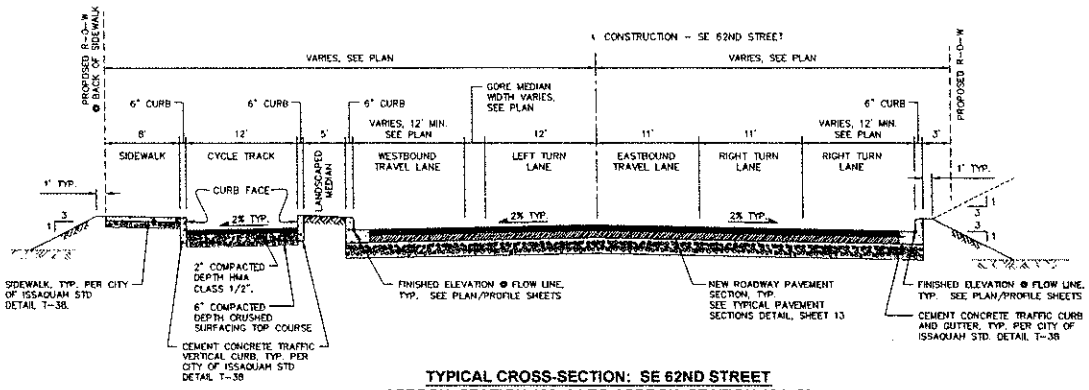


NOTE:

1. OFFSET VARIES PER TRANSITION TAPER. SEE PLAN FOR LOCATION.
2. WIDTH VARIES TO TRANSITION FROM 11'± AT APPROX. STA. 25+15 TO 23'± AT APPROX. STA. 28+36. SEE PLAN FOR LOCATIONS.

TYPICAL CROSS-SECTION: EAST LAKE SAMMAMISH PARKWAY SE
APPROX. STATION 25+15 TO APPROX. STATION 32+70

NOT TO SCALE



TYPICAL CROSS-SECTION: SE 62ND STREET
APPROX. STATION 123+34 TO APPROX. STATION 124+50

NOT TO SCALE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014	
SCALE: NOTED	
DRAWN: Y.B.P.	
CHECKED: C.B.W.	
APPRO/ED: B.L.S.	

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
TYPICAL ROADWAY CROSS SECTIONS

SHEET: 14
OF: XX
JOB NO.: 13570
DWG: TYPSEC

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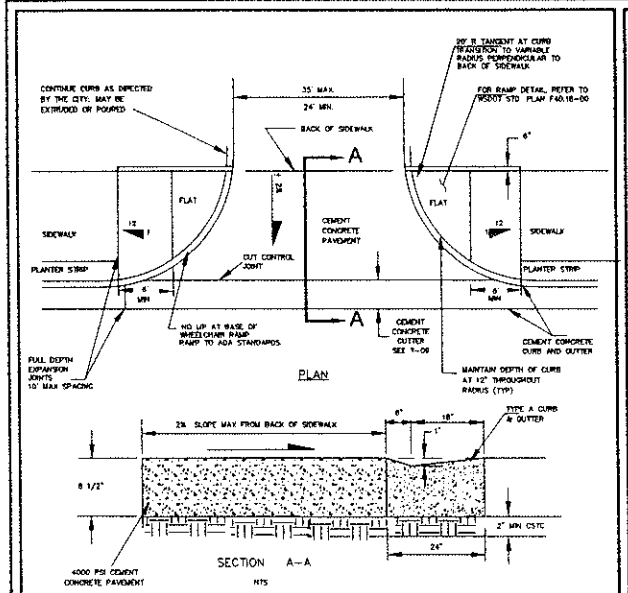


NOTES:

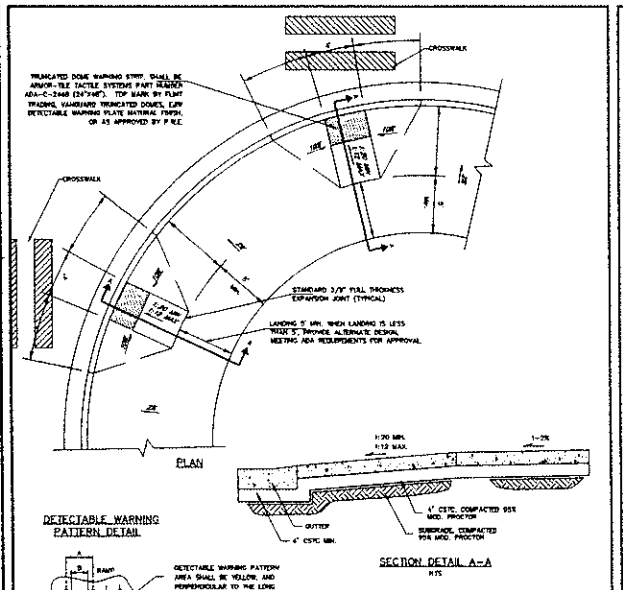
1. RAMP TEXTURING SHALL BE A BROOM FINISH PERPENDICULAR TO THE DIRECTION OF TRAVEL.
2. APPROACH CONCRETE SHALL BE MIN. 8" THICK WHEN USED TO ACCESS UTILITY FACILITIES AND MEET HS-20 LOADING

NO SCALE

ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

COMMERCIAL AT GRADE DRIVEWAY WITH PLANTER STRIP

STANDARD DETAIL NO. T-04



NOTES:

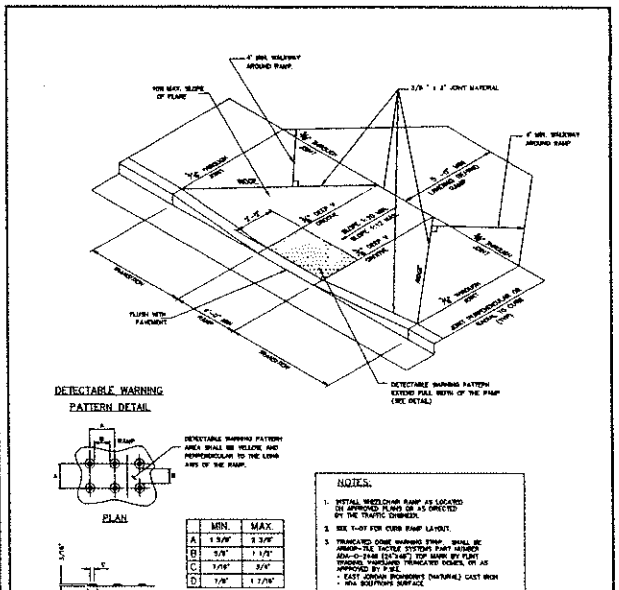
1. ALL JOINTS SHALL BE CLEANED AND EDGED- 1/4" MAX. VERTICAL OFFSET.
2. CONCRETE SHALL BE P.C.C. CLASS 3000 (USE 4000 IF SUBJECT TO HIGH TRUCK TRAFFIC).
3. WHEEL CHAIR RAMPS SHALL MEET ADA REQUIREMENTS.
4. NO VAULTS OR VALVE BOXES WITHIN RAMPS OR FLARES.
5. NO DRAINAGE STRUCTURES IN FRONT OF RAMPS.

NO SCALE

ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

PERPENDICULAR CURB RAMP (1 OF 2)

STANDARD DETAIL NO. T-07



	MIN.	MAX.
A	1 3/8"	2 3/8"
B	3/8"	1 1/2"
C	1/16"	3/4"
D	1/8"	1 7/16"

NOTES:

1. INSTALL WHEELCHAIR RAMP AS LOCATED ON APPROVED PLANS OR AS DIRECTED BY THE TRAFFIC ENGINEER.
2. SEE T-07 FOR CURB RAMP LAYOUT.
3. TRUNCATED DOME WARNING STRIP SHALL BE ARMOR-TILE TACTILE SYSTEMS PART NUMBER ADA-C-2448 (24"x48"). TOP MARK BY FLINT TRADING, VANGUARD TRUNCATED DOMES, OR AS APPROVED BY P.W.E.
   - EAST JORDAN IRONWORKS (NATURAL) CAST IRON
   - NHA BOLTRONS SURFACE
4. FLARES SHALL NOT BE USED WITH PLANTER STRIP. REFER TO WSDOT SIDEWALK RAMP STANDARD PLANS AS DIRECTED BY CITY TRAFFIC ENGINEER FOR ALTERNATE PERPENDICULAR CURB RAMP DETAILS.

PERPENDICULAR CURB RAMP DETAILS
NO SCALE

NO SCALE

ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

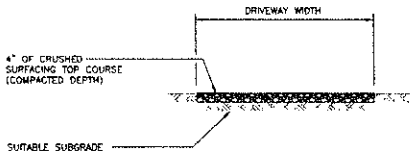
PERPENDICULAR CURB RAMP (2 OF 2)

STANDARD DETAIL NO. T-08

DRIVEWAY SCHEDULE

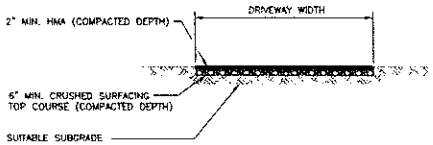
STREET	CONCRETE DRIVEWAY APPROACH							DRIVEWAY REPAIR (BEYOND APPROACH)	
	DRIVEWAY #	STATION	SIDE	"A" (TYPE)	AREA (SY)	RAMP LENGTH LEFT	RAMP LENGTH RIGHT	MATERIAL	AREA (SY)
EAST LAKE SAMMAMISH PARKWAY									

NOTE: CONTRACTOR SHALL CONFIRM ALL DRIVEWAY APPROACH STATIONS AND WIDTHS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.



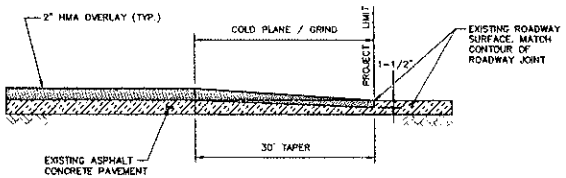
CRUSHED ROCK DRIVEWAY REPAIR

NOT TO SCALE



HMA DRIVEWAY REPAIR

NOT TO SCALE



NOTE: PROVIDE TRANSITION TAPERS AT PROJECT TERMINATION LIMITS.

OVERLAY TRANSITION TAPER DETAIL AT PROJECT LIMITS

NOT TO SCALE

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014	SCALE: NOTED	DRAWN: A.A.J.	CHECKED: C.B.W.	APPROVED: B.L.S.

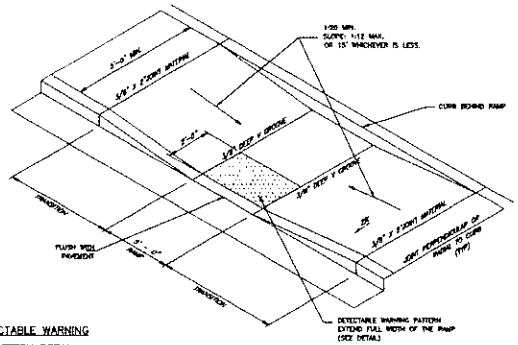
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

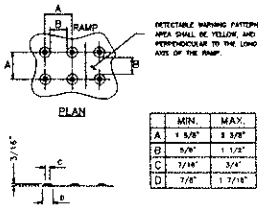
CITY OF ISSAQUAH
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADWAY DETAILS

SHEET: 15
OF: XX
JOB NO.: 13570
DWG: ROAD_DET1

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\ROAD_DET1.dwg, 1/22/2014 4:06:34 PM, tbollen



DETECTABLE WARNING PATTERN DETAIL



	MIN.	MAX.
A	1 5/8"	3 3/8"
B	5/8"	1 1/2"
C	7/16"	3/4"
D	7/8"	1 7/16"

NOTES:

1. INSTALL WIDEDOWNER RAMP AS LOCATED ON APPROVED PLANS OR AS DIRECTED BY THE TRAFFIC ENGINEER.
2. SEE T-07 FOR CURB RAMP LAYOUT.
3. DETECTABLE WARNING PATTERNS MAY BE CREATED BY METHODS THAT WILL ACHIEVE THE TRUNCATED DOME DIMENSIONS, COLOR AND SPACING SHOWN AS DIRECTED BY THE PLANS OF THE TRAFFIC ENGINEER.
4. REFER TO WSDOT SIDEWALK RAMP STANDARD PLANS AS DIRECTED BY CITY TRAFFIC ENGINEER FOR ALTERNATE PARALLEL CURB RAMP DETAILS.

PARALLEL CURB RAMP DETAILS
NO SCALE

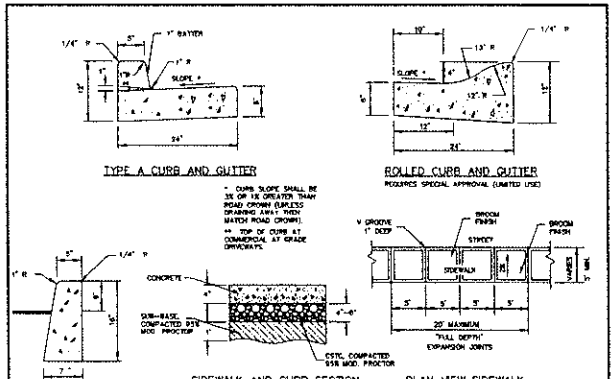
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

PARALLEL CURB RAMP

STANDARD DETAIL NO. T-09

REV:



NOTES:

1. MATERIAL - CONCRETE SHALL BE CLASS 3000, AIR ENTRAINED
2. ALL MATERIAL SHALL BE TESTED PER ASTM C150 TYPE 1
3. ALL SIDEWALKS SHALL MEET ADA REQUIREMENTS
4. DYED CONCRETE SHALL BE SEALED
5. PATTERNS MAY VARY BY LOCATION.
6. PAVERS ARE NOT ALLOWED.

MINIMUM WIDTHS	
SIDEWALK - STANDARD	5'
SIDEWALK - COMMERCIAL	8'
URBAN TRAIL	12'

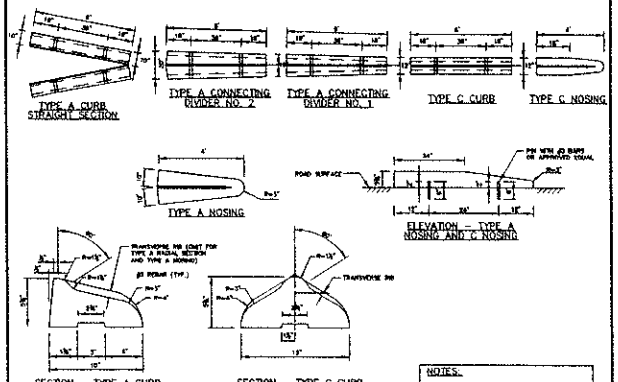
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

SIDEWALKS/CURBS/URBAN TRAILS

STANDARD DETAIL NO. T-38

REV:



NOTES:

1. ONLY 8' SECTIONS OF TYPE C AND TYPE A CURB SHALL BE USED ON ALL INSTALLATIONS, EXCEPT PER NOTE 3.
2. THE USE OF 1' BLOCK SECTIONS OF TYPE C AND TYPE A CURB SHALL ONLY BE USED TO FORM RADIUS, RADIUS CURVES OR ADJUSTMENTS IN FINAL LENGTH, AS APPROVED BY THE ENGINEER.
3. ALL PRECAST WALKING CURBS SHALL BE SECURED USING SIKADUR APPROVED 2 PART EPOXY PASTE.
4. PRECAST CURB NOSINGS SHALL BE FRAMED AND EPOXIED TO THE ROAD SURFACE.
5. NOSE PIN SHALL ONLY BE USED IF HOLE IS PRECAST.
6. INSTALL SURFACE MARKER BY "SAFE WAY" - MULTI PURPOSE SURFACE MOUNT DELINEATOR SYSTEM - 36" HIGH IN FRONT OF NOSING SECTION.

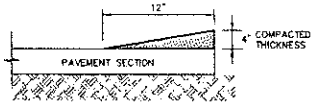
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

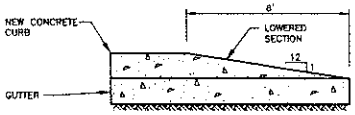
A & C CURBING

STANDARD DETAIL NO. T-39

REV:

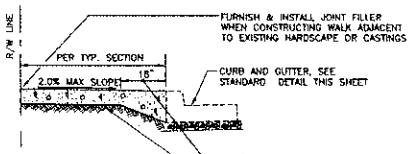


HMA WEDGE CURB
NOT TO SCALE



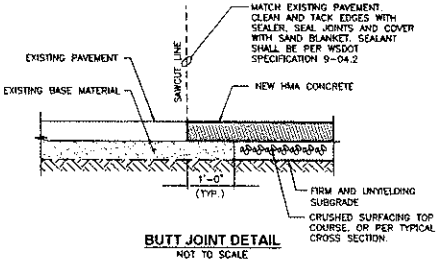
NOTE:
CONCRETE CURB END SECTION TO BE USED AT ALL LOCATIONS WHERE NEW CURB DOES NOT MEET EXISTING CURB, AT SIDEWALK TRANSITION SECTIONS AND/OR AS REQUIRED IN THE FIELD BY THE ENGINEER.

CONCRETE CURB END SECTION
NOT TO SCALE



SECTION

SIDEWALK WITHOUT PLANTER STRIP



BUTT JOINT DETAIL
NOT TO SCALE

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN 2014	SCALE: NOTED	DRAWN: A.A.J.	CHECKED: C.B.W.	APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

NO.	REVISION	DATE	APPD

CITY OF ISSAQUAH WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADWAY DETAILS

SHEET: 16
OF: XX
JOB NO.: 13570
DWG: ROAD_DET2

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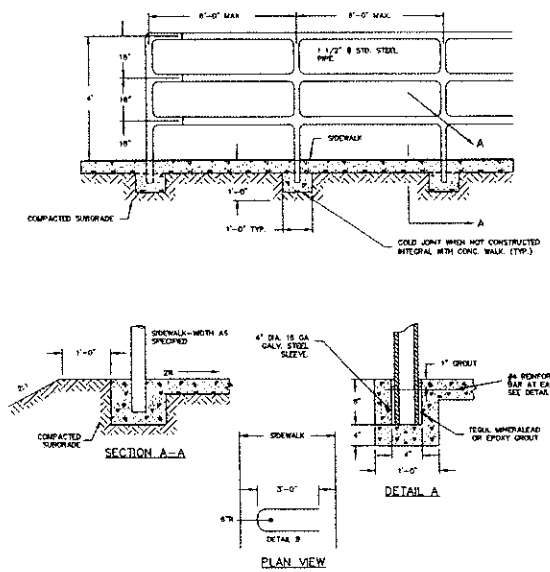
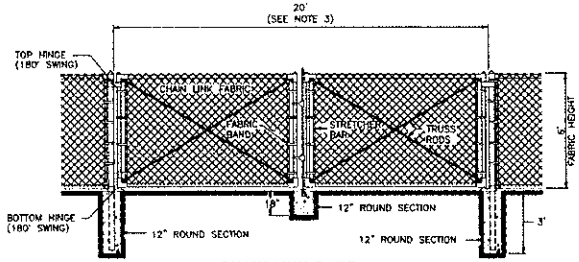


NOTES:

1. RAILING SHALL BE ANODIZED ALUMINUM.
2. ALL POSTS SHALL BE PLUMB AND RAILS PARALLEL TO GRADE.
3. PIPE MATERIAL SHALL CONFORM TO ASTM A53.
4. REINFORCING STEEL, ASTM A 615, GR60.

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010	SAFETY RAILING	STANDARD DETAIL NO. T-41 REV.



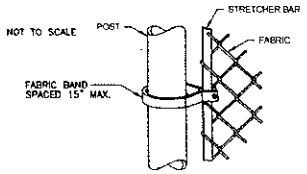
CHAIN LINK GATE

NOTES:

1. FENCE FABRIC SHALL BE SECURED TO GATE FRAMES WITH KNUCKLED SELVAGE ALONG TOP EDGE FOR TYPE 6 CHAIN LINK FENCE INSTALLATIONS.
2. MINIMUM POST LENGTH: 8'-8"
3. CONTRACTOR SHALL FIELD VERIFY LOCATION/DIMENSION OF GATE WITH CONTRACTING AGENCY PRIOR TO WORK.
4. GATES FOR SECURITY FENCE SHALL HAVE BARBED WIRE AND/OR RAZOR WIRE PER CHAIN LINK SECURITY FENCE DETAIL AND FENCE SCHEDULE.

NOTES:

1. ALL CONCRETE POST BASES SHALL BE 10" MINIMUM DIAMETER
2. TENSION WIRE SHALL BE PLACED WITHIN THE LIMITS OF THE FIRST FULL FABRIC WEAVE.
3. DETAILS ARE ILLUSTRATIVE AND SHALL NOT LIMIT HARDWARE DESIGN OR POST SELECTION OF ANY PARTICULAR FENCE TYPE.



METHOD OF FASTENING STRETCHER BAR TO POST (SHOWN FOR ROUND POST)

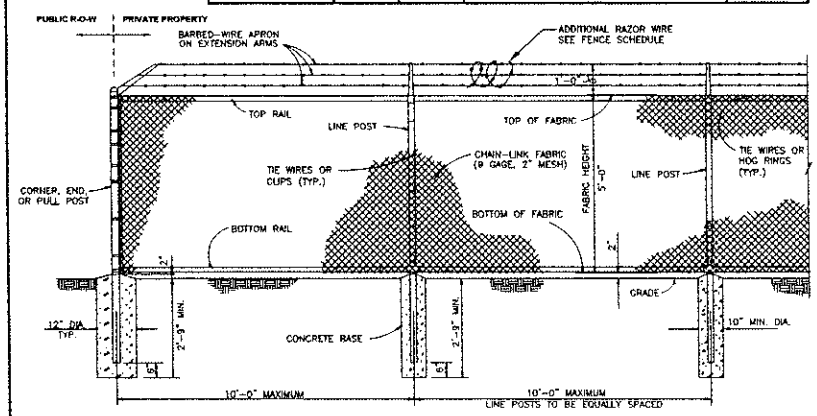
FENCE SCHEDULE

APPROXIMATE LOCATION	ACTION	TYPE	APPROX. LENGTH
STA. 5+75 TO STA. 10+10	N	5' CHAIN LINK FENCE	440' (INCLUDING A 20' WIDE GATE AT APPROX. STA. 7+89)
STA. 123+22 (62ND) TO SAT. 18+60 (ELSP)	N	5' CHAIN LINK FENCE WITH BARBED WIRE	563' (INCLUDING A 20' WIDE GATE AT APPROX. STA. 17+58)
STA. 18+60 TO STA. 20+51	N	5' CHAIN LINK FENCE WITH BARBED WIRE	219' (INCLUDING A 20' WIDE GATE AT APPROX. STA. 19+59)

ACTION LEGEND:

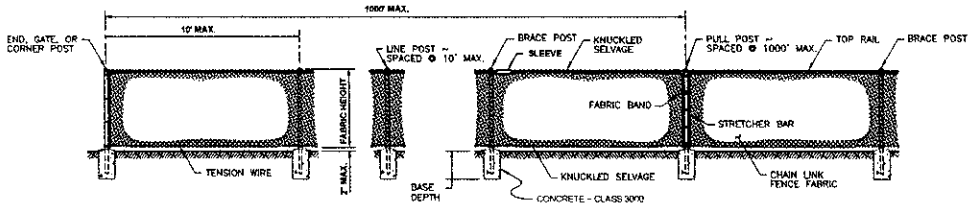
N: NEW FENCE. CONTRACTOR SHALL FURNISH ALL NECESSARY MATERIAL AND INSTALL NEW FENCE/GATE.

R: RELOCATE OR REINSTALL EXISTING FENCE.

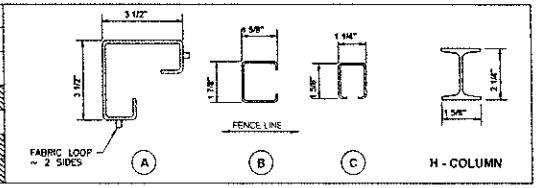


CHAIN LINK FENCE TYPE 1, WITH BARBED WIRE

NOT TO SCALE



POST AND RAIL SPECIFICATIONS				
MEMBER	PIPE	ROLL FORMED		H - COLUMN
	NOM. SIZE (SCH. 40)	SECTION	WEIGHT (lb/ft)	WEIGHT (lb/ft)
END, CORNER, OR PULL POST	2 1/2" DIAM.	A	5.10	
LINE OR BRACE POST	2" DIAM.	B	2.40	3.26
BRACE OR TOP RAIL	1 1/4" DIAM.	C	1.35	
GATE POST	3 1/2" DIAM.			



CHAIN LINK FENCE HARDWARE

NOT TO SCALE

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-3860

DATE: JAN. 2014
SCALE: NOTED
DRAWN: A.A.J.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADWAY DETAILS

SHEET: 17
OF: XX
JOB NO.: 13570
DWG: ROAD_DET3

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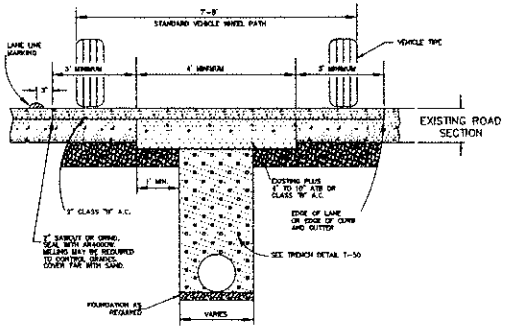


NOTES:
1. ALL TRENCHES SHALL BE BACKFILLED AND PATCHED WITH TEMPORARY ASPHALT OR COVERED WITH STEEL PLATES AND SPIKES IN PLACE AT END OF EACH WORK DAY. PLATES SHALL BE REMOVED WITHIN 3 DAYS.
2. TEMPORARY PATCHES SHALL BE PLACED AT A MINIMUM 8" DEPTH, AND MAINTAINED AS NEEDED FOR A SMOOTH SURFACE.
3. ALL TEMPORARY PATCHES SHALL BE PERMANENTLY PATCHED WITHIN TWO (2) WEEKS WITH TEMPORARY WARRANTS.
4. ALL PAVEMENT MARKINGS SHALL BE REPLACED WITH MATERIALS SPECIFIED IN STANDARDS IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.
5. ALL PATCHES SHALL ABUT COMPETENT MATERIAL AS DIRECTED IN THE FIELD.

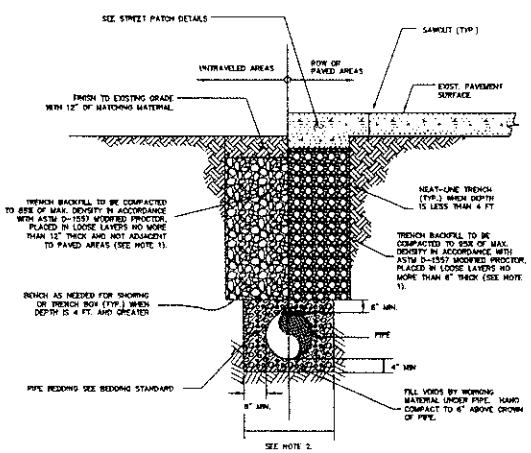
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

PATCHING FLEXIBLE PAVEMENTS LONGITUDINAL CUTS

STANDARD DETAIL NO. T-49

REV:



NOTES:
1. TRENCH BACKFILL MATERIAL TO BE WELL GRADED "COMMON BORROW" FREE OF CLODS OR ROCKS GREATER THAN 3" IN ANY DIMENSION WITH A MOISTURE CONTENT WITHIN 2% OF OPTIMUM -- WSDOT STD SPEC 9-03.14 (3).
2. MAXIMUM WIDTH OF TRENCH AT TOP OF PIPE.
   - 30" FOR PIPE UP TO AND INCLUDING 12" NOMINAL DIAMETER
   - O.D. PLUS 18" FOR PIPE LARGER THAN 12" NOMINAL DIAMETER.
3. CDF EQUAL TO CARMAN PROFLOW 5 HOUR (1102) REQUIRED WHEN CROSSING EXISTING STREETS. PIPE MIN. CAP CAN BE 2' MIN. OVER 1' MIN. TRENCH FILL.
4. COMPACTION TESTING AND PROCTOR REQUIRED. ONE TEST PER LIFT PER 100' OF TRENCH. MINIMUM 2 TESTS PER LIFT.
5. MAXIMUM TYPICAL TRENCH DEPTH IS 40'. DEEPER TRENCHES MUST BE IDENTIFIED VIA SEPARATE UTILITY PROFILE DESIGN AND APPROVED BY THE CITY ENGINEER OR DESIGNEE.
6. COMPACTION TESTING AT DEPTHS GREATER THAN 4' IN TRENCHES MAY BE ACCOMPLISHED BY MAINTAINING A COMPACTION PATTERN PROVEN TO MEET COMPACTION REQUIREMENTS.
7. TRENCHES LESS THAN 2' WIDE REQUIRE CDF.

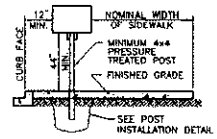
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

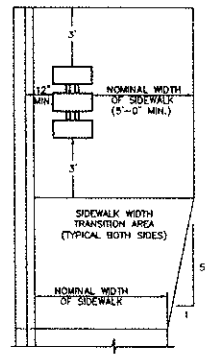
TRENCH DETAIL

STANDARD DETAIL NO. T-50

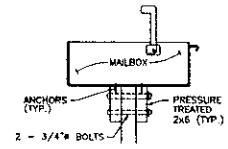
REV:



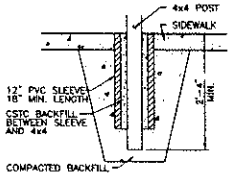
SECTION



PLAN - MAILBOX IN SIDEWALK

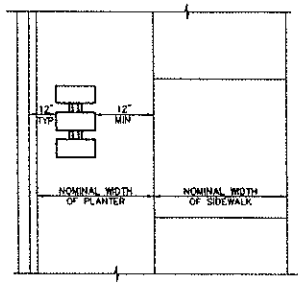


MAILBOX INSTALLATION DETAIL



POST INSTALLATION DETAIL

NOTE:
MAX. 4 MAILBOXES PER TYPE 1 MAILBOX SUPPORT



PLAN - MAILBOX IN PLANTER

NOTE: SLEEVE AND BACKFILL NOT REQUIRED WHEN PLACING MAILBOX IN PLANTER STRIP

MAILBOX SUPPORT DETAIL (TYPE 1)
NOT TO SCALE

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014	SCALE: NOTED
DRAWN: A.A.J.	CHECKED: C.B.W.
APPROVED: B.L.S.	

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADWAY DETAILS

SHEET: 18
OF: XX
JOB NO.: 13570
DWG: ROAD_DET4

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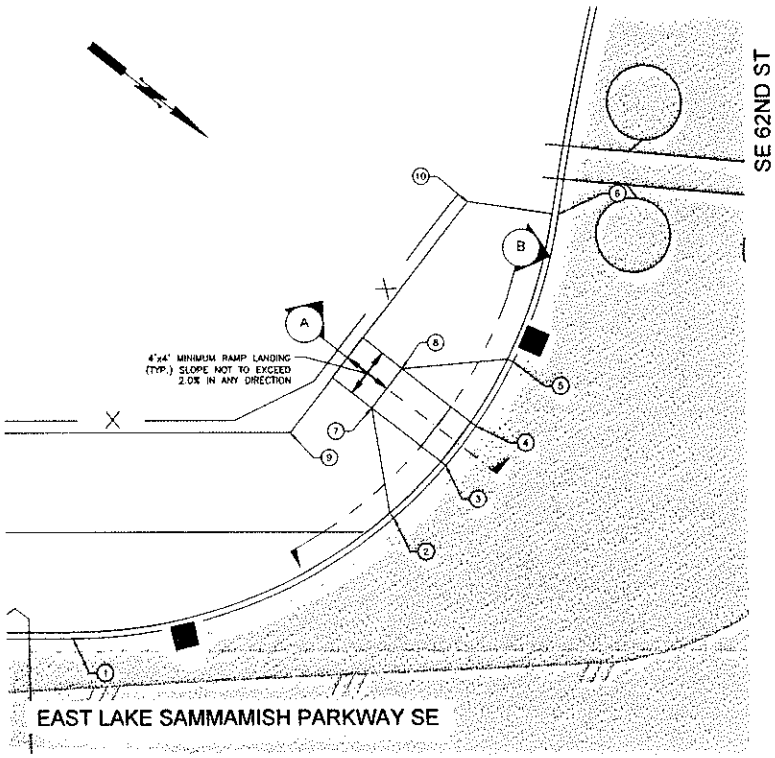
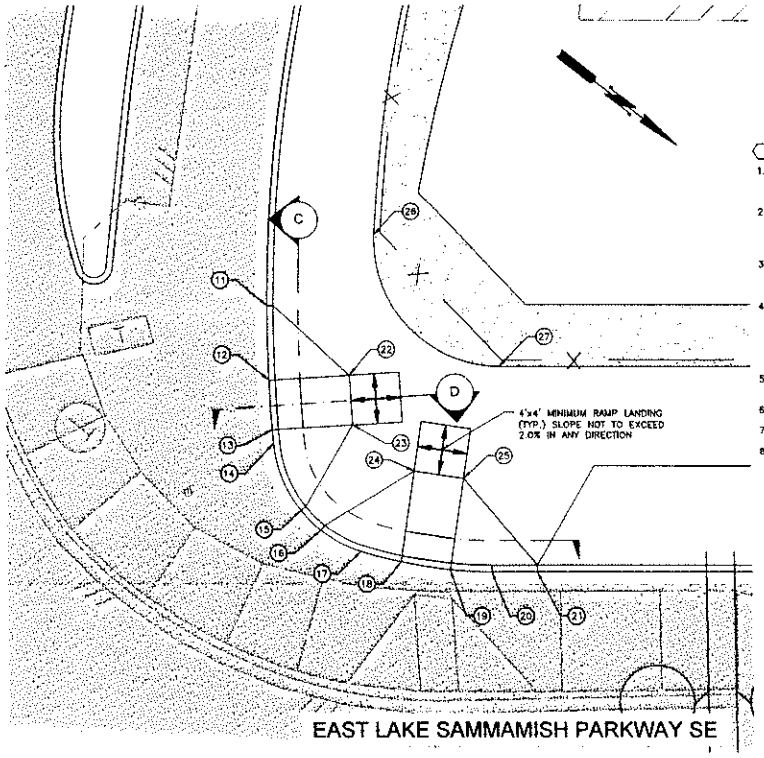
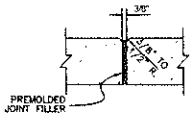




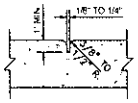
5' 2.5' 0 5' 10'

CURB RAMP NOTES

1. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
2. DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING.
3. SEE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED. SEE SHEET XX FOR CURB AND GUTTER AND DEPRESSED CURB DETAILS.
4. RAMP LENGTH FOR REFERENCE ONLY. CONTRACTOR TO FIELD VERIFY AND ADJUST LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.
5. CURB RAMPS AND LANDINGS SHALL RECEIVE BROOM FINISH. SEE STANDARD SPECIFICATIONS 8-14.
6. CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
7. LANDING CROSS SLOPE SHALL NOT EXCEED 2%.
8. DETECTABLE WARNING SURFACE. SEE STANDARD PLAN F-45.10.



EXPANSION JOINT
NOT TO SCALE

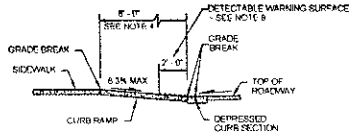


CONTRACTION JOINT
NOT TO SCALE

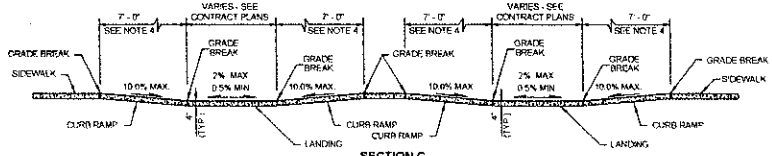
CURB RETURN TABLE

NUMBER	STATION	OFFSET	ELEV.	DESCRIPTION	CURVE DATA	CURVE CENTER POINT	
1	9+77.81	26.00' LT	--	FL CURB AT PC			
2	10+03.84	35.63' LT	--	FL CURB AT RAMP TOP			
3	10+08.09	39.68' LT	--	FL CURB AT RAMP TOE			
4	10+10.55	43.01' LT	--	FL CURB AT RAMP TOE	R=40.00' L=56.78' Δ081°20'10"	9+77.81	66.00' LT
5	10+13.82	48.18' LT	--	FL CURB AT RAMP TOP			
6	10+17.36	59.98' LT	--	FL CURB AT PT			
7	10+02.17	44.47' LT	--	FG AT RAMP TOP			
8	10+04.63	47.62' LT	--	FG AT RAMP TOP			
9	9+95.57	42.50' LT	--	FG AT BACK OF WALK			
10	10+10.06	61.09' LT	--	FG AT BACK OF WALK			
11	11+04.56	47.41' LT	--	FL CURB AT RAMP TOP			
12	11+04.68	41.41' LT	--	FL CURB AT RAMP TOE			
13	11+04.91	37.42' LT	--	FL CURB AT RAMP TOE			
14	11+04.99	36.33' LT	--	FL CURB AT PCC			
15	11+07.14	30.92' LT	--	FL CURB AT RAMP TOP	R=10.00' L=11.83' Δ067°45'42"	11+14.95	37.16' LT
16	11+08.74	29.33' LT	--	FL CURB AT RAMP TOP			
17	11+11.98	27.62' LT	--	FL CURB AT PCC			

NOTES:
* MATCH EXISTING ELEVATION AT CONNECTION POINT
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
PRC = POINT OF REVERSE CURVATURE
PCC = POINT OF COMPOUND CURVATURE
FL = FLOW LINE



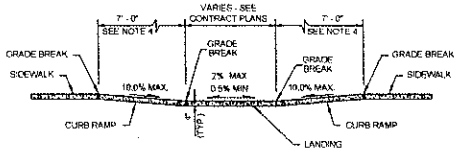
SECTIONS A & D
NOT TO SCALE



SECTION C
NOT TO SCALE

CURB RETURN TABLE CONT.

NUMBER	STATION	OFFSET	ELEV.	DESCRIPTION	CURVE DATA	CURVE CENTER POINT	
18	11+15.19	26.77' LT	--	FL CURB AT RAMP TOE	R=35.00' L=10.69' Δ017°29'30"	11+22.47	61.00' LT
19	11+19.14	26.16' LT	--	FL CURB AT RAMP TOE			
20	11+22.47	26.00' LT	--	FL CURB AT PT			
21	11+26.13	26.00' LT	--	FL CURB AT RAMP TOP			
22	11+11.16	41.79' LT	--	FG AT RAMP TOP			
23	11+11.40	37.80' LT	--	FG AT RAMP TOP			
24	11+18.32	34.12' LT	--	FG AT RAMP TOP			
25	11+20.27	33.52' LT	--	FG AT RAMP TOP			
26	11+13.22	53.02' LT	--	FG AT BACK OF WALK/PCC	R=10.00' L=16.23' Δ092°59'29"	11+23.21	52.50' LT
27	11+23.21	42.50' LT	--	FG AT BACK OF WALK/PT			



SECTION B
NOT TO SCALE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014 | SCALE: H: 1"=5' | DRAWN: B.J.B. | CHECKED: C.B.W. | APPROVED: B.L.S.

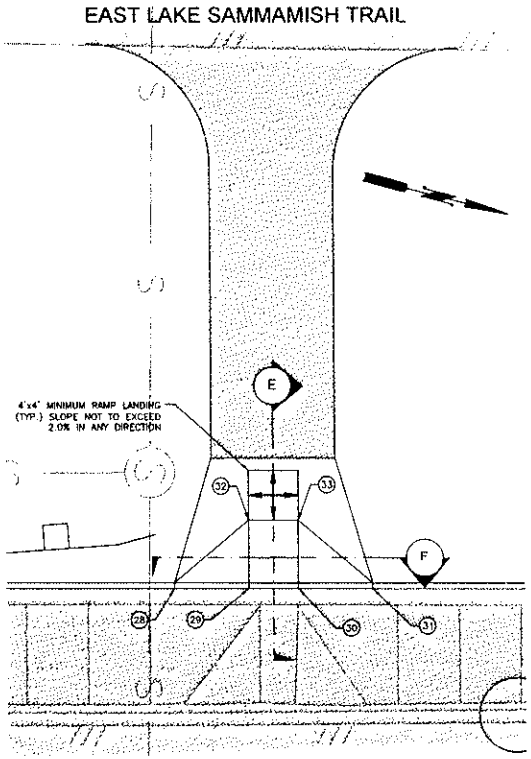
PRELIMINARY NOT FOR CONSTRUCTION

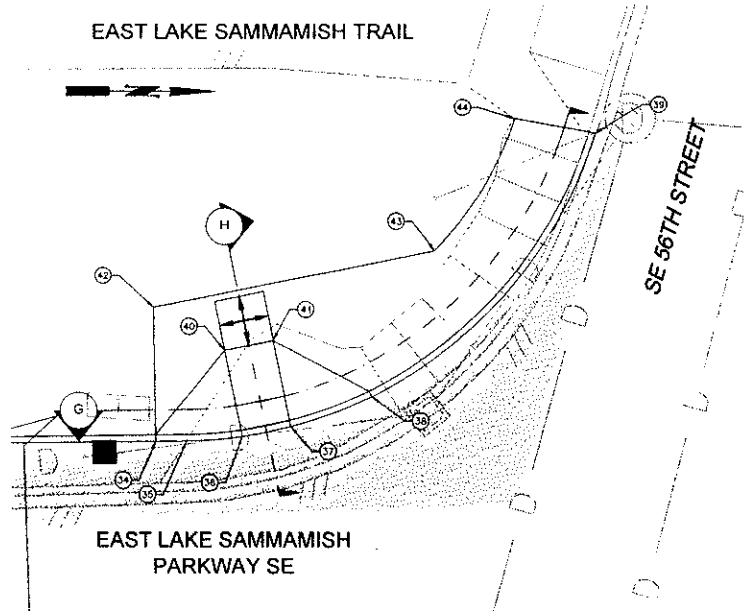
No.	REVISION	DATE	APPD

CITY OF ISSAQUAH WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CURB RAMPS PLAN AND DETAILS

SHEET: 19
OF: XX
JOB NO.: 13570
DWG: INTERSECTION

L:\ISSAQUAH\13570 E Lake Sammamish Pkwy\01 Design\Plansets\INTERSECTION.dwg, 1/22/2014 4:01:16 PM, bbollen

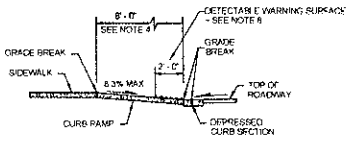




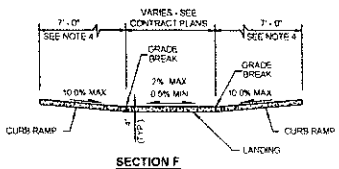
5' 2.5' 0 5' 10'

CURB RAMP NOTES

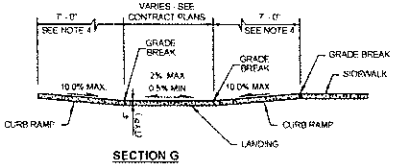
1. WHERE "GRADE BREAK" IS CALLED OUT, THE ENTIRE LENGTH OF THE GRADE BREAK BETWEEN THE TWO ADJACENT SURFACE PLANES SHALL BE FLUSH.
2. DO NOT PLACE GRATINGS, JUNCTION BOXES, ACCESS COVERS, OR OTHER APPURTENANCES IN FRONT OF THE CURB RAMP OR ON ANY PART OF THE CURB RAMP OR LANDING.
3. SEE CONTRACT PLANS FOR THE CURB DESIGN SPECIFIED. SEE SHEET XX FOR CURB AND GUTTER AND DEPRESSED CURB DETAILS.
4. RAMP LENGTH FOR REFERENCE ONLY. CONTRACTOR TO FIELD VERIFY AND ADJUST LENGTH TO MEET RAMP SLOPE REQUIREMENTS PER DETAILS. THE CURB RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET.
5. CURB RAMPS AND LANDINGS SHALL RECEIVE BROOM FINISH. SEE STANDARD SPECIFICATIONS 8-14.
6. CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. LANDING CROSS SLOPE SHALL NOT EXCEED 2%.
8. DETECTABLE WARNING SURFACE. SEE STANDARD PLAN F-45.10.



SECTIONS E & H
NOT TO SCALE



SECTION F
NOT TO SCALE



SECTION G
NOT TO SCALE

CURB RETURN TABLE

NUMBER	STATION	OFFSET	ELEV.	DESCRIPTION	CURVE DATA	CURVE CENTER POINT	
28	24+77.43	26.00' LT	--	FL CURB AT RAMP TOP			
29	24+83.43	26.00' LT	--	FL CURB AT RAMP TOE			
30	24+87.43	26.00' LT	--	FL CURB AT RAMP TOE			
31	24+93.43	26.00' LT	--	FL CURB AT RAMP TOP			
32	24+83.43	31.50' LT	--	FG AT RAMP TOP			
33	24+87.43	31.50' LT	--	FG AT RAMP TOP			
34	32+17.32	44.42' LT	--	FL CURB AT RAMP TOP			
35	32+19.82	44.45' LT	--	FL CURB AT PC			
36	32+24.30	44.80' LT	--	FL CURB AT RAMP TOE			
37	32+28.22	45.58' LT	--	FL CURB AT RAMP TOE			
38	32+34.77	48.01' LT	--	FL CURB AT RAMP TOP	R=35.00' L=44.12' Δ072°13'28"	32+19.39	79.45' LT
39	32+52.84	69.18' LT	--	FL CURB AT PT/TIE IN *			
40	32+22.92	51.68' LT	--	FG AT RAMP TOP			
41	32+26.85	52.45' LT	--	FG AT RAMP TOP			
42	32+17.19	55.10' LT	--	FG AT BACK OF WALK			
43	32+39.89	70.35' LT	--	FG AT BACK OF WALK/PC	R=28.50' L=12.61' Δ025°21'36"	32+19.39	79.45' LT
44	32+46.39	70.35' LT	--	FG AT BACK OF WALK/PT *			

NOTES:
* MATCH EXISTING ELEVATION AT CONNECTION POINT
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
PRC = POINT OF REVERSE CURVATURE
PCC = POINT OF COMPOUND CURVATURE
FL = FLOW LINE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE: H: 1"=5'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

NO.	REVISION	DATE	APPR

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CURB RAMPS PLAN AND DETAILS

SHEET: 20
OF: XX
JOB NO.: 13570
DWG: INTERSECTION

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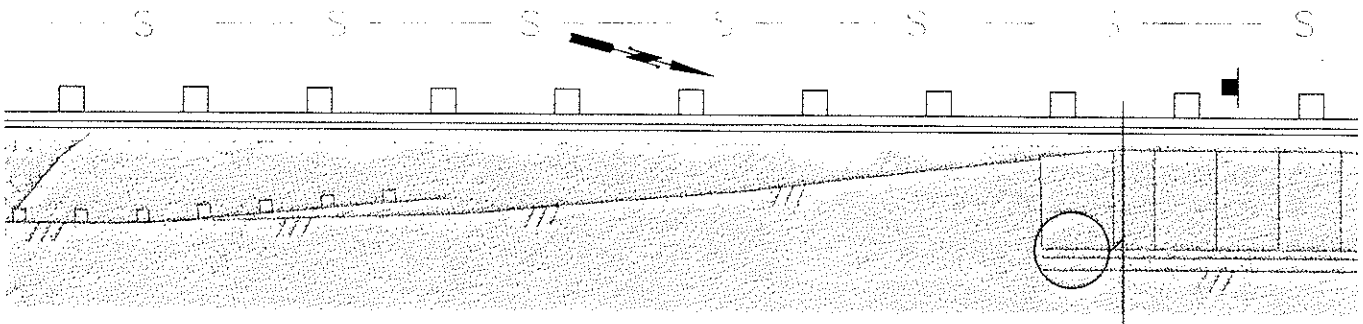
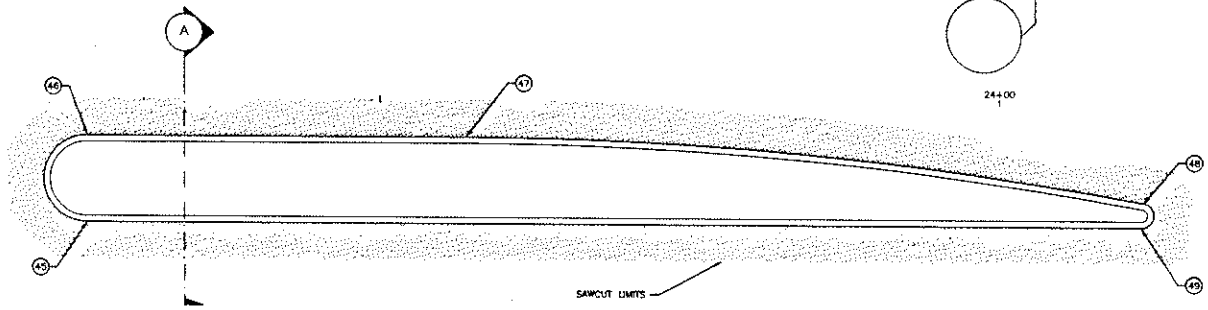


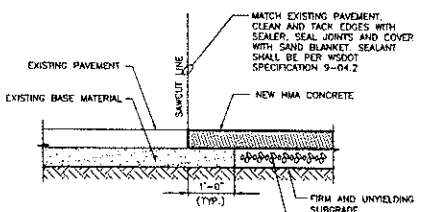
5' 2.5' 0 5' 10'

NOTES:

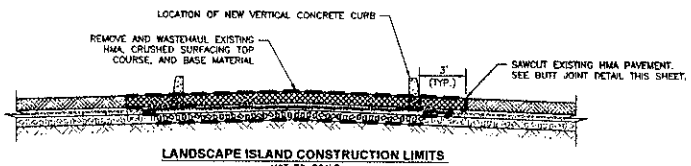
1. SEE CHANNELIZATION PLANS FOR PAVEMENT MARKINGS.
2. SAWCUT EXISTING PAVEMENT FULL DEPTH. SEE PLAN AND PROFILE SHEET FOR SAWCUT LINE LOCATION
3. SEE LANDSCAPING PLANS FOR TOPSOIL AND PLANTING DETAILS. SEE ILLUMINATION PLANS FOR LIGHT POLE PLACEMENT DETAILS.
4. SEE TYPICAL PAVEMENT SECTIONS.



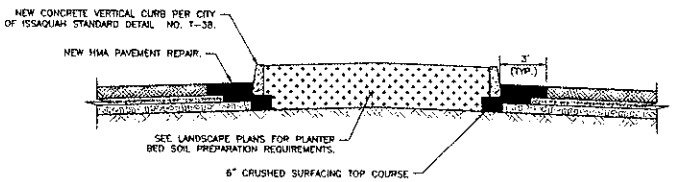
EAST LAKE SAMMAMISH PARKWAY SE



BUTT JOINT DETAIL
NOT TO SCALE



LANDSCAPE ISLAND CONSTRUCTION LIMITS
NOT TO SCALE



LANDSCAPE ISLAND SECTION A
NOT TO SCALE

CURB RETURN TABLE

NUMBER	STATION	OFFSET	ELEV.	DESCRIPTION	CURVE DATA	CURVE CENTER POINT	
45	23+26.35	10.00' RT	---	FG AT PC	R=3.50' L=11.00' Δ180°00'00"	23+26.35	6.50' RT
46	23+26.35	3.00' RT	---	FL CURB AT PT			
47	23+56.92	3.00' RT	---	FL CURB AT PC	R=300.00' L=34.64' Δ010°29'34"	23+56.92	303.00' RT
48	24+11.55	8.01' RT	---	FL CURB AT PCC			
49	24+11.37	10.00' RT	---	FL CURB AT PT	R=1.00' L=2.96' Δ169°30'22"	24+11.37	9.00' RT

NOTES:
* MATCH EXISTING ELEVATION AT CONNECTION POINT
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
PRC = POINT OF REVERSE CURVATURE
PCC = POINT OF COMPOUND CURVATURE
FL = FLOW LINE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE: H: 1"=5'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

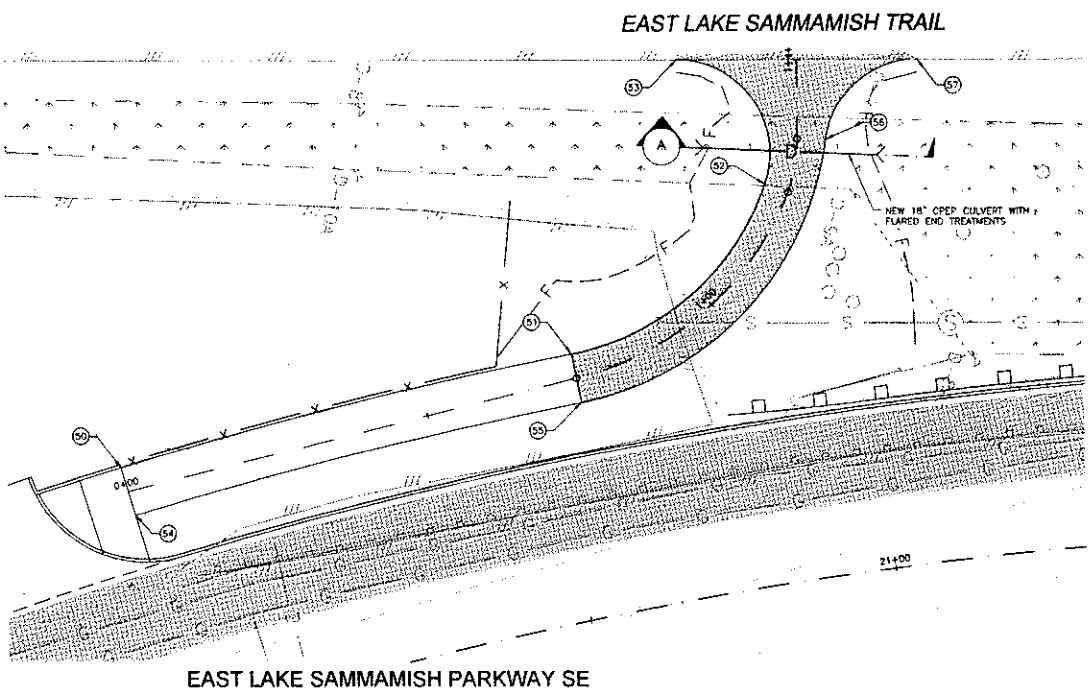
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
LANDSCAPE ISLAND PLAN AND DETAILS

SHEET: 21
OF: XX
JOB NO.: 13570
DWG: INTERSECTION

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\INTERSECTION.dwg, 1/22/2014 4:02:41 PM, bbolton

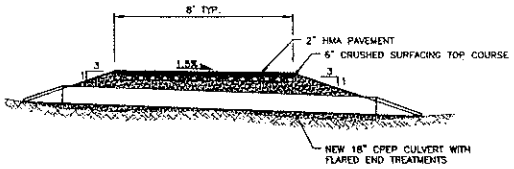


10' 5' 0 10' 20'

TRAIL CONTROL

NUMBER	STATION	OFFSET	ELEV.	DESCRIPTION	CURVE DATA	CURVE CENTER POINT	
50	19+84.53	42.51' LT	--	FG AT BACK OF WALK			
51	20+55.51	42.51' LT	--	FG AT BACK OF WALK/PC	R=42.00' L=43.51' Δ059°21'16"	20+55.51	84.51' LT
52	20+88.70	83.94' LT	--	FG AT BACK OF WALK/PCC	R=15.00' L=28.66' Δ109°29'27"	20+76.65	71.09' LT
53	20+78.85	85.89' LT	--	FG AT TIE IN POINT *			
54	19+84.53	34.51' LT	--	FG AT FRONT OF WALK			
55	20+55.51	34.51' LT	--	FG AT FRONT OF WALK/PC	R=50.00' L=61.87' Δ070°53'40"	20+55.51	84.51' LT
56	20+98.60	69.56' LT	--	FG AT FRONT OF WALK/PRC	R=15.00' L=21.47' Δ082°01'10"	21+13.84	65.65' LT
57	21+13.39	80.55' LT	--	FG AT TIE IN POINT *			

NOTES:
* MATCH EXISTING ELEVATION AT CONNECTION POINT
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
PRC = POINT OF REVERSE CURVATURE
PCC = POINT OF COMPOUND CURVATURE
FL = FLOW LINE



TRAIL CROSS SECTION (A)

NOT TO SCALE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE: H. 1"=10'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

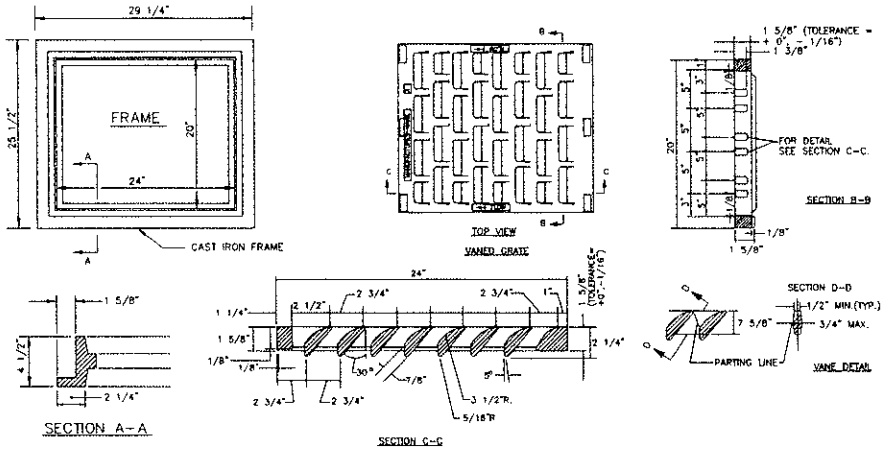
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIDEWALK AND TRAIL CONNECTION DETAILS

SHEET: 22
OF: XX
JOB NO.: 13570
DWG: TRAIL

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\TRAIL.dwg, 1/22/2014 4:06:51 PM, sbollen

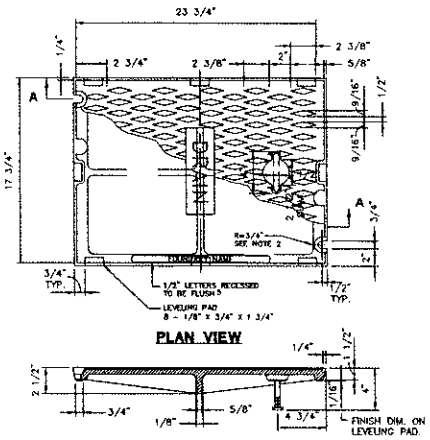


NOTES:

1. MATERIAL SHALL CONFORM TO SECTION 9-05.15 "METAL CASTINGS" OF THE "STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION" PUBLISHED BY THE STATE DEPARTMENT OF TRANSPORTATION AND AMERICAN PUBLIC WORKS ASSOCIATION, WASHINGTON STATE CHAPTER.
2. THE NAME OF THE MANUFACTURER AND DIRECTION OF FLOW SHALL BE EMBOSSED ON THE TOP SURFACE OF EACH GRATE. LETTERING TO BE RECESSED 1/16".
3. THE MATERIAL USED FOR THE GRATE SHALL BE DESIGNATED BY EMBASSING CS (FOR CAST STEEL) NEAR THE NAME OF THE MANUFACTURER.
4. DIMENSIONS SHALL HAVE A +/- 1/16" TOLERANCE, EXCEPT AS NOTED.
5. EDGES SHALL HAVE 1/8" RADIUS.
6. WELDING IS NOT PERMITTED.
7. AS AN ALTERNATE, 8 PADS 1 1/2" x 3/4" x 1/8", INTEGRALLY CAST WITH THE GRATE, MAY BE USED.

CATCH BASIN FRAME AND GRATE

NOT TO SCALE

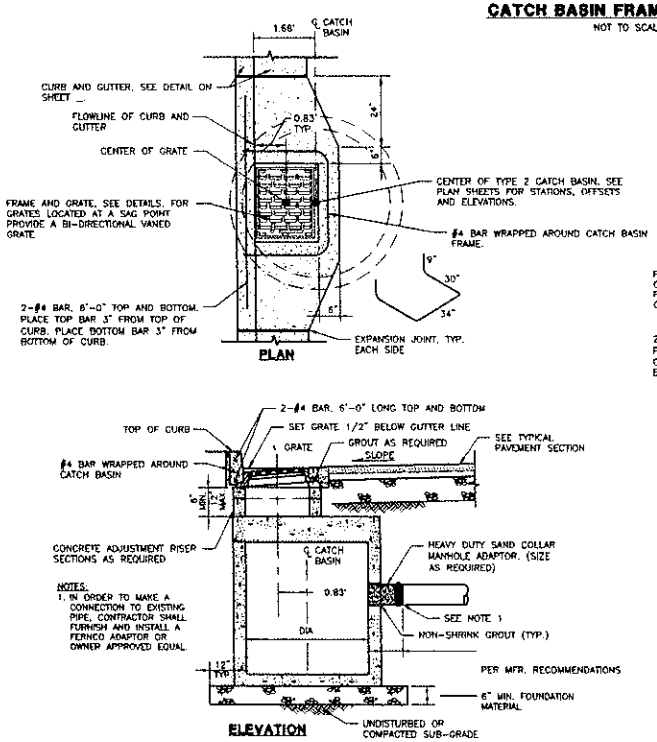


NOTES:

1. USE WITH FRAME DRILLED AND TAPPED FOR LOCKING BOLTS.
2. USE WITH TWO LOCKING BOLTS 5/8"-11 NC STAINLESS STEEL TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) BOLTS, 2" LONG.
3. COVER MATERIAL IS CAST IRON PER ASTM A48 CLASS 30.
4. SHALL CONFORM TO SEC. 7.05 OF THE STANDARD SPECIFICATIONS
5. COVER SHALL HAVE THE WORD "DRAIN" IN 2-INCH RAISED LETTERS.

SOLID LOCKING LID (TYPE 1 CATCH BASIN)

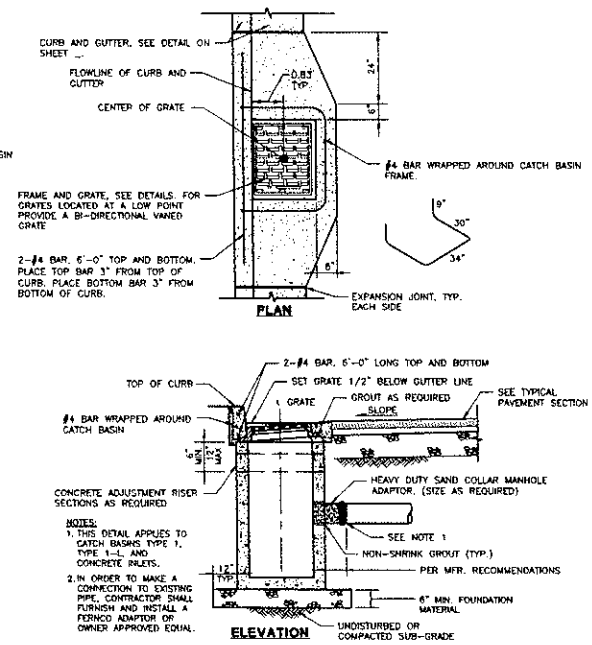
NOT TO SCALE



NOTES:
1. IN ORDER TO MAKE A CONNECTION TO EXISTING PIPE, CONTRACTOR SHALL FURNISH AND INSTALL A FERNCO ADAPTOR OR OWNER APPROVED EQUAL.

TYPICAL TYPE 2 CATCH BASIN INSTALLATION DETAIL W/ CURB AND GUTTER

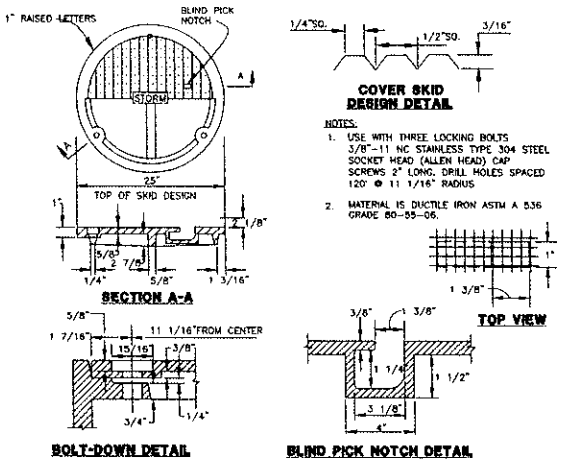
NOT TO SCALE



NOTES:
1. THIS DETAIL APPLIES TO CATCH BASINS TYPE 1, TYPE 1-L, AND CONCRETE INLETS.
2. IN ORDER TO MAKE A CONNECTION TO EXISTING PIPE, CONTRACTOR SHALL FURNISH AND INSTALL A FERNCO ADAPTOR OR OWNER APPROVED EQUAL.

TYPICAL TYPE 1 CATCH BASIN INSTALLATION DETAIL W/ CURB AND GUTTER

NOT TO SCALE



NOTES:
1. USE WITH THREE LOCKING BOLTS 3/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG. DRILL HOLES SPACED 120° @ 11 1/16" RADIUS
2. MATERIAL IS DUCTILE IRON ASTM A 536 GRADE 80-55-06.

SOLID LOCKING LID (MANHOLE)

NOT TO SCALE

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014	
SCALE:	
DRAWN:	
CHECKED: C.B.W.	
APPROVED: B.L.S.	

PRELIMINARY NOT FOR CONSTRUCTION

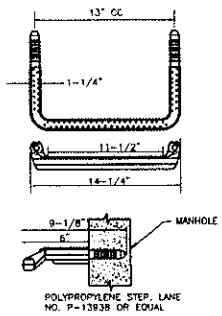
No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
STORM DRAINAGE DETAILS

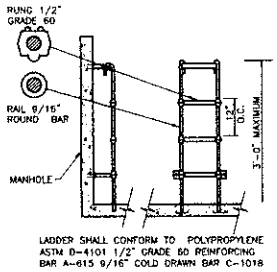
SHEET: 23
OF: XX

JOB NO.: 13570
DWG: DRAINAGE_DET1

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\DRAINAGE_DET1.dwg, 1/22/2014 4:32:29 PM, bbolen



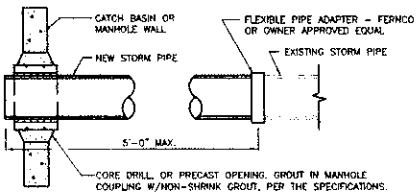
POLYPROPYLENE MANHOLE STEPS



POLYPROPYLENE LADDER

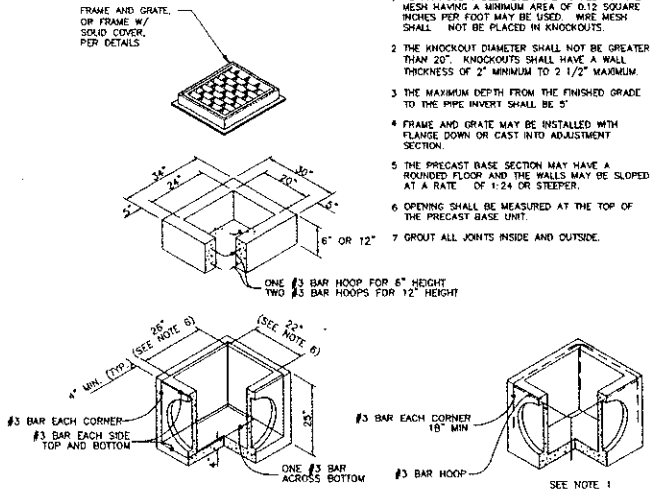
POLYPROPYLENE LADDER AND MANHOLE STEPS

NOT TO SCALE



CONNECTION OF EXISTING STORM DRAIN USING FLEXIBLE PIPE ADAPTER

NOT TO SCALE

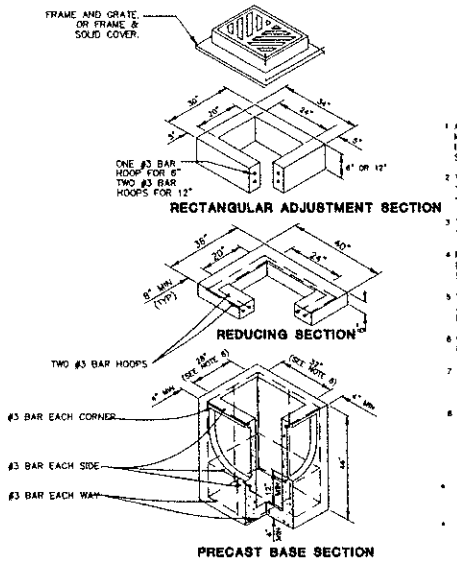


CONCRETE INLET DETAIL

NOT TO SCALE.

NOTES

1. AS AN ACCEPTABLE ALTERNATE TO REBAR, WIRE MESH HAVING A MINIMUM AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WIRE MESH SHALL NOT BE PLACED IN KNOCKOUTS.
2. THE KNOCKOUT DIAMETER SHALL NOT BE GREATER THAN 20". KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MINIMUM TO 2 1/2" MAXIMUM.
3. THE MAXIMUM DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT SHALL BE 5'.
4. FRAME AND GRATE MAY BE INSTALLED WITH FLANGE DOWN OR CAST INTO ADJUSTMENT SECTION.
5. THE PRECAST BASE SECTION MAY HAVE A ROUNDED FLOOR AND THE WALLS MAY BE SLOPED AT A RATE OF 1:24 OR STEEPER.
6. OPENING SHALL BE MEASURED AT THE TOP OF THE PRECAST BASE UNIT.
7. GROUT ALL JOINTS INSIDE AND OUTSIDE.



NOTES

1. AS AN ACCEPTABLE ALTERNATE TO REBAR, WIRE MESH HAVING A MINIMUM AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WIRE MESH SHALL NOT BE PLACED IN KNOCKOUTS.
2. THE KNOCKOUT DIAMETER SHALL NOT BE GREATER THAN 20". KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MINIMUM TO 2 1/2" MAXIMUM.
3. THE MAXIMUM DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT SHALL BE 5'.
4. FRAME AND GRATE MAY BE INSTALLED WITH FLANGE DOWN OR CAST INTO ADJUSTMENT SECTION.
5. THE PRECAST BASE SECTION MAY HAVE A ROUNDED FLOOR AND THE WALLS MAY BE SLOPED AT A RATE OF 1:24 OR STEEPER.
6. OPENING SHALL BE MEASURED AT THE TOP OF THE PRECAST BASE UNIT.
7. THE 6" ADJUSTMENT SECTION SHALL HAVE ONE #3 BAR CENTERED. THE 12" ADJUSTMENT SECTION SHALL HAVE TWO #3 BAR EQUALY SPACED
8. GROUT ALL JOINTS INSIDE AND OUTSIDE.

* CATCH BASIN AND ALL REINFORCING STEEL TO CONFORM TO WSDOT STANDARD PLAN B-5.40-01

* SEE ALSO TYPICAL CATCH BASIN TYPE 1 INSTALLATION DETAIL W/ CURB AND GUTTER, SHEET 23.

CATCH BASIN TYPE 1L

NOT TO SCALE

0 1" 2"
TWO INCHES AT FULL SCALE
IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

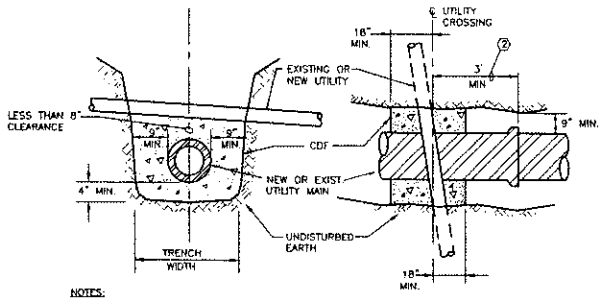
BRIAN L. SOUNING — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

CHRISTOPHER B. WING — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
STORM DRAINAGE DETAILS

SHEET: 24
OF: XX
JOB NO.: 13570
DWG: DRAINAGE_DET2

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Parsell\DRAINAGE_DET2.dwg, 1/22/2014 4:33:14 PM, boolkon

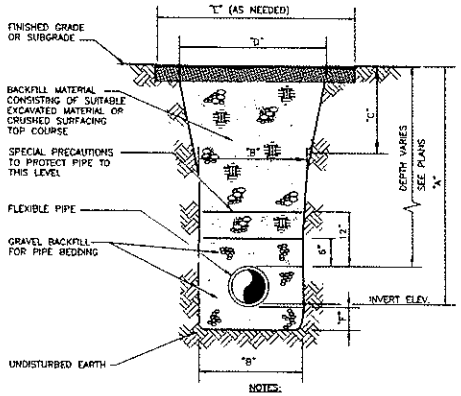


NOTES:

1. CONTRACTOR SHALL PROVIDE CDF PIPE ENCASEMENT AT ALL EXISTING UTILITY CROSSINGS IN THE EVENT THAT AN 8" SEPARATION CANNOT BE PROVIDED. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE SITE UTILITIES TO ANTICIPATE PROVIDING AND INSTALLING CDF ENCASEMENTS WHERE NECESSARY.
2. CONTRACTOR SHALL NOT CONSTRUCT ANY NEW PIPE JOINT WITHIN 6 FEET OF THE EXISTING CENTERLINE OF THE UTILITY CROSSING.

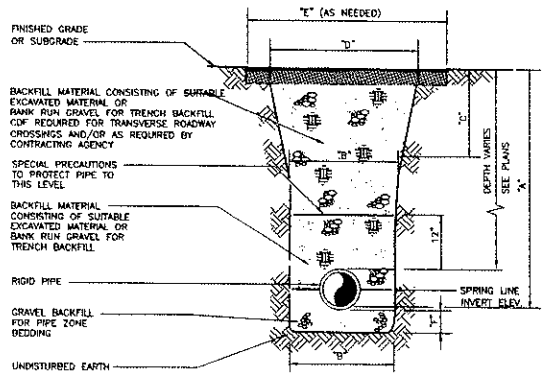
CDF PIPE ENCASEMENT DETAIL

NOT TO SCALE



TRENCH SECTION - FLEXIBLE STORM PIPE

NOT TO SCALE



TRENCH SECTION - RIGID STORM PIPE

NOT TO SCALE

NOTES:

1. THE TRENCH SECTIONS SHOWN ON THE PLANS ARE FOR THE PAYMENT LIMITS FOR BANK RUN GRAVEL FOR TRENCH BACKFILL. PAYMENT FOR ALL BANK RUN GRAVEL FOR TRENCH BACKFILL SHALL BE COMPUTED FROM THE MEASUREMENT OF THE CONSTRUCTED TRENCH SECTION, TO THE MAXIMUM LIMITS AS INDICATED IN THE TABLES.
2. WHERE A "NEW ROADWAY SECTION" OR PAVEMENT REPAIR IS PROPOSED, THE TRENCH SECTION PAYMENT LIMIT LINE WILL BE BOUNDED AT THE TOP BY PAVEMENT SUBGRADE, PER TYPICAL ROADWAY SECTION DETAILS.

8" & 12" DIAMETER PIPE

	6" OR LESS	8"	10"	12"	14"	16"	18"	20"	22"	24"	26"	28"
A												
B	3.00'											
C	1.50'	1.50'	1.75'	2.25'	2.75'	3.25'	3.75'	4.25'	4.75'	5.25'	5.75'	6.25'
D	6.00'	6.00'	6.50'	7.50'	8.50'	9.50'	10.50'	11.50'	12.50'	13.50'	14.50'	15.50'
E	7.00'	7.00'	7.50'	8.50'	9.50'	10.50'	11.50'	12.50'	13.50'	14.50'	15.50'	16.50'
F	4.00'											

TYPICAL TRENCH EXCAVATION LIMITS STORM SEWER PIPE

0 1" 2"

TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

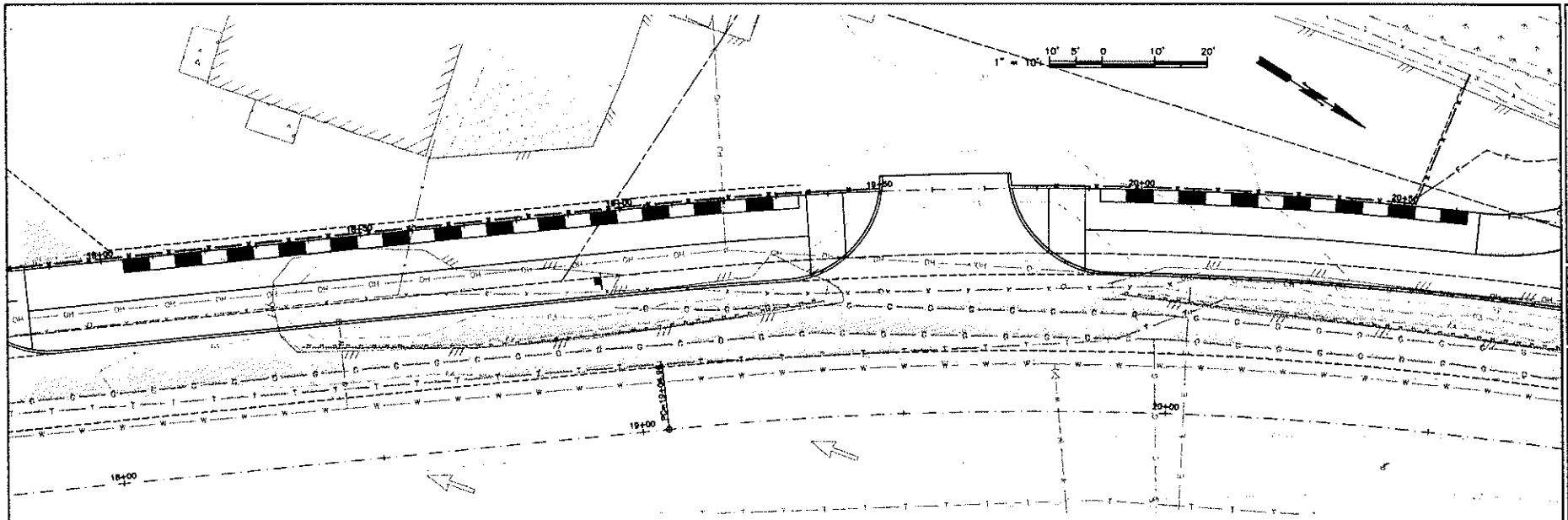
No.	REVISION	DATE	APPD

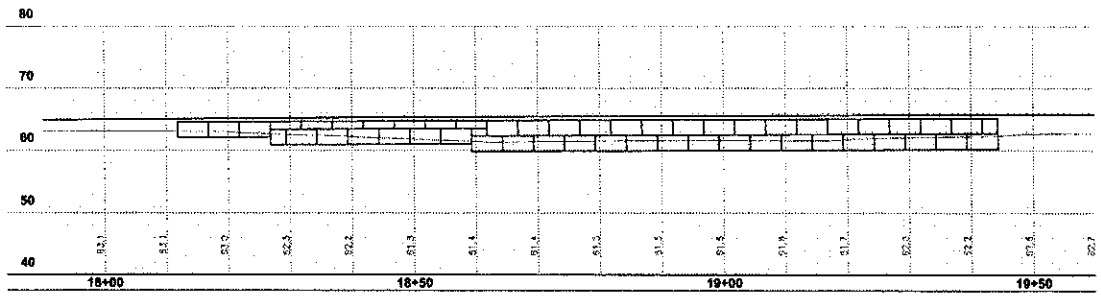
CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
STORM DRAINAGE DETAILS

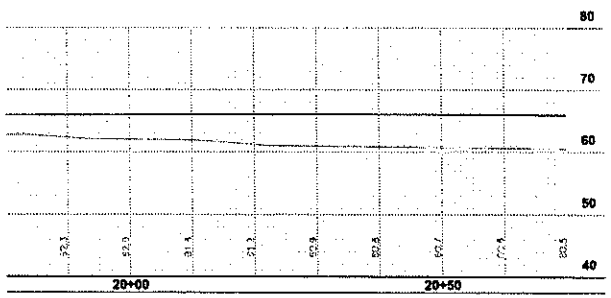
SHEET: 25
OF: XX

JOB NO.: 13570
DWG: DRAINAGE_DET3

L:\ISSAQUAH\13570 E Lake Sammamish Pkwy\01 Design\Plans\DRAINAGE_DET3.dwg, 1/22/2014 4:34:01 PM, sbellen







NOTE:

WALL PROFILES ARE TYPICAL ONLY. CONTRACTOR SHALL VERIFY AND ADJUST BLOCK LAYOUT AS REQUIRED. CONTRACTOR SHALL COORDINATE WITH ENGINEER.

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 (206) 284-0880

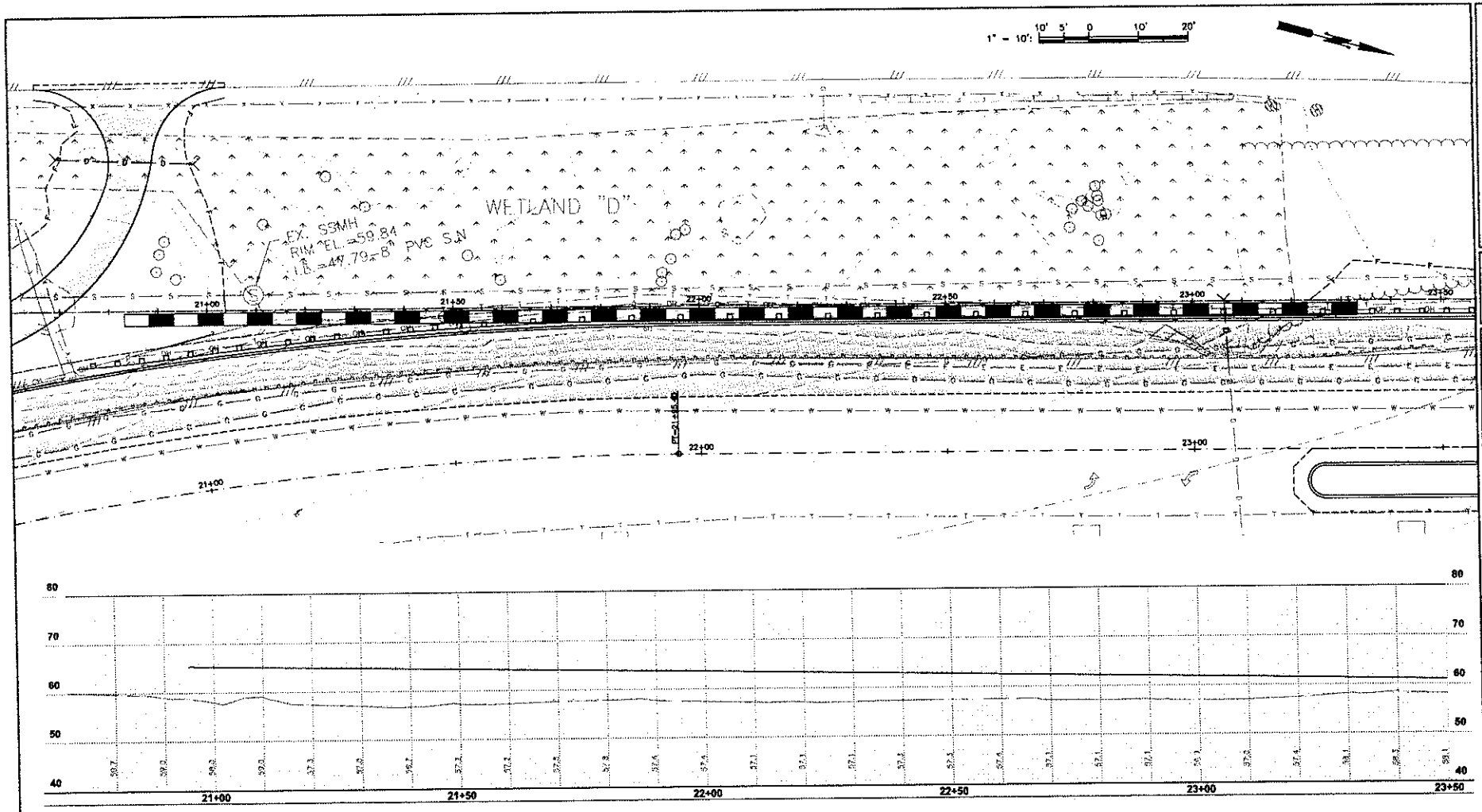
DATE: JAN. 2014	
SCALE: NOTED	
DRAWN: C.B.W.	
CHECKED: C.B.W.	
APPROVED: B.L.S.	

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
RETAINING WALL PLAN AND PROFILE

SHEET: 26
OF: XX
JOB NO.: 13370
DWG: WALL_PP



NOTE:

WALL PROFILES ARE TYPICAL ONLY. CONTRACTOR SHALL VERIFY AND ADJUST BLOCK LAYOUT AS REQUIRED. CONTRACTOR SHALL COORDINATE WITH ENGINEER.

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 (206) 284-0860

DATE: JAN. 2014	
SCALE: NOTED	
DRAWN: C.B.W.	
CHECKED: C.B.W.	
APPROVED: B.L.S.	

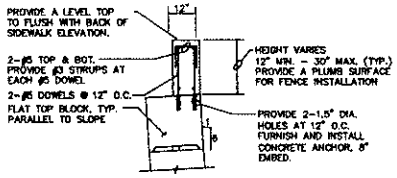
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

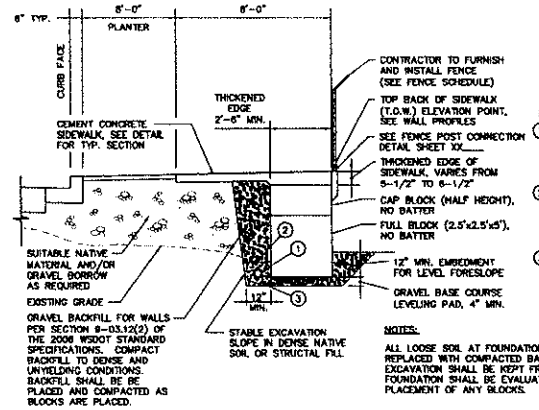
CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS

RETAINING WALL PLAN AND PROFILE

SHEET: 27
OF: XX
JOB NO.: 13570
DWG: WALL_PP



CONCRETE CAP DETAIL



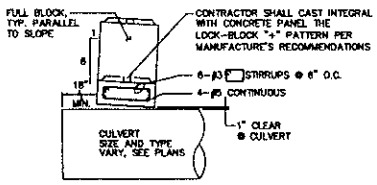
TYPICAL CROSS SECTION

SEGMENTAL BLOCK WALL (NO BATTER)
APPROX. STA. 11+30 TO APPROX. STA. 17+30

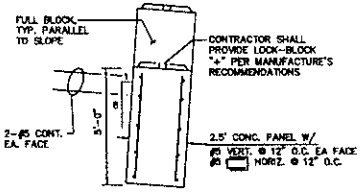
NOT TO SCALE

NOTE:

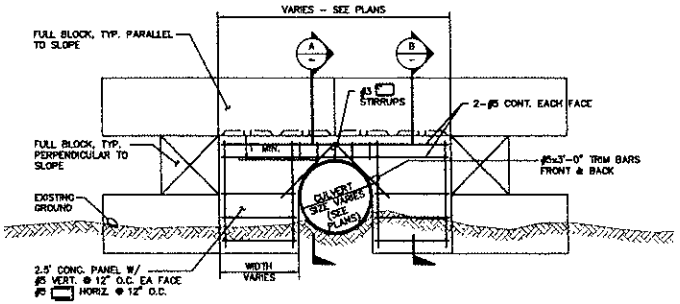
WALL PROFILES ARE TYPICAL ONLY. CONTRACTOR SHALL VERIFY AND ADJUST BLOCK LAYOUT AS REQUIRED. CONTRACTOR SHALL COORDINATE WITH ENGINEER.



PANEL SECTION AT CULVERT (A)



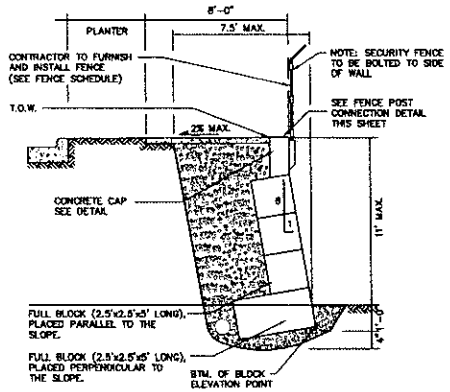
TYP. PANEL SECTION (B)



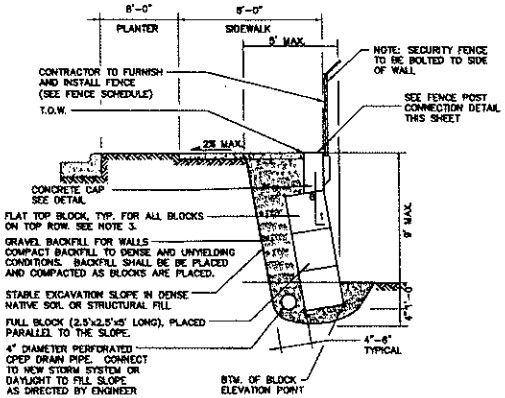
CEMENT CONCRETE PANEL (TYP.) (1)

SCALE: 3/8"=1'-0"

SEE 4 BLOCK HIGH WALL CROSS SECTION FOR ADDITIONAL INFORMATION



5 BLOCK HIGH (AND HIGHER) WALL CROSS SECTION



4 BLOCK HIGH (AND LESS) WALL CROSS SECTION

BLOCK WALL NOTES:

1. ALL LOOSE SOIL AT ROCKERY FOUNDATION SHALL BE OVER EXCAVATED AND REPLACED WITH COMPACTED BACKFILL AS DESCRIBED ABOVE. THE EXCAVATION SHALL BE KEPT FREE OF WATER. THE PREPARED WALL FOUNDATION SHALL BE EVALUATED BY A SOILS ENGINEER PRIOR TO PLACEMENT OF ANY BLOCKS.
2. FOR TALLER WALL, PLACE AN ADDITIONAL ROW OF BLOCK PERPENDICULAR TO THE SLOPE AT THE BOTTOM OF THE WALL. DO NOT EXCEED 6 BLOCKS TALL.
3. ALL BLOCKS LOCATED ALONG THE TOP ROW SHALL BE FURNISHED WITH A FLAT TOP.

SEGMENTAL BLOCK WALL (WITH BATTER)

NOT TO SCALE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

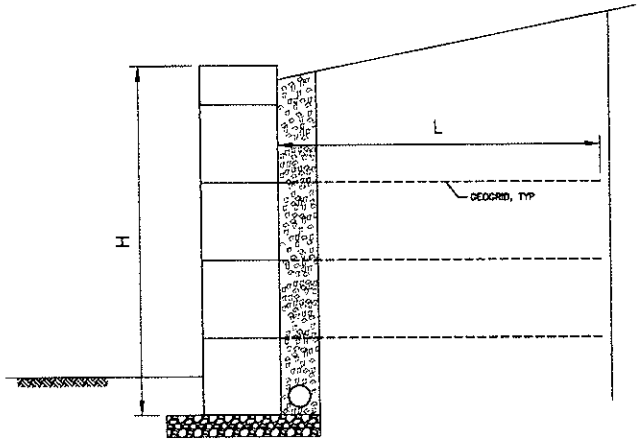
Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014	SCALE: NOTED	DRAWN: A.A.J.	CHECKED: C.B.W.	APPROVED: B.L.S.

NO.	REVISION	DATE	APPD
	PRELIMINARY NOT FOR CONSTRUCTION		

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
RETAINING WALL DETAILS

SHEET: 28
OF: XX
JOB NO.: 13570
DWG: WALL_1



TYPICAL CROSS SECTION

SEGMENTAL COCRETE BLOCK MSE WALL (NO BATTER)

NOT TO SCALE

0 1" 2"
TWO INCHES AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0880

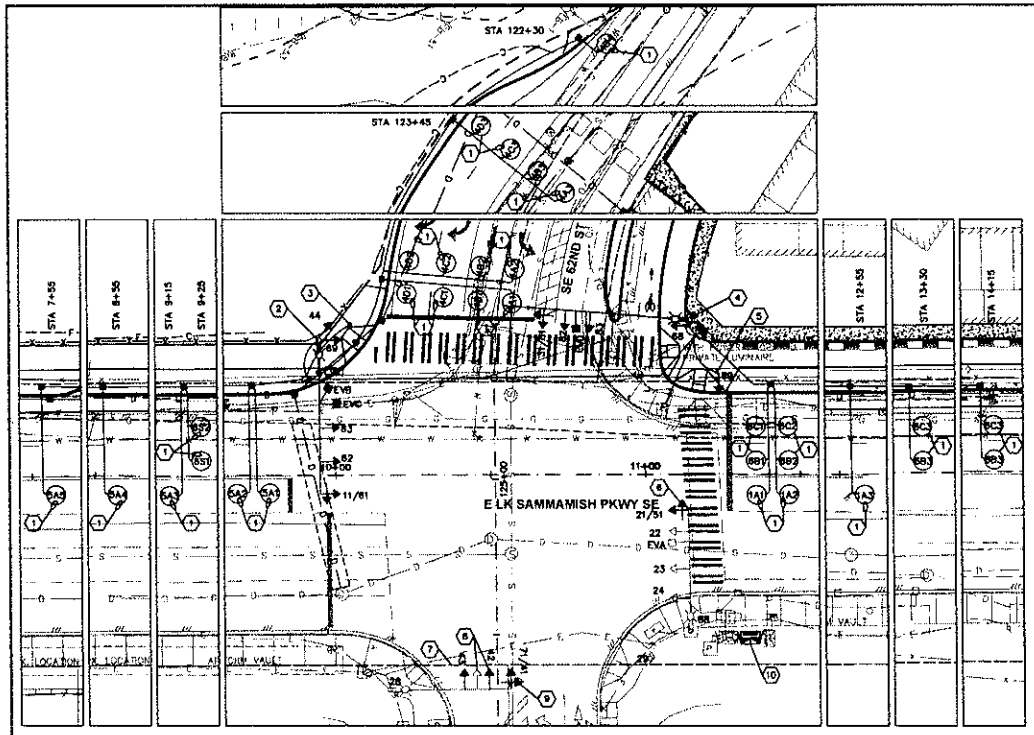
DATE: JAN. 2014	
SCALE: NOTED	
DRAWN: A.A.J.	
CHECKED: C.S.W.	
APPROVED: B.L.S.	

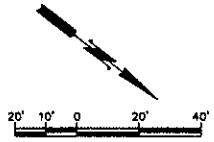
PRELIMINARY
NOT FOR
CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE
IMPROVEMENTS
RETAINING WALL DETAILS

SHEET: 29
OF: XX
JOB NO.: 13570
DWG: WALL_2





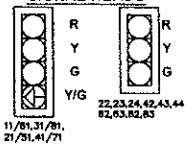
TRAFFIC SIGNAL SYMBOL LEGEND

EXISTING	NEW	DESCRIPTION
		CONTROLLER CABINET
		SERVICE / ILLUMINATION CABINET
		TYPE III STEEL-MASTARM-SIGNAL POLE WITH LUMINAIRE
		TYPE II STEEL MAST-ARM SIGNAL POLE
		VEHICLE SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		OPTICAL DETECTOR
		TYPE 1 JUNCTION BOX
		TYPE 2 JUNCTION BOX
		TYPE 8 JUNCTION BOX
		CONDUIT
		VIDEO CAMERA
		VIDEO DETECTION ZONES
		MAST ARM SIGN
		SIGNAL POLE CONSTRUCTION NOTE
		WIRE NOTE

TRAFFIC SIGNAL CONSTRUCTION NOTES

1. CONTRACTOR SHALL PROVIDE AND INSTALL ROUND TRAFFIC DETECTOR LOOP PER CITY OF ISSAQUAH STANDARD PLAN TS-02 AND TS-03.
2. EXCAVATE AND CONSTRUCT FOUNDATION PER SIGNAL STANDARD SHEET AND WSDOT STD. PLAN J-28.10-02. PROVIDE AND INSTALL TYPE III SIGNAL POLE AND MAST ARM PER SIGNAL STANDARD SHEET, 1-250 WATT COBRA HEAD FIXTURE AND 16' LUMINAIRE ARM, 2 EMERGENCY PREEMPTION DETECTOR, 3 VEHICLE SIGNAL HEADS, 1 PEDESTRIAN SIGNAL HEAD, 1 PAN-TILT-ZOOM(PTZ) CAMERA. PROVIDE AND INSTALL STREET NAME SIGN.
3. EXCAVATE AND CONSTRUCT FOUNDATION PER SIGNAL STANDARD SHEET AND WSDOT STD. PLAN J-21.10-03. PROVIDE AND INSTALL TYPE PPB SIGNAL POLE WITH SLIP BASE, AND 1 ACCESSIBLE PEDESTRIAN DETECTOR.
4. EXCAVATE AND CONSTRUCT FOUNDATION PER SIGNAL STANDARD SHEET AND WSDOT STD. PLAN J-28.10-02. PROVIDE AND INSTALL TYPE III SIGNAL POLE AND MAST ARM PER SIGNAL STANDARD SHEET, 1-250 WATT COBRA HEAD FIXTURE AND 16' LUMINAIRE ARM, 1 EMERGENCY PREEMPTION DETECTOR, 3 VEHICLE SIGNAL HEADS, 1 PEDESTRIAN SIGNAL HEAD. PROVIDE AND INSTALL STREET NAME SIGN.
5. EXCAVATE AND CONSTRUCT FOUNDATION PER SIGNAL STANDARD SHEET AND WSDOT STD. PLAN J-21.10-03. PROVIDE AND INSTALL TYPE PPB SIGNAL POLE WITH SLIP BASE, 1 PEDESTRIAN SIGNAL HEAD, 1 ACCESSIBLE PEDESTRIAN DETECTOR.
6. REMOVE EXISTING 3 SECTION SIGNAL DISPLAY. PROVIDE AND INSTALL 4-SECTION SIGNAL DISPLAY WITH FLASHING YELLOW ARROW. PROVIDE AND INSTALL ASSOCIATED WIRING TO TERMINAL CABINET AND CONTROLLER.
7. PROVIDE AND INSTALL 3-SECTION SIGNAL DISPLAY WITH ASTROBRACKET MOUNT. PROVIDE AND INSTALL ASSOCIATED WIRING TO TERMINAL CABINET AND CONTROLLER.
8. RELOCATE EXISTING 3-SECTION SIGNAL HEAD TO EXISTING TENON AS SHOWN. PROVIDE AND INSTALL ASSOCIATED WIRING TO TERMINAL CABINET AND CONTROLLER.
9. REMOVE EXISTING 5-SECTION(DOGHOUSE) SIGNAL DISPLAY. PROVIDE AND INSTALL 4-SECTION SIGNAL DISPLAY WITH FLASHING YELLOW ARROW. PROVIDE AND INSTALL ASSOCIATED WIRING TO TERMINAL CABINET AND CONTROLLER.
10. EXCAVATE AND CONSTRUCT SERVICE AND CONTROLLER FOUNDATION PER CITY OF ISSAQUAH STANDARD PLAN TS-11. PROVIDE AND INSTALL CONTROLLER CABINET WITH ASSOCIATED CONTROLLER EQUIPMENT. CONTRACTOR SHALL COORDINATE WITH CITY OF ISSAQUAH FOR CONTROLLER DELIVERY

VEHICLE SIGNAL HEADS



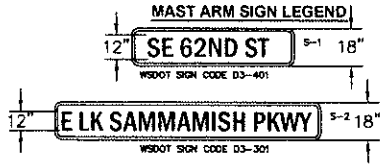
PEDESTRIAN SIGNAL HEADS

SIGNAL DISPLAY NOTES

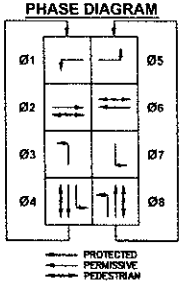
1. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE LED DISPLAYS.
2. ALL VEHICLE HEADS SHALL BE ALUMINUM WITH 12" LENSES AND ALUMINUM TUNNEL VISORS. BACKPLATES SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATION 9-29.16.
3. VEHICLE SIGNAL HEADS SHALL HAVE TYPE M MOUNT PER WSDOT STD PLAN J-75.20-00
4. PEDESTRIAN SIGNAL HEADS SHALL HAVE COUNTDOWN DISPLAYS.
5. PEDESTRIAN SIGNAL HEAD 68,69,88 AND 89 SHALL HAVE TYPE E MOUNT PER WSDOT STD PLAN J-75.10-01.

WIRE SCHEDULE

MAST ARM SIGN LEGEND



PHASE DIAGRAM



PREEMPTION SCHEDULE

PHASE	CHANNEL
Ø2	A
Ø4	B
Ø6	C
Ø8	D

KING COUNTY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0880

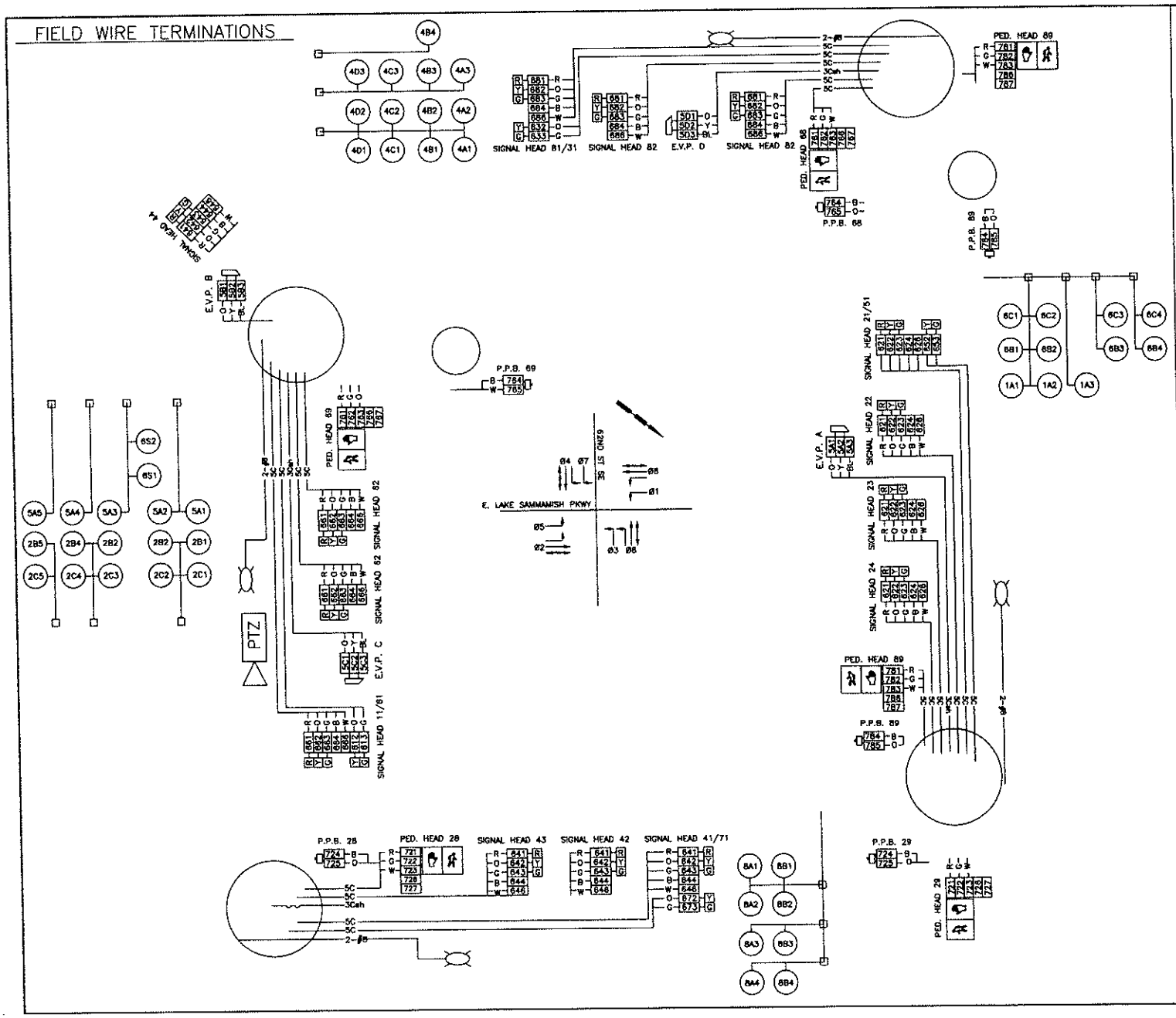
DATE: JAN. 2014
SCALE: H:1"=20' V:1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: R.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPR

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL PLAN 1

SHEET: 30
OF: XX
JOB NO.: 13570
DWG: SIGNAL



CABINET WIRE TERMINATIONS

KING COUNTY

VEHICLE DISPLAYS

PEDESTRIAN DISPLAYS

PEDESTRIAN DETECTION

SERVICE PANEL

EVP DETECTION

TERMINAL LEGEND

- CONNECT TO TERMINAL BUS
- CONNECT TO SIDE TERMINAL CONNECTION
- CONNECT TO DETECTOR COMMON BUS
- SPARE

NOTE: TERMINATE ALL WIRING IDENTIFIED AS AC- (6*6 AND 7*3) AT THE AC- BUSS.

SEAL AND COIL ALL SPARE CONDUCTORS AND STORE NEATLY ON THE CABINET FLOOR.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

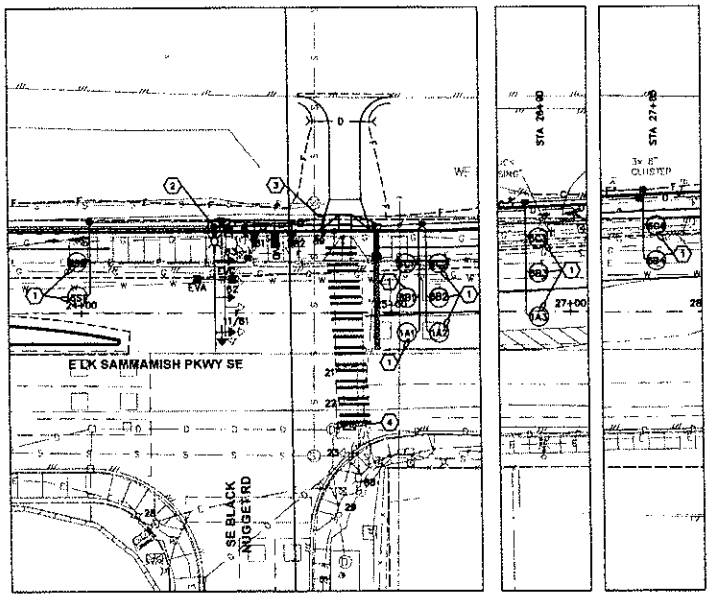
DATE: JAN. 2014
SCALE: H:1"=20' V:1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL WIRING DIAGRAM 1

SHEET: 31
OF: XX
JOB NO.: 13870
DWG: SIGNAL



20' 10' 0 20' 40'

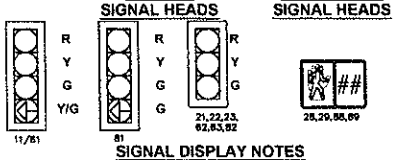
TRAFFIC SIGNAL SYMBOL LEGEND

EXISTING	NEW	DESCRIPTION
		CONTROLLER CABINET
		SERVICE / ILLUMINATION CABINET
		TYPE III STEEL-MASTARM-SIGNAL POLE WITH LUMINAIRE
		TYPE II STEEL MAST-ARM SIGNAL POLE
		VEHICLE SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		OPTICAL DETECTOR
		TYPE 1 JUNCTION BOX
		TYPE 2 JUNCTION BOX
		TYPE 6 JUNCTION BOX
		CONDUIT
		VIDEO CAMERA
		VIDEO DETECTION ZONES
		MAST ARM SIGN
		SIGNAL POLE CONSTRUCTION NOTE
		WIRE NOTE

TRAFFIC SIGNAL CONSTRUCTION NOTES

1. CONTRACTOR SHALL PROVIDE AND INSTALL ROUND TRAFFIC DETECTOR LOOP PER CITY OF ISSAQUAH STANDARD PLAN TS-02 AND TS-03.
2. EXCAVATE AND CONSTRUCT FOUNDATION PER SIGNAL STANDARD SHEET AND WSDOT STD. PLAN J-28.10-02. PROVIDE AND INSTALL TYPE III SIGNAL POLE AND DUAL MAST ARM PER SIGNAL STANDARD SHEET, 1-250 WATT COBRA HEAD FIXTURE AND 16' LUMINAIRE ARM, 3 EMERGENCY PREEMPTION DETECTOR, 5 VEHICLE SIGNAL HEADS. PROVIDE AND INSTALL 2 STREET NAME SIGNS.
3. EXCAVATE AND CONSTRUCT FOUNDATION PER SIGNAL STANDARD SHEET AND WSDOT STD. PLAN J-21.10-03. PROVIDE AND INSTALL TYPE PS SIGNAL POLE WITH SLIP BASE, 1 PEDESTRIAN DISPLAY, AND 1 ACCESSIBLE PEDESTRIAN DETECTOR.
4. PROVIDE AND INSTALL PAN-TILT-ZOOM(PTZ) CAMERA ON EXISTING LUMINAIRE ARM, WIRING TO CONTROLLER, AND ASSOCIATED CONTROLLER EQUIPMENT. CONNECT TO PTZ CAMERA CONTROLLER TO THE CITY'S FIBER NETWORK.
5. RELOCATE EXISTING 3-SECTION SIGNAL HEAD TO EXISTING TENON AS SHOWN. PROVIDE AND INSTALL ASSOCIATED WIRING TO TERMINAL CABINET AND CONTROLLER.

VEHICLE SIGNAL HEADS

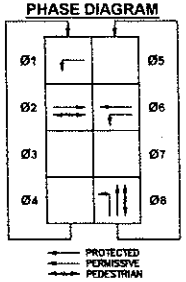


SIGNAL DISPLAY NOTES

1. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE LED DISPLAYS.
2. ALL VEHICLE HEADS SHALL BE ALUMINUM WITH 12' LENSES AND ALUMINUM TUNNEL VISORS. BACKPLATES SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATION 9-29.16.
3. VEHICLE SIGNAL HEADS SHALL HAVE TYPE M MOUNT PER WSDOT STD PLAN J-75.20-00
4. PEDESTRIAN SIGNAL HEADS SHALL HAVE COUNTDOWN DISPLAYS.
5. PEDESTRIAN SIGNAL HEAD 89 SHALL HAVE TYPE D MOUNT PER WSDOT STD PLAN J-75.10-01.

MAST ARM SIGN LEGEND

PHASE DIAGRAM



PREEMPTION SCHEDULE

PHASE	CHANNEL
Ø2	A
Ø6	C
Ø8	D

WIRE SCHEDULE

KING COUNTY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0880

DATE: JAN. 2014
SCALE: H:1"=20' V:1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: B.L.S.

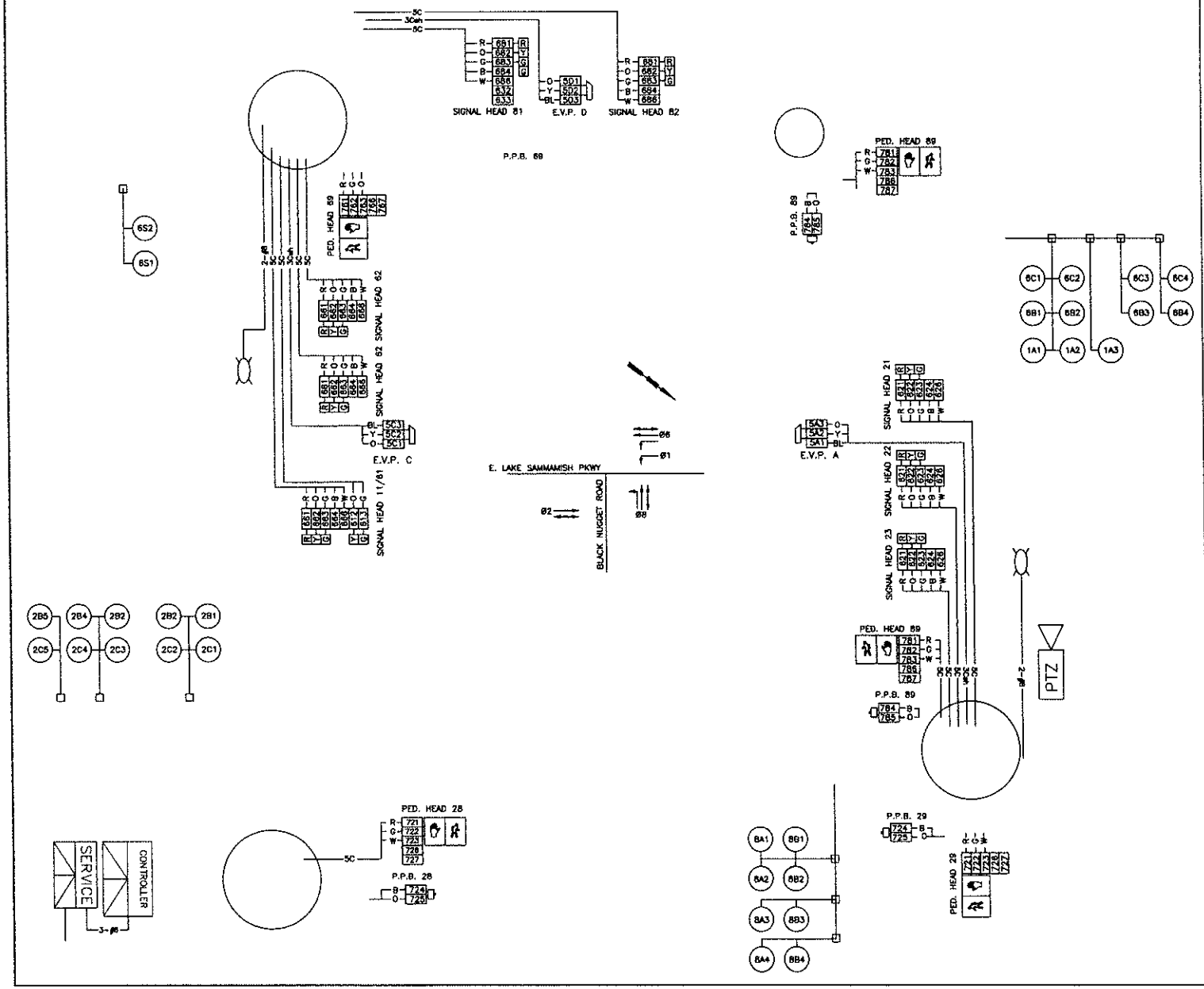
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE / APPD

CITY OF ISSAQUAH WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL PLAN 2

SHEET: 32
OF: XX
JOB NO.: 13570
DWG: SIGNAL

FIELD WIRE TERMINATIONS



CABINET WIRE TERMINATIONS

KING COUNTY

VEHICLE DISPLAYS

R	611	11	Ø1
O	612		
G	613		
B	614		
W	616		
R	621	21,22	Ø2
O	622		
G	623		
B	624		
W	626		
R	631	31	Ø3
O	632		
G	633		
B	634		
W	636		
R	641	41,42	Ø4
O	642		
G	643		
B	644		
W	646		
R	651	51	Ø5
O	652		
G	653		
B	654		
W	656		
R	661	61,62	Ø6
O	662		
G	663		
B	664		
W	666		
R	671	71	Ø7
O	672		
G	673		
B	674		
W	676		
R	681	81,82	Ø8
O	682		
G	683		
B	684		
W	686		

PEDESTRIAN DISPLAYS

R	721	28,29	Ø2
G	722		
W	723		
R	741	48,49	Ø4
G	742		
W	743		
R	761	68,69	Ø6
G	762		
W	763		
R	781	88,89	Ø8
G	782		
W	783		

PEDESTRIAN DETECTION

O	724	28,29	Ø2
B	725		
O	744	48,49	Ø4
B	745		
O	764	68,69	Ø6
B	765		
O	784	88,89	Ø8
B	785		

SERVICE PANEL

TBS

B	501	1	AC+
GRD		2	CG
W	502	3	AC-
		4	
		5	

EVP DETECTION

O	5A1				
Y	5A2				
BL	5A3		A		
O	5B1				
Y	5B2				
BL	5B3		B		
O	5C1				
Y	5C2		C	61,26	64,67
BL	5C3				
O	5D1				
Y	5D2		D		
BL	5D3			83,88	87,85

TERMINAL LEGEND

- CONNECT TO TERMINAL BUS
- CONNECT TO SIDE TERMINAL CONNECTION
- CONNECT TO DETECTOR COMMON BUS
- SPARE

NOTE: TERMINATE ALL WIRING IDENTIFIED AS AC- (6*6 AND 7*3) AT THE AC- BUSS.

SEAL AND COIL ALL SPARE CONDUCTORS AND STORE NEATLY ON THE CABINET FLOOR.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 - (206) 284-0880

DATE: JAN. 2014
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DRAWN: R.C.
CHECKED: R.C.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

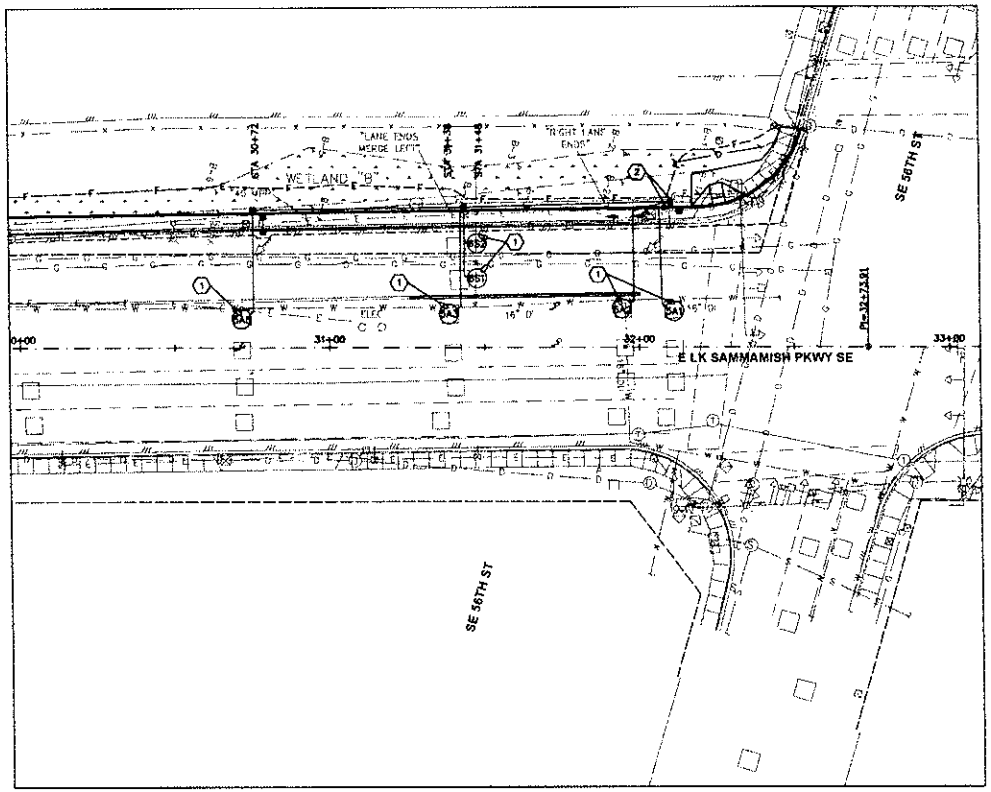
BRIAN L. SOURWINE — REGISTERED PROFESSIONAL ENGINEER — STATE OF WASHINGTON

ROBERT CAMERON — REGISTERED PROFESSIONAL ENGINEER — STATE OF WASHINGTON

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS

SIGNAL WIRING DIAGRAM 2

SHEET: 33
OF: XX
JOB NO.: 13570
DWG: SIGNAL



20' 10' 0 20' 40'

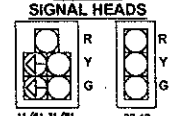
TRAFFIC SIGNAL SYMBOL LEGEND

EXISTING	NEW	DESCRIPTION
		CONTROLLER CABINET
		SERVICE / ILLUMINATION CABINET
		TYPE III STEEL-MASTARM-SIGNAL POLE WITH LUMINAIRE
		TYPE II STEEL MAST-ARM SIGNAL POLE
		VEHICLE SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		OPTICAL DETECTOR
		TYPE I JUNCTION BOX
		TYPE 2 JUNCTION BOX
		TYPE 8 JUNCTION BOX
		CONDUIT
		VIDEO CAMERA
		VIDEO DETECTION ZONES
		MAST ARM SIGN
		SIGNAL POLE CONSTRUCTION NOTE
		WIRE NOTE

TRAFFIC SIGNAL CONSTRUCTION NOTES

1. CONTRACTOR SHALL PROVIDE AND INSTALL ROUND TRAFFIC DETECTOR LOOP PER CITY OF ISSAQUAH STANDARD PLAN TS-02 AND TS-03.
2. PULL EXISTING WIRE IN EXISTING JUNCTION BOX TO NEAREST JUNCTION BOX TO MAINTAIN CONTINUOUS LINE TO CONTROLLER. INTERCEPT EXISTING CONDUIT AND ROUTE EXISTING CONDUIT TO PROPOSED JUNCTION BOX PER CITY OF ISSAQUAH STANDARD PLAN TS-08

VEHICLE SIGNAL HEADS



11/61,31/81, 21/51,41/71 — 22,42, 62,82

PEDESTRIAN SIGNAL HEADS

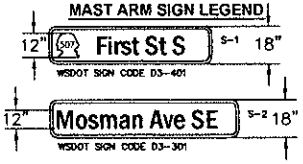
28,29,48,49, 88,69,88,89

SIGNAL DISPLAY NOTES

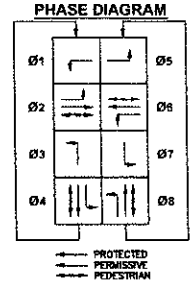
1. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE LED DISPLAYS.
2. ALL VEHICLE HEADS SHALL BE ALUMINUM WITH 12" LENSES AND ALUMINUM TUNNEL VISORS. BACKPLATES SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATION 9-29.16.
3. VEHICLE SIGNAL HEADS SHALL HAVE TYPE M MOUNT PER WSDOT STD PLAN J-75.20-00
4. PEDESTRIAN SIGNAL HEADS SHALL HAVE COUNTDOWN DISPLAYS.
5. PEDESTRIAN SIGNAL HEAD 28,48,68, AND 88 SHALL HAVE TYPE E MOUNT PER WSDOT STD PLAN J-75.10-01.
6. PEDESTRIAN SIGNAL HEAD 29,49,69, AND 89 SHALL HAVE TYPE D MOUNT PER WSDOT STD PLAN J-75.10-01.

WIRE SCHEDULE

MAST ARM SIGN LEGEND



PHASE DIAGRAM



PREEMPTION SCHEDULE

PHASE	CHANNEL
Ø2	A
Ø4	B
Ø6	C
Ø8	D

VIDEO DETECTION SCHEDULE

PHASE	CHANNEL
Ø2	A
Ø4	B
Ø6	C
Ø8	D

KING COUNTY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 · (206) 284-0880

DATE: JAN. 2014
SCALE: H: 1"=20' V: 1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

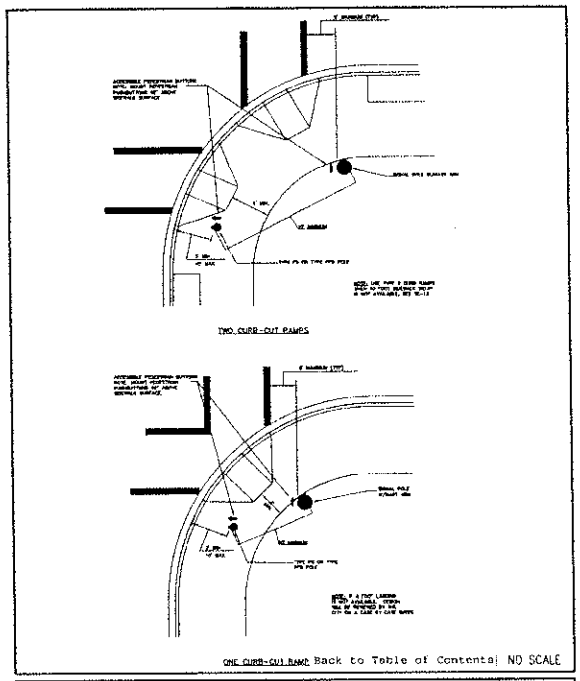
BRIAN L. SOURBINE — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

NORY CAMERON — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL PLAN 3

SHEET: 34
OF: XX
JOB NO.: 13570
DWG: SIGNAL

KING COUNTY



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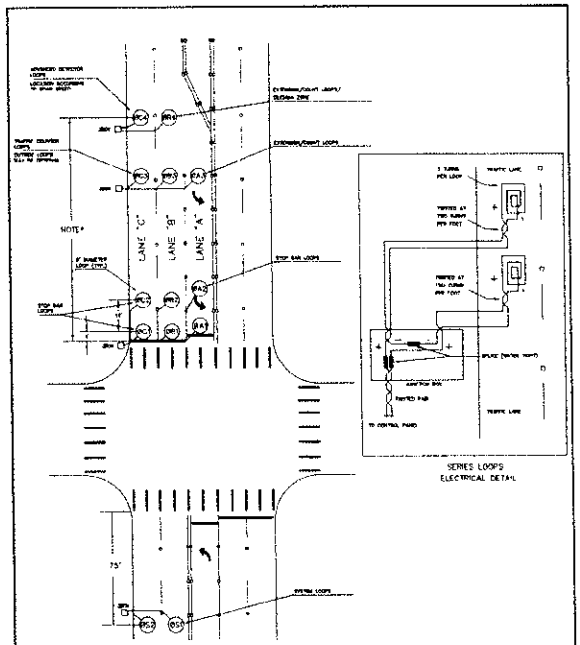
CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

TYPICAL ACCESSIBLE PEDESTRIAN SIGNAL DEVICE LOCATIONS (TYPE 1 RAMPS)

STANDARD DETAIL NO. TS-01

REV



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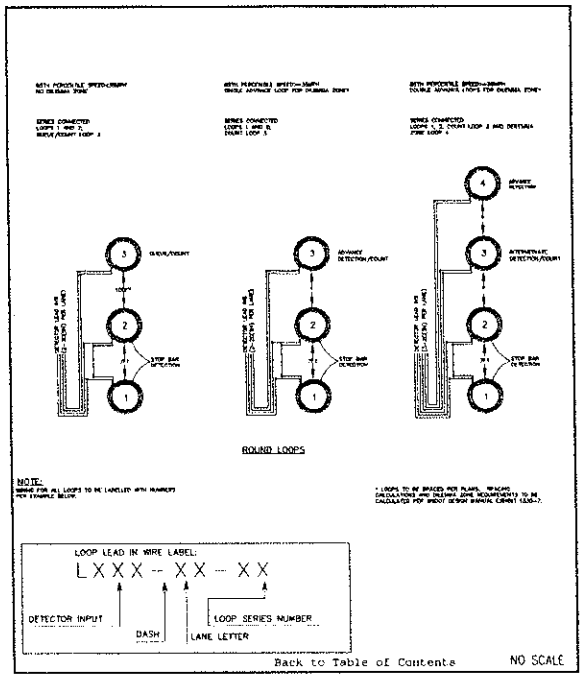
CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

TRAFFIC LOOP DETAIL (SHEET 1 OF 3)

STANDARD DETAIL NO. TS-02

REV



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CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

TRAFFIC LOOP DETAIL (SHEET 2 OF 3)

STANDARD DETAIL NO. TS-03

REV

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701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0880

DATE: JAN. 2014
SCALE: H:1"=20' V:1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

BRIAN L. SOURWINE — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

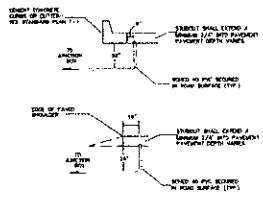
ROBT CAMERON — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL DETAILS 1

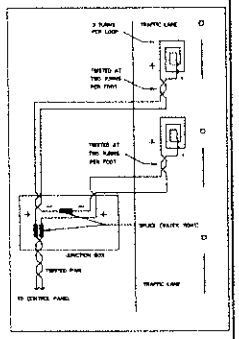
SHEET: 35
OF: XX
JOB NO.: 13570
DWG: SIGNAL

KING COUNTY

SPLICE DETAIL



LOOP STUBOUT
CONDUIT PLACEMENT DETAILS



SERIES LOOPS
ELECTRICAL DETAIL

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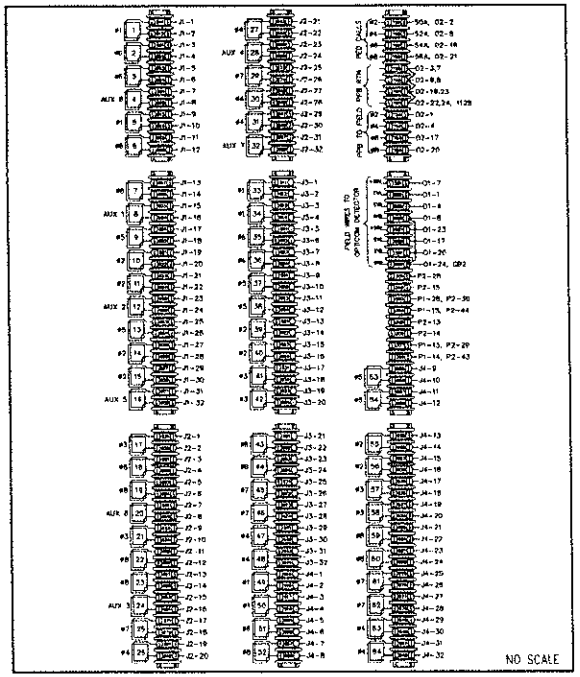
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

TRAFFIC LOOP DETAIL (SHEET 3 OF 3)

STANDARD DETAIL NO. TS-04

REV.



NO SCALE

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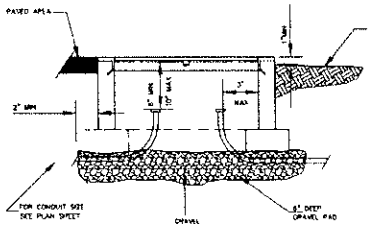
CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

LOOP DETECTION INPUT TERMINATIONS

STANDARD DETAIL NO. TS-05

REV.



TYP J-BOX INSTALLATION

NOTES:

1. ALL DIMENSIONS ARE MINIMUM. EXACT CONFIGURATIONS VARY AMONG DIFFERENT MANUFACTURERS.
2. THE NOTED LID THICKNESSES ARE OVERALL MINIMUMS. THE DIAMOND PATTERN FOR TYPE 1 OR TYPE 2 BOXES SHALL BE 20% MINIMUM OF OVERALL THICKNESS. THE DIAMOND PATTERN FOR TYPE 6 BOXES SHALL BE 3/32" MINIMUM THICK.
3. LID SUPPORT MEMBERS SHALL BE WELDED TO FRAME.
4. 4000 PSI CONCRETE IS ALLOWED IF BOX REINFORCEMENT CONSISTS OF 6x6 – #2x#2 WELDED WIRE FABRIC WELDED TO THE FRAME.
5. WHEN NOTED IN THE CONTRACT TYPE 2 AND TYPE 6 BOXES SHALL BE PROVIDED WITH 12" DEEP EXTENSION BOXES.
6. WHEN NOTED IN THE CONTRACT TYPE 2 BOXES SHALL BE PROVIDED WITH A 10"x27 1/2" 10 GAUGE DIVIDER PLATE COMPLETE WITH FASTENERS.
7. NON CONCRETE BOXES MAY BE SUBMITTED FOR APPROVAL EVALUATION WILL INCLUDE AN H-20 LOAD TEST.
8. ALL BOXES WILL BE CITY OF ISSAQUAH ENGINEER APPROVED AND CERTIFIED.
9. LEGEND FOR TRAFFIC SIGNAL SYSTEM BOXES WILL BE "TS", AND "LT" FOR ILLUMINATION SYSTEMS. LEGEND FOR COMMUNICATIONS OR FIBER SYSTEM BOXES WILL BE "COM". LEGEND LETTERS WILL BE FORMED WITH 1/8" WELD BEAD GRIND OFF DIAMOND PATTERN BEFORE FORMING LETTERS.
10. JUNCTION BOXES WITHIN SIDEWALK SHALL HAVE NO-SKID LIDS.

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NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

TRAFFIC SIGNAL JUNCTION BOX DETAILS

STANDARD DETAIL NO. TS-06

REV.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014	SCALE: N.T.S. 20' 1" = 2"	DRAWN: R.C.	CHECKED: R.C.	APPROVED: B.L.S.

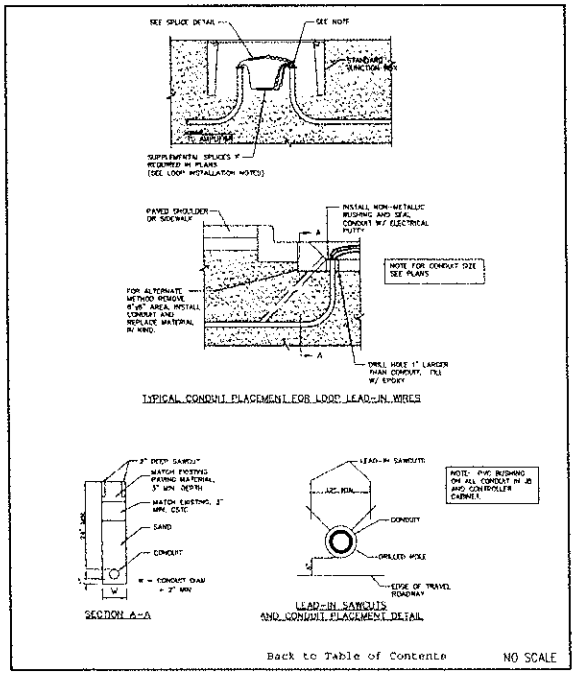
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

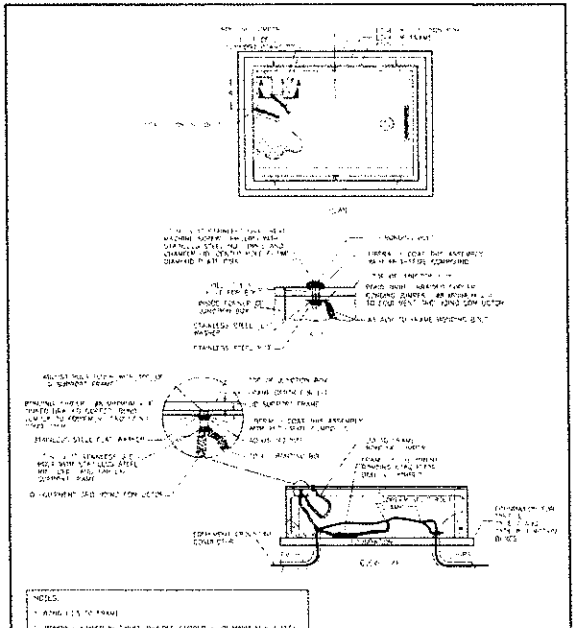
CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL DETAILS 1

SHEET: 36
OF: XX
JOB NO.: 13570
DWG: SIGNAL

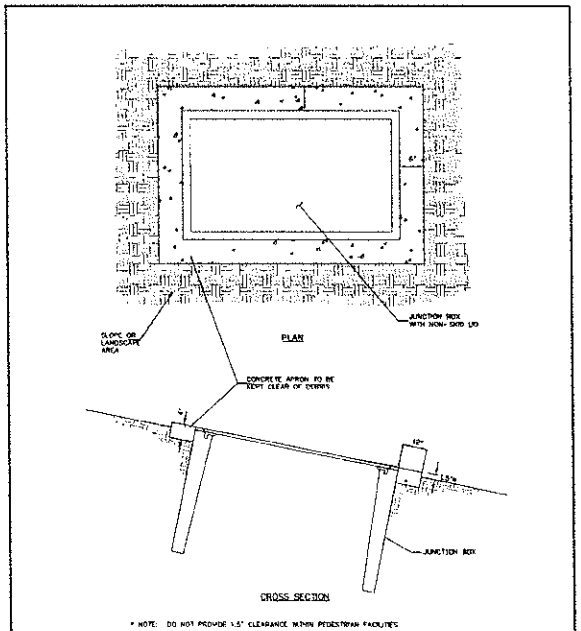
KING COUNTY



CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010		TYPICAL CONDUIT PLACEMENT FOR LOOP DETECTORS	STANDARD DETAIL NO. TS-07



CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010		TYPE 1,2,3,7, & 8 JUNCTION BOX EXISTING FRAME & LID BONDING DETAIL	STANDARD DETAIL NO. TS-08



CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010		JUNCTION BOX ON GRADE FOR LANDSCAPE AREAS	STANDARD DETAIL NO. TS-09

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 · (206) 284-0860

DATE: JAN. 2014
SCALE: H:1"=20' V:1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

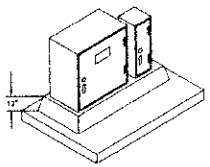
BRIAN L. SOURWINE EXPIRES PROFESSIONAL

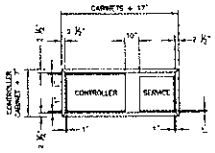
ROBERT CAMERON EXPIRES PROFESSIONAL

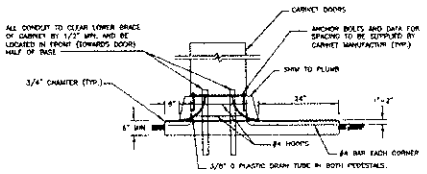
CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL DETAILS 1

SHEET: 37
OF: XX
JOB NO.: 13570
DWG: SIGNAL

KING COUNTY







NOTES:

1. CABINET FOUNDATION SHALL BE CLASS 3000 AIR ENTRAINED CONCRETE.
2. WHERE CABINET FOUNDATION IS LOCATED ADJACENT TO A SIDEWALK, CONSTRUCT THE TOP FLUSH WITH SIDEWALK GRADE, OMITTING CHAMFER WHERE TOP AND SIDEWALK MEET.
3. FOUNDATION DESIGN IS TYPICAL. CONTRACTOR SHALL UTILIZE CABINET MANUFACTURER'S SPECIFICATIONS TO ASSURE PROPER FIT OF CABINET ON BASE WITH RESPECT TO CONDUIT PLACEMENT. ENGINEER MUST APPROVE FORM WORK BEFORE PLACEMENT OF CONCRETE.
4. EXPANSION ANCHOR BOLTS (WEDGE BOLT, WEJ-IT, OR EQUAL) MAY BE USED TO FIT CABINETS TO EXISTING FOUNDATION. SILICON SEAL SHALL BE PLACED BETWEEN CABINET AND BASE.
5. SEE PLANS FOR DOOR ORIENTATION.
6. A SPARE 3"Ø CONDUIT SHALL BE INSTALLED FROM CONTROLLER CABINET TO NEAREST J-BOX.
7. A 1"Ø CONDUIT SHALL BE INSTALLED UNDER SERVICE CABINET FOR GROUND.

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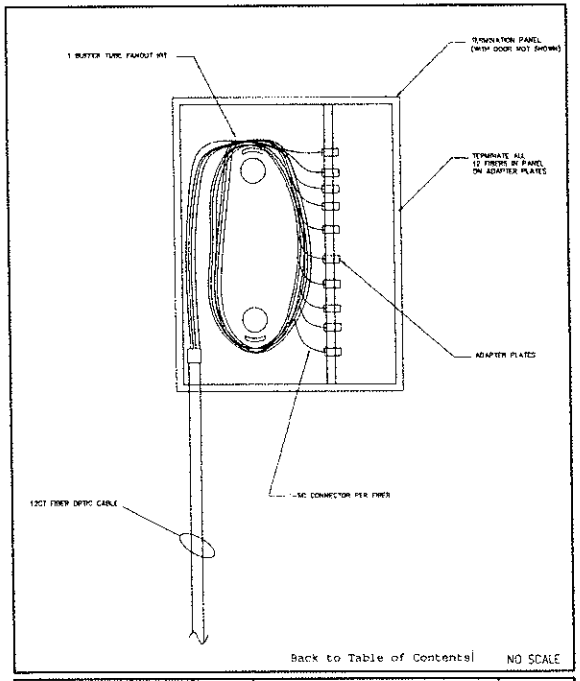
CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT
AUGUST 2010

CABINET FOUNDATION DETAILS

STANDARD DETAIL NO. TS-11

REV.



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CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT
AUGUST 2010

FIBER TERMINATION PANEL IN CONTROLLER CABINET

STANDARD DETAIL NO. TS-10

REV.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 POYNTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE: H:1"=20' V:1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

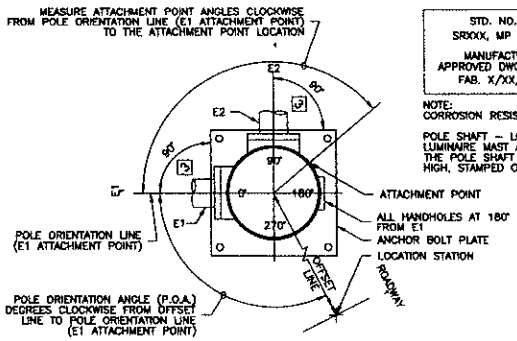
BRIAN L. SOUDWINE STATE OF WASHINGTON 38386 REGISTERED PROFESSIONAL ENGINEER

ROBERT CAMERON STATE OF WASHINGTON 38386 REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL DETAILS I

SHEET: 38
OF: XX
JOB NO.: 13570
DWG: SIGNAL

KING COUNTY



POLE ORIENTATION AND ATTACHMENT POINT DETAIL

NOTE:
TYPE E MOUNTS SHALL BE USED FOR PEDESTRIAN DISPLAYS ON TYPE II OR III SIGNAL STANDARDS, WITH THE FOLLOWING EXCEPTIONS: PEDESTRIAN DISPLAYS MOUNTED ON OCTAGONAL (8 SIDED) SIGNAL STANDARDS AT AN ANGLE OTHER THAN A 45° INCREMENT SHALL USE A TYPE A MOUNT FOR TWO PEDESTRIAN DISPLAYS, OR A TYPE B MOUNT FOR SINGLE PEDESTRIAN DISPLAY.

LEGEND

a. VEHICLE DISPLAY
b. MAST ARM MOUNTED SIGN
c. STREET NAME SIGN
d. PRE-EMPT DETECTOR
e. POST MOUNTED SIGN
f. LUMINAIRE
g. PEDESTRIAN DISPLAY
h. CABINET
i. PPB-M
j. HANDHOLE

SIGNAL STANDARD IDENTIFICATION TAG DETAIL

STD. NO. XX	SIGNAL STANDARD NO.
SR XXX, MP XXX.XX	STATE ROUTE AND MILE POST NO.
MANUFACTURER APPROVED DWG. XXXXXX	APPROVED DRAWING NO.
FAB. X/XX/XXXX	FABRICATION DATE

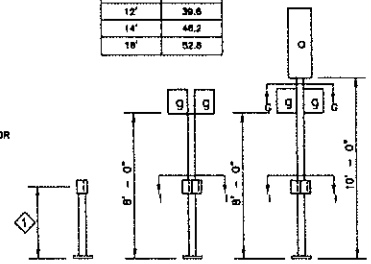
EXAMPLE

STD. NO. 02
SR97, MP 069.09
MANUFACTURER
APPROVED DWG. AB12345
FAB. 6/14/2002

NOTE:
CORROSION RESISTANT METAL TAG SECURED WITH (2) 0.125" RIVETS AS FOLLOWS:

POLE SHAFT – LOCATED WITHIN 6" ABOVE HAND HOLE (TYPE II & III). SIGNAL AND LUMINAIRE MAST ARM (TYPE II & III) – LOCATED WITHIN 6" OF THE LUMINAIRE ARM AND THE POLE SHAFT CONNECTION POINT (TYPE III). TEXT SHALL BE A MINIMUM OF 3/16" HIGH, STAMPED OR EMBOSSED.

LUMINAIRE MAST ARM X Y Z (ft)	
MAST ARM LENGTH	X Y Z (ft)
6'	19.8
8'	26.4
10'	33.0
12'	39.6
14'	46.2
16'	52.8



TYPE PPB PPB POST | TYPE PS PED. HEAD STANDARD | TYPE I VEHICLE HEAD STANDARD

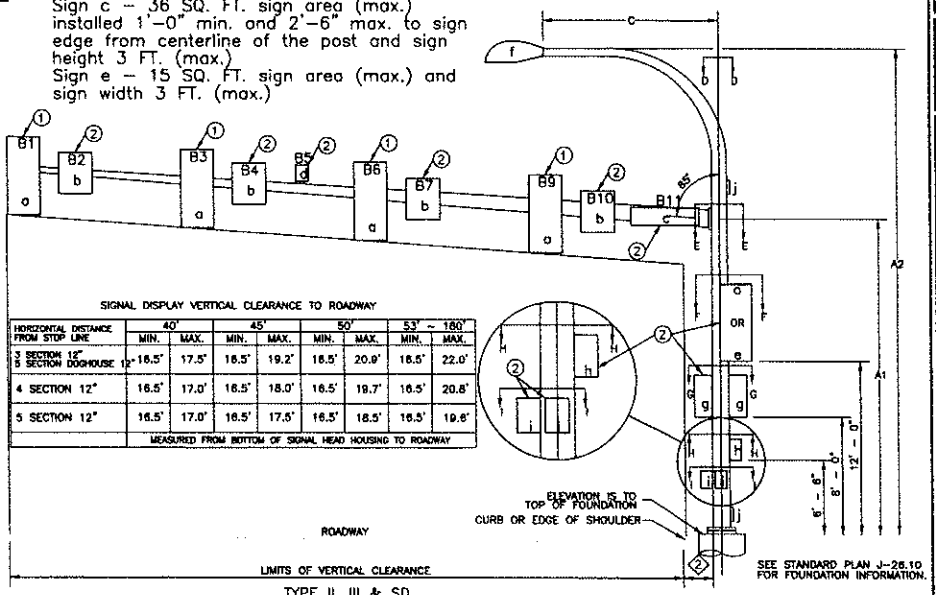
1. HEIGHT OF PEDESTRIAN PUSH BUTTON: 42"
2. PLACEMENT SHALL BE:
   2' – 0" MIN. FROM FACE OF CURB OR EDGE OF SHOULDER;
   5' – 0" MIN. FROM FACE OF GUARDRAIL;
   4' – 0" MIN. FROM CONC. BARRIER TYPE 2 (MEASURED FROM A POINT WHERE THE BARRIER BASE MEETS THE SHOULDER SURFACE (TOE). MEASUREMENT TAKEN FROM TRAFFIC SIDE OF BARRIER; TO FACE OF POLE
3. DMS OR VMS IS NOT ALLOWED ON THIS POLE.
4. FOR POST MOUNTED SIGNS THERE SHALL BE 2' – 0" MIN. FROM THE FACE OF THE CURB OR THE EDGE OF THE SHOULDER TO THE EDGE OF THE SIGN

NOTES

1. Mounting Coupling installed at offset distance indicated in chart.
2. Field installed.
   Sign b – 7.5 SQ. FT. sign area (max.) and sign height 3 FT. (max.)
   Sign c – 36 SQ. FT. sign area (max.) installed 1'–0" min. and 2'–6" max. to sign edge from centerline of the post and sign height 3 FT. (max.)
   Sign e – 15 SQ. FT. sign area (max.) and sign width 3 FT. (max.)

ALTERNATE NOTE 1 FOR TYPE N MOUNT ONLY.

1. Drill 1" diam. hole in mast arm and install plastic split bushing for cable entrance.



SIGNAL DISPLAY VERTICAL CLEARANCE TO ROADWAY

HORIZONTAL DISTANCE FROM STOP LINE	40'		45'		50'		53' ~ 180'	
	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
3 SECTION 12" 5 SECTION DOGHOUSE 12"	16.5'	17.5'	16.5'	19.2'	16.5'	20.9'	16.5'	22.0'
4 SECTION 12"	16.5'	17.0'	16.5'	18.0'	16.5'	19.7'	16.5'	20.8'
5 SECTION 12"	16.5'	17.0'	16.5'	17.5'	16.5'	18.5'	16.5'	19.6'
MEASURED FROM BOTTOM OF SIGNAL HEAD HOUSING TO ROADWAY								

TYPE II, III & SD SIGNAL STANDARD

SEE STANDARD PLAN J-26.10 FOR FOUNDATION INFORMATION.

APPLY GROUT EVEN WITH THE BOTTOM OF THE ANCHOR PLATE AFTER PLUMBING THE STANDARD, PROVIDE 3/8" DIAMETER DRAIN TUBE IN THE GROUT PAD

★ ELEVATION IS TO TOP OF FOUNDATION. FIELD VERIFY ELEVATION PRIOR TO ORDERING SIGNAL STANDARDS

★★ CALCULATED POLE X Y Z (ft)* IS THE SUM OF THE TOTAL X Y Z (ft)* FOR THE SIGNAL ARM AND THE X Y Z (ft) FOR THE LUMINAIRE ARM (IF PRESENT)

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 · (206) 284-0860

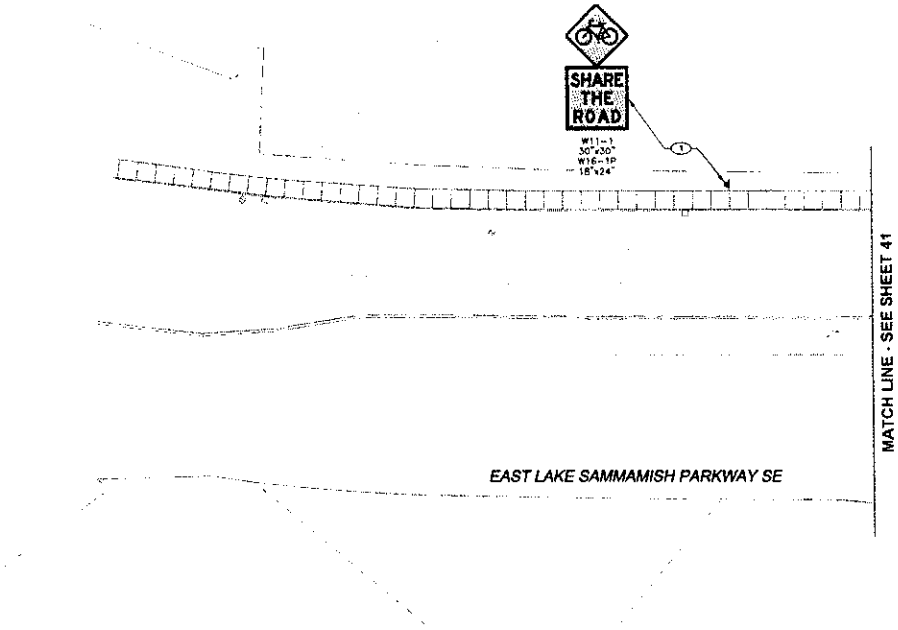
DATE: JAN. 2014
SCALE: N.T.S. 1"=20' 1"=2'
DRAWN: R.C.
CHECKED: R.C.
APPROVED: R.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
SIGNAL STANDARD

SHEET: 39
OF: XX
JOB NO.: 13570
DWG: SIGNAL



20' 10' 0 20' 40'

GENERAL

1. ALL SIGN TYPES, COLORS, AND DIMENSIONS ARE STANDARD PER THE MUTCD, UNLESS OTHERWISE INDICATED.
2. STREET NAME SIGNS SHALL MEET CITY STANDARD SIZE, DIMENSION, COLOR, ETC.

CHANNELIZATION NOTES:

1. CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS/ PRM'S/ OTHER CHANNELIZATION MARKINGS. COORDINATE WORK WITH THE ENGINEER.
2. CONTRACTOR SHALL FURNISH AND INSTALL WHITE WIDE LANE LINE PER CITY OF ISSAQUAH STANDARD DETAIL T-19.
3. CONTRACTOR SHALL FURNISH AND INSTALL WHITE BROKEN LINE PER CITY OF ISSAQUAH STANDARD DETAIL T-19.
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12. CONTRACTOR SHALL FURNISH AND INSTALL VERTICAL CONCRETE CURB PER CITY OF ISSAQUAH STANDARD DETAIL T-38.

SIGNING NOTES:

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2. CONTRACTOR SHALL REMOVE AND WASTE HAUL EXISTING SIGN POST AND FOUNDATION AND DELIVER SIGN TO CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT.

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE H: 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

No.	REVISION	DATE	APPD

PRELIMINARY NOT FOR CONSTRUCTION

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION & SIGNING DETAILS

SHEET: 40
OF: XX
JOB NO.: 13570
DWG: CHANNELIZATION

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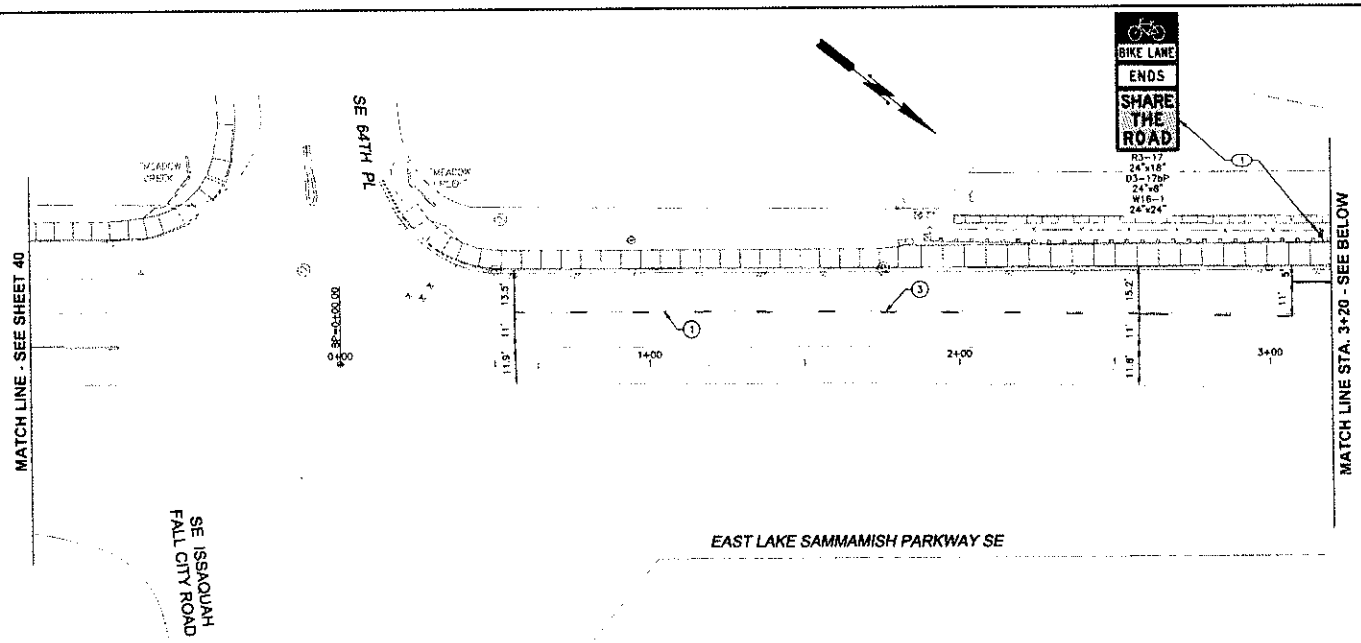

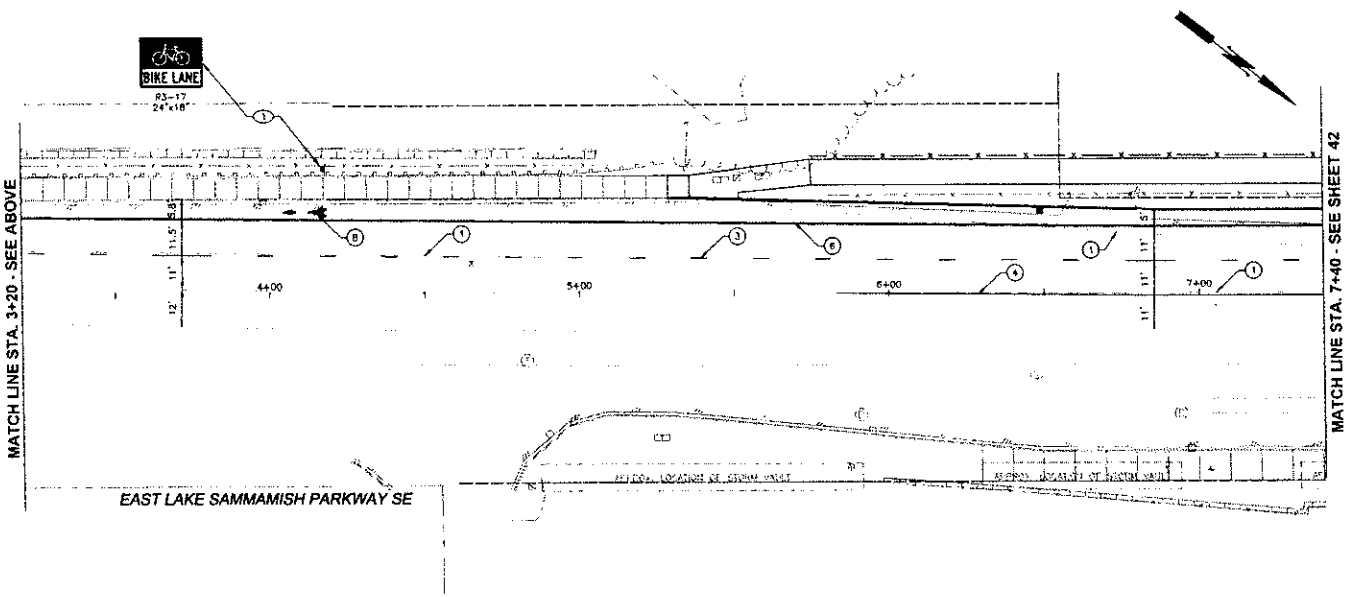

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CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
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DRAWN: B.J.S.
CHECKED: C.B.W.
APPROVED: B.L.S.

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NO.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING PLAN

SHEET: 41
OF: XX
JOB NO.: 13570
DWG: CHANNELIZATION

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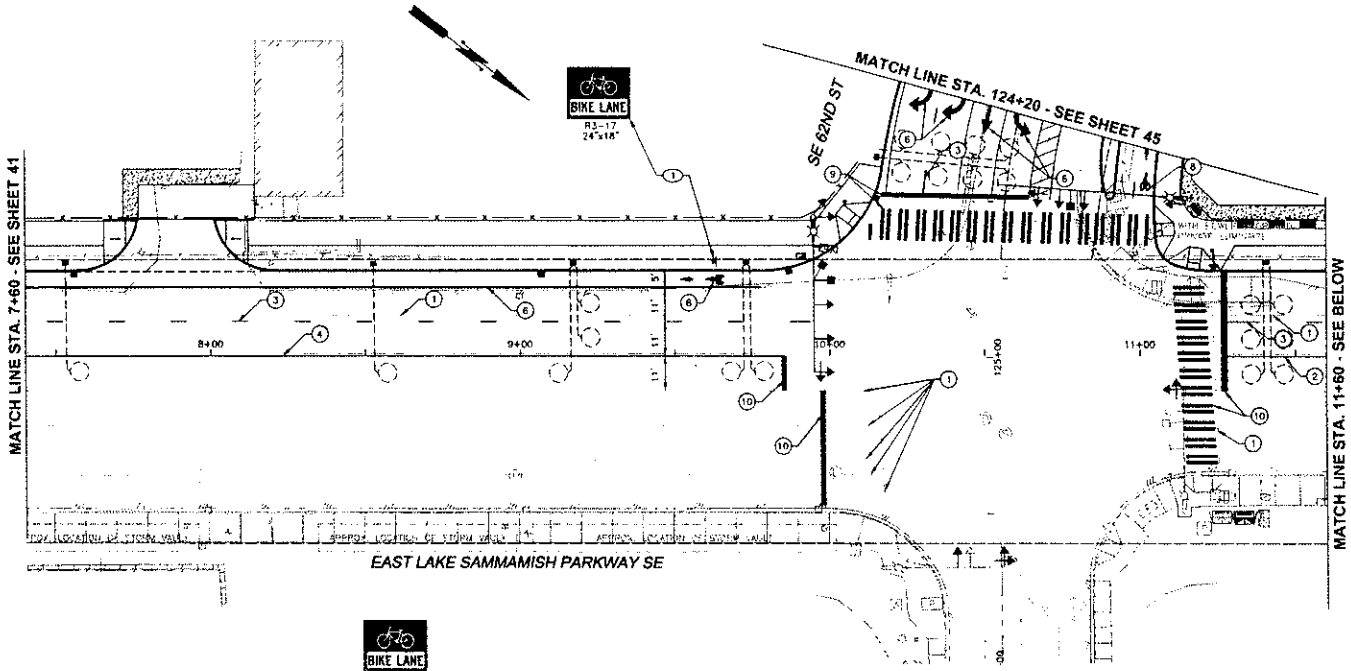

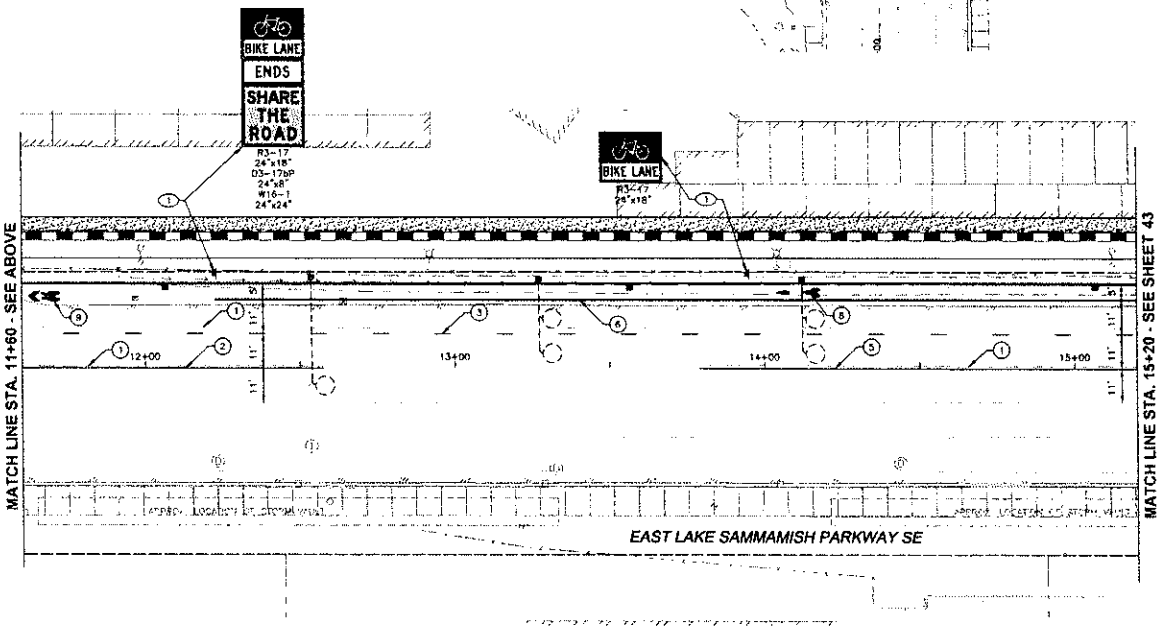

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SEATTLE, WASHINGTON 98109 - (206) 284-0860

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No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING PLAN

SHEET: 42
OF: XX
JOB NO.: 13570
DWG: CHANNELIZATION

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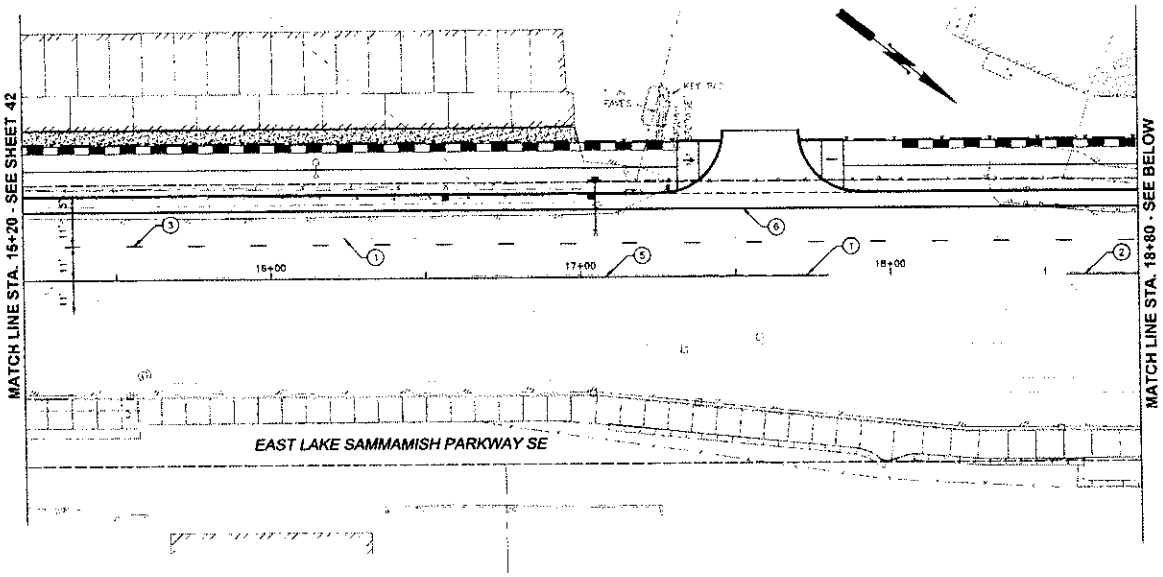

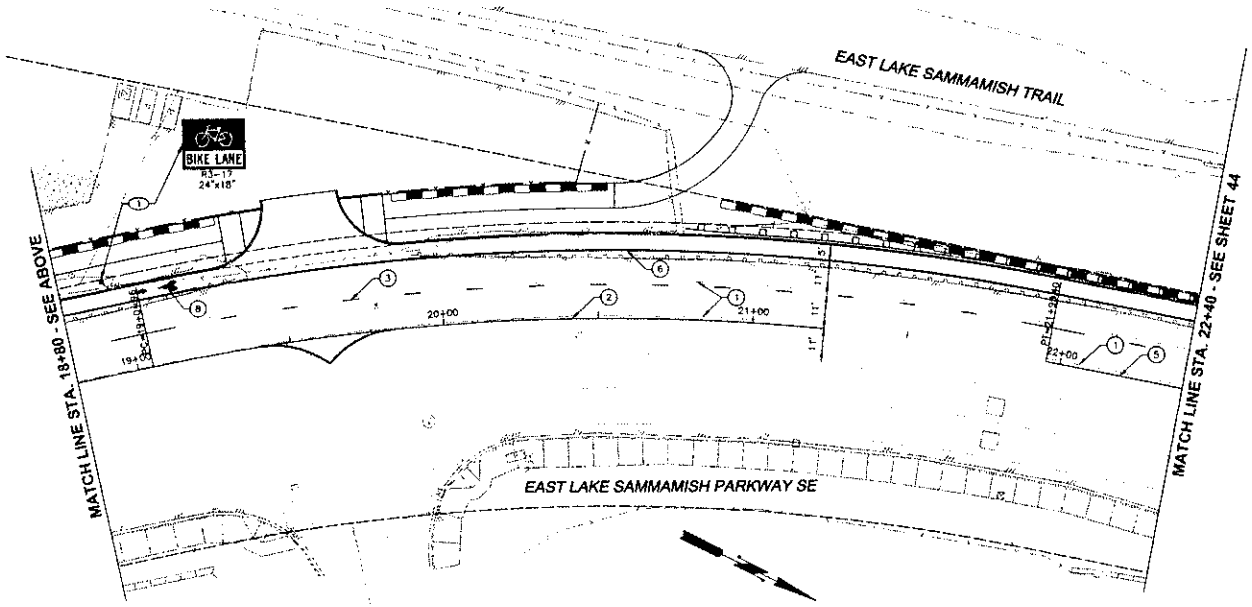

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DATE: JAN. 2014 | SCALE: H: 1"=20' | DRAWN: B.J.B. | CHECKED: C.B.W. | APPROVED: B.L.S.

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PRELIMINARY NOT FOR CONSTRUCTION

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING PLAN

SHEET: 43
OF: XX
JOB NO.: 13570
DWG: CHANNELIZATION

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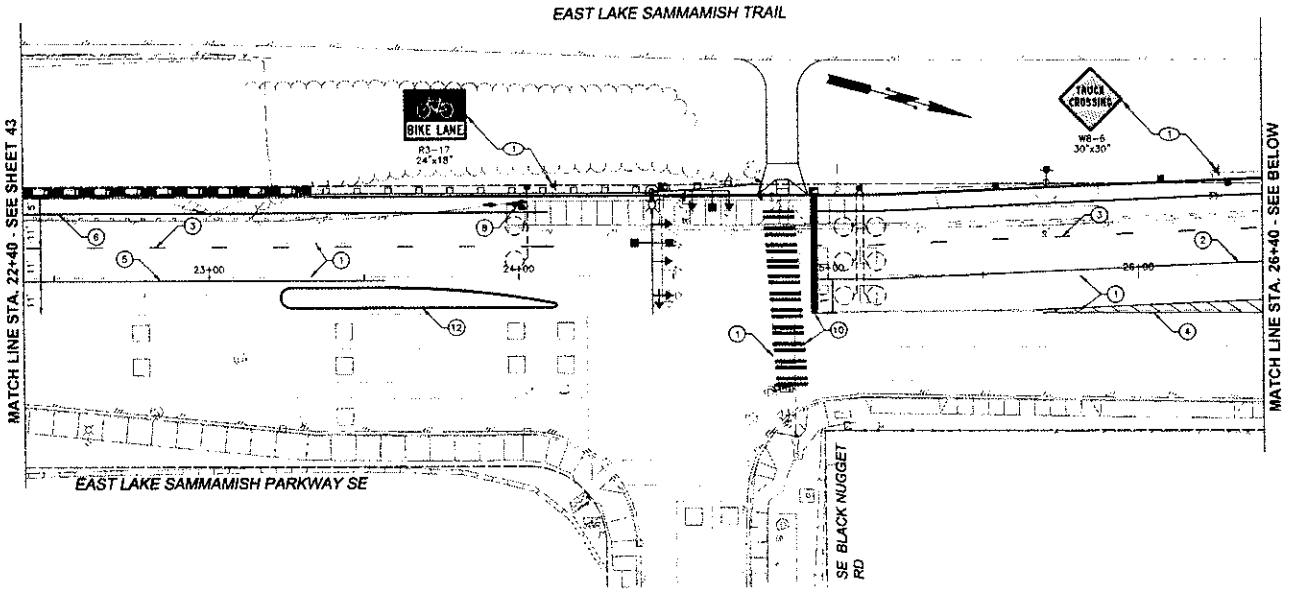

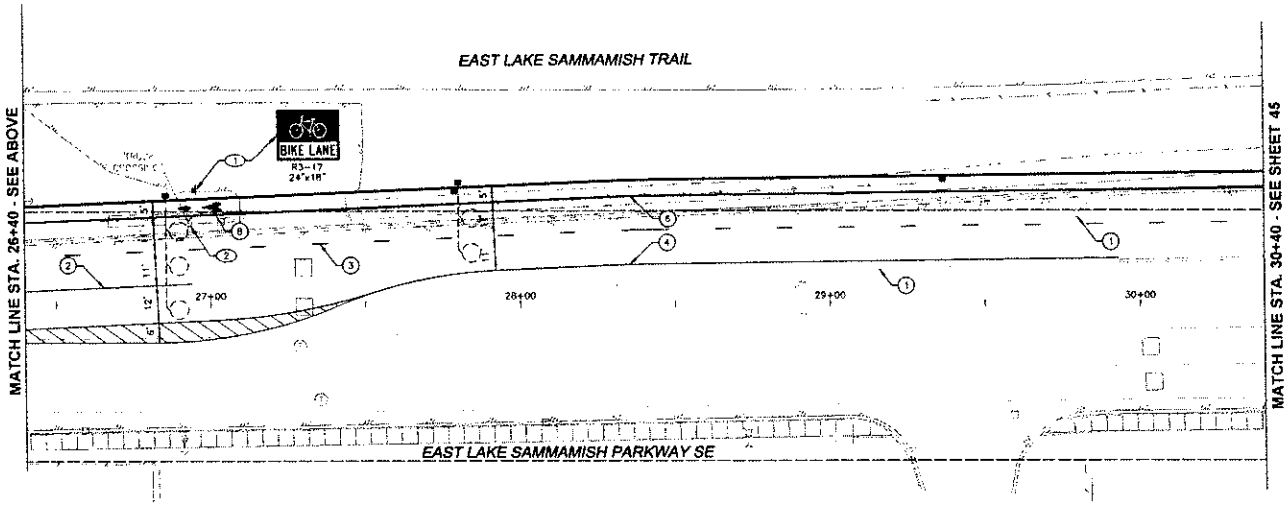

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SEATTLE, WASHINGTON 98104 · (206) 284-0860

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SCALE: H: 1"=20'
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CHECKED: C.B.M.
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No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING PLAN

SHEET: 44
OF: XX
JOB NO.: 13570
DWG: CHANNELIZATION

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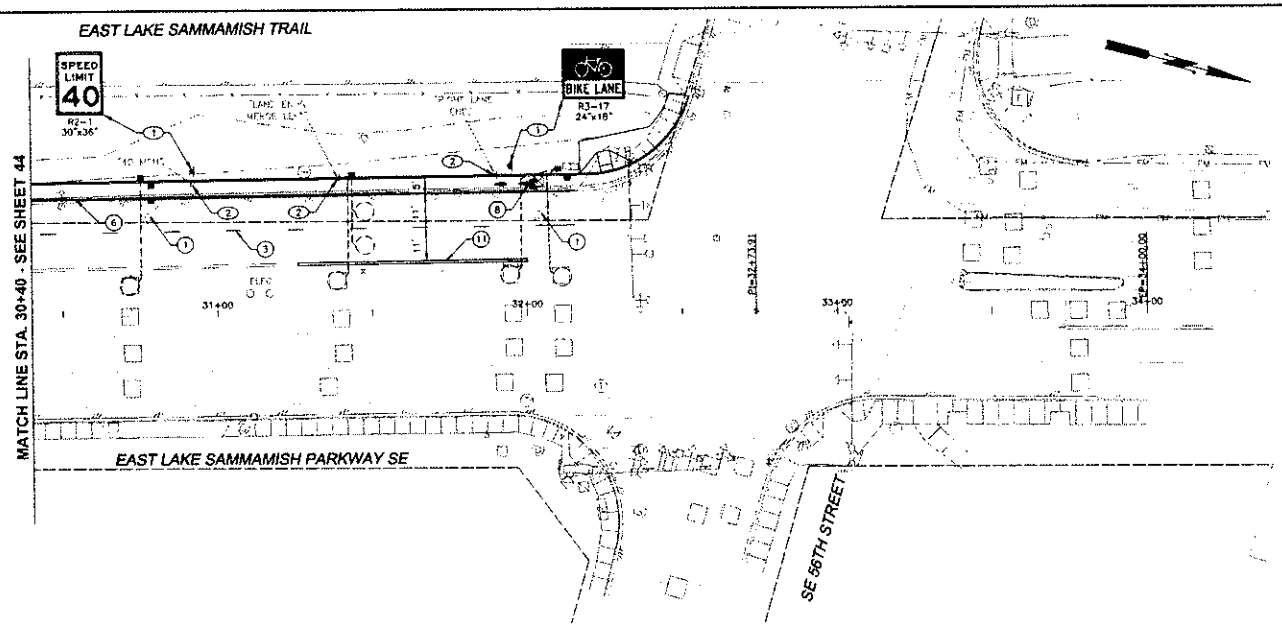

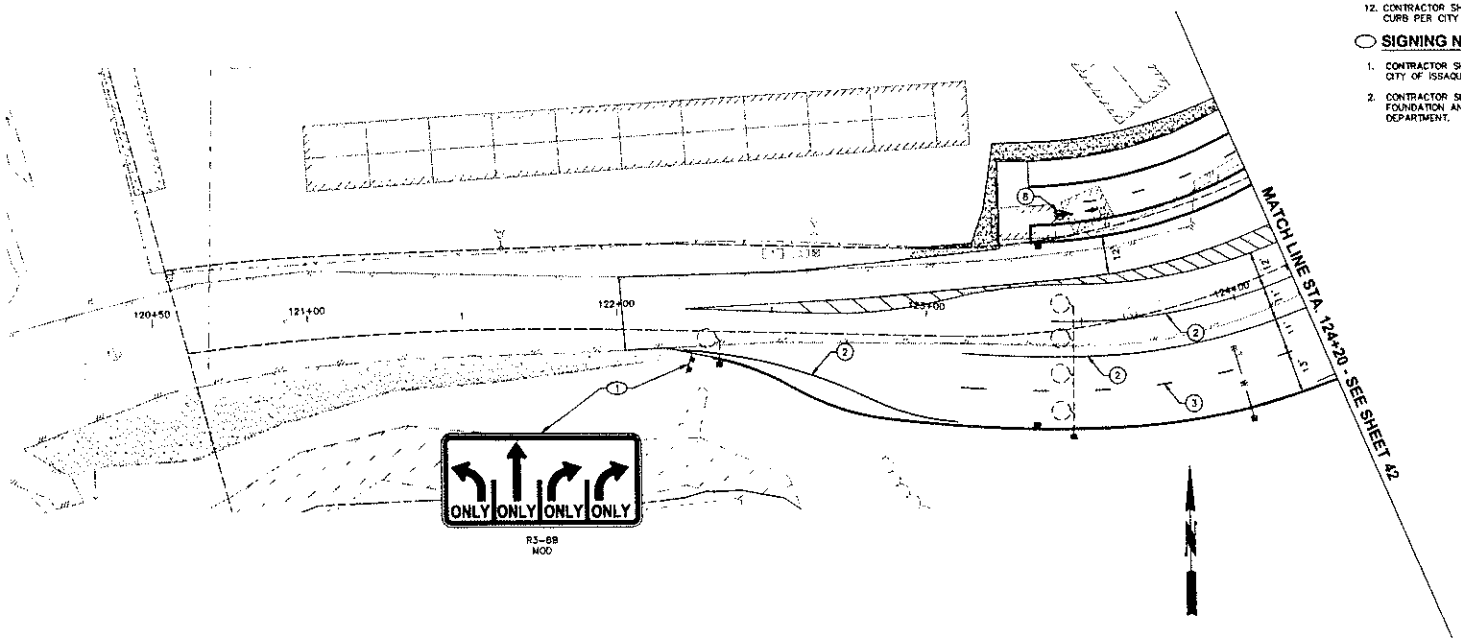

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5. CONTRACTOR SHALL FURNISH AND INSTALL TWO-WAY LEFT TURN LINE PER CITY OF ISSAQUAH STANDARD DETAIL T-19.
6. CONTRACTOR SHALL FURNISH AND INSTALL 6" WHITE METHYL METHACRYLATE FOG LINE PER CITY OF ISSAQUAH STANDARD DETAIL T-23
7. CONTRACTOR SHALL INSTALL WHITE PAVEMENT ARROW(S) PER CITY OF ISSAQUAH STANDARD DETAIL T-35.
8. CONTRACTOR SHALL FURNISH AND INSTALL BICYCLE LANE SYMBOLS PER CITY OF ISSAQUAH STANDARD DETAIL T-27.
9. CONTRACTOR SHALL FURNISH AND INSTALL SHARROW BICYCLE LANE SYMBOLS PER CITY OF ISSAQUAH STANDARD DETAIL T-28.
10. CONTRACTOR SHALL FURNISH AND INSTALL STOP BAR AND CROSSWALK STRIPES PER CITY OF ISSAQUAH STANDARD DETAIL T-36.
11. CONTRACTOR SHALL FURNISH AND INSTALL TYPE A CURBING PER CITY OF ISSAQUAH STANDARD DETAIL T-39.
12. CONTRACTOR SHALL FURNISH AND INSTALL VERTICAL CONCRETE CURB PER CITY OF ISSAQUAH STANDARD DETAIL T-38.

SIGNING NOTES:

1. CONTRACTOR SHALL FURNISH AND INSTALL NEW SIGN AND POST PER CITY OF ISSAQUAH STANDARD DETAIL T-44.
2. CONTRACTOR SHALL REMOVE AND WASTE HAUL EXISTING SIGN POST AND FOUNDATION AND DELIVER SIGN TO CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT.

0 1" 2"
TWO INCHES AT FULL SCALE
IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 (206) 285-0560

DATE: JAN 2014
SCALE: H: 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

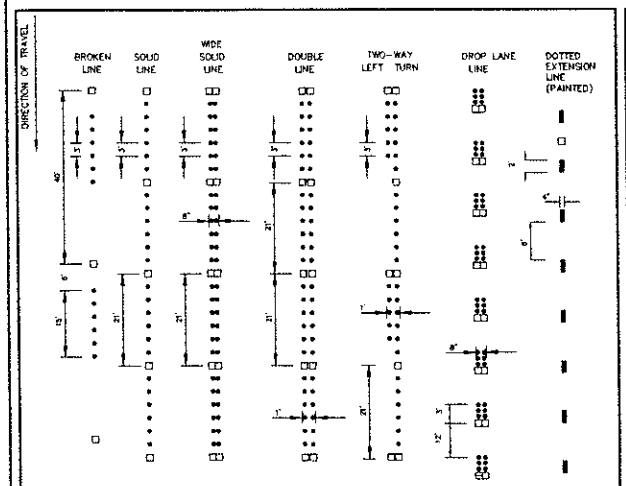
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING PLAN

SHEET: 45
OF: XX
JOB NO.: 13570
DWG: CHANNELIZATION

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\CHANNELIZATION.dwg, 1/22/2014 3:42:37 PM, bbolton



NOTES:
1. ARTERIALS ON VALLEY FLOOR SHALL BE MARKED WITH RAISED PAVEMENT MARKERS.
2. COLLECTORS SHALL BE MARKED WITH METHYL METHACRYLATE (DURASET). SEE APPLICABLE MATERIAL LIST
3. LOCAL/RESIDENTIAL STREETS, TYPICALLY NOT MARKED

TYPE 1 LANE MARKER
TYPE 2 LANE MARKER

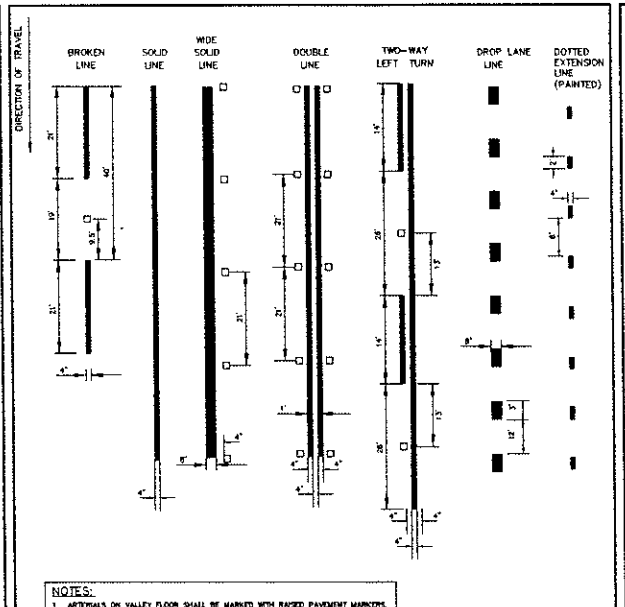
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

CHANNELIZATION - RAISED PAVEMENT MARKERS

STANDARD DETAIL NO. T-18

REV



NOTES:
1. ARTERIALS ON VALLEY FLOOR SHALL BE MARKED WITH RAISED PAVEMENT MARKERS.
2. COLLECTORS SHALL BE MARKED WITH METHYL METHACRYLATE (DURASET). SEE APPLICABLE MATERIAL LIST
3. LOCAL/RESIDENTIAL STREETS, TYPICALLY NOT MARKED.
4. TYPE 2 MARKER ON LEFT & RIGHT TURN POCKETS ARE PLACED INSIDE THE POCKET SIDE OF THE 6" STRIPE.

TYPE 2 LANE MARKER

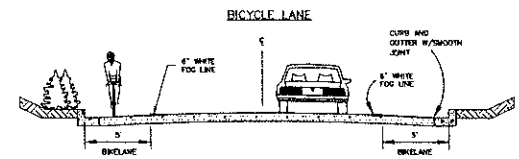
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

CHANNELIZATION - METHYL METHACRYLATE MARKINGS

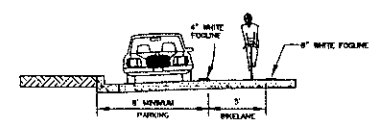
STANDARD DETAIL NO. T-19

REV



NOTES:
IF NO CURB AND GUTTER, THE BIKELANE MINIMUM WIDTH OF 4' WITH A 2' MINIMUM GRADED SHOULDER IS REQUIRED.

BICYCLE LANE WITH PARKING ON STREET



NOTES:
REFLECTORS AND RAISED PAVEMENT MARKERS NOT TO BE USED FOR FOG LINE. USE METHYL METHACRYLATE FOR FOGLINES.

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

BICYCLE LANES AND ON STREET PARKING

STANDARD DETAIL NO. T-23

REV

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

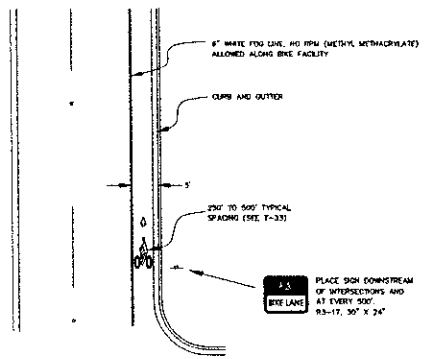
BRIAN L. SOURWINE, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER

CHI-HENG WANG, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING DETAILS

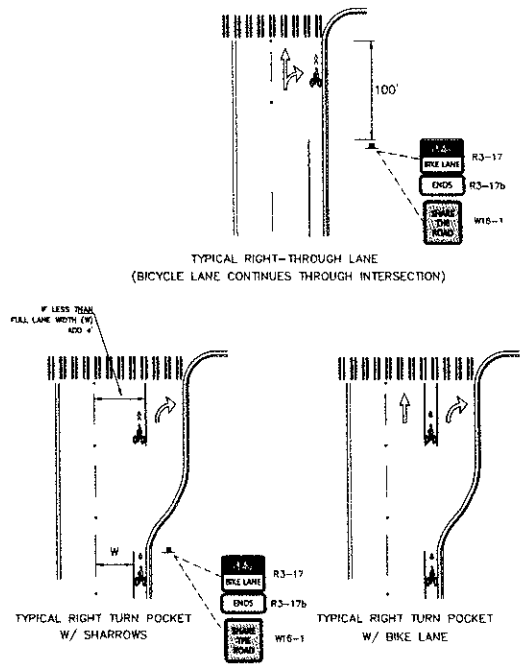
SHEET: 46
OF: XX
JOB NO.: 13570
DWG: CHAN_DET1

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\CHAN_DET1.dwg 1/22/2014 3:43:36 PM, bbollen



NO SCALE

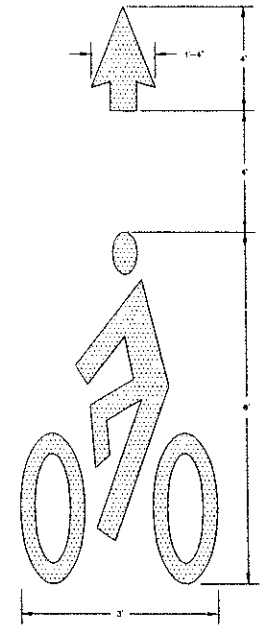
CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010	TYPICAL BICYCLE LANE-WIDTH, SIGNING, AND MARKING	STANDARD DETAIL NO. T-24	REV



NOTE: SIGNS PER MUTCD

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010	TYPICAL BICYCLE LANE MARKERS AT INTERSECTION	STANDARD DETAIL NO. T-25	REV



NOTES:
1. MATERIAL
- METHYL METHACRYLATE

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010	BICYCLE LANE MARKINGS	STANDARD DETAIL NO. T-27	REV

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 PIONEER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 (206) 284-2060

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

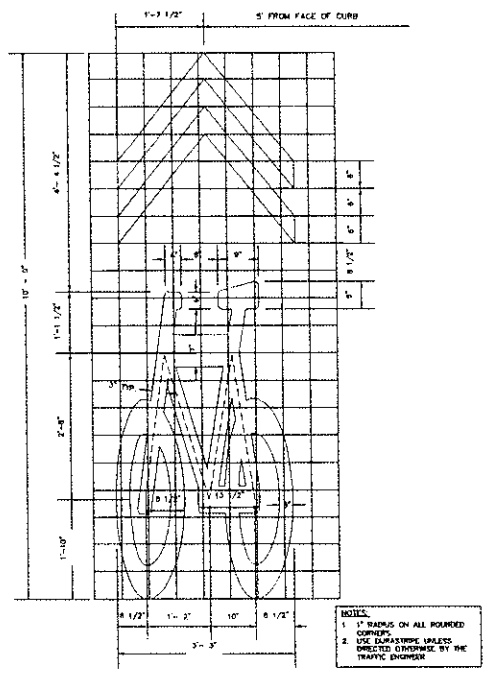
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING DETAILS

SHEET: 47
OF: XX
JOB NO.: 13570
DWG: CHAN_DET2

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Plansit\CHAN_DET2.dwg, 1/22/2014 3:44:24 PM, bbolen



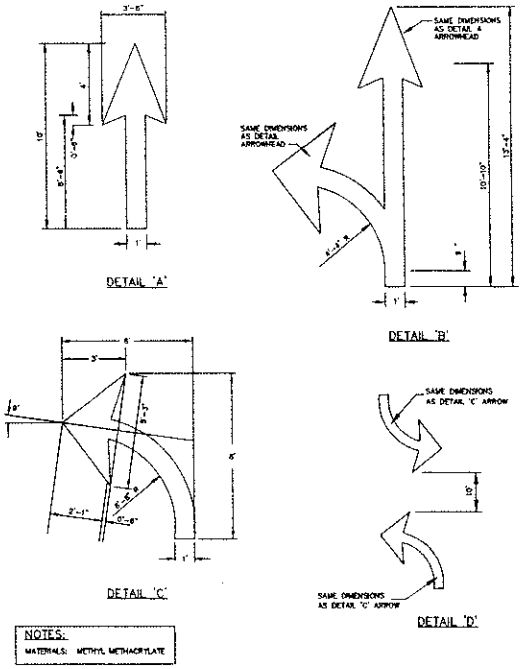
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

SHARROW BICYCLE SYMBOL

STANDARD DETAIL NO. T-28

REV



NOTES:
MATERIALS: METHYL METHACRYLATE

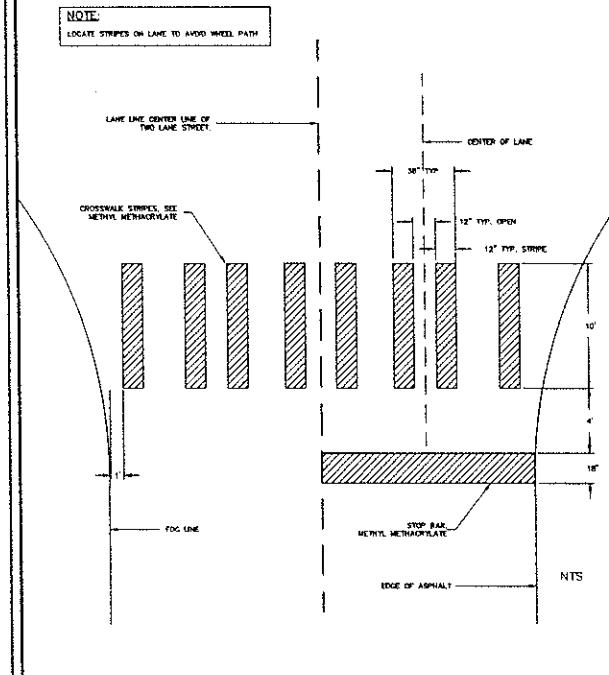
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

PAVEMENT ARROWS

STANDARD DETAIL NO. T-35

REV:



NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010

TYPICAL CROSSWALK STRIPE

STANDARD DETAIL NO. T-36

REV:

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 (206) 284-0860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

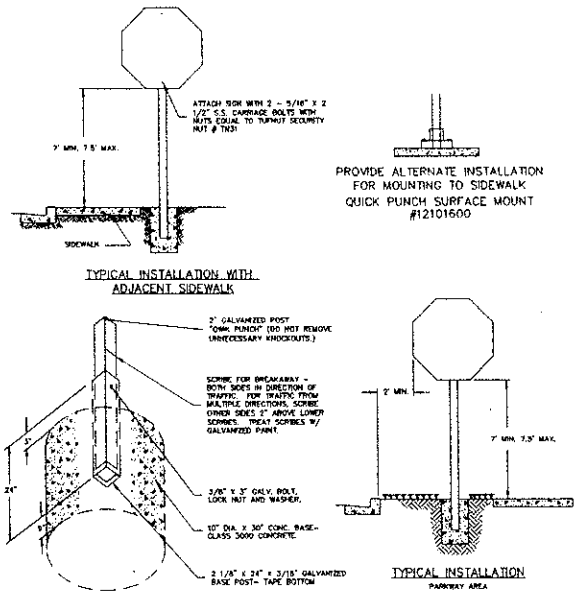
No.	REVISION	DATE	APP'D

BRIAN L. SOURMINE, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER

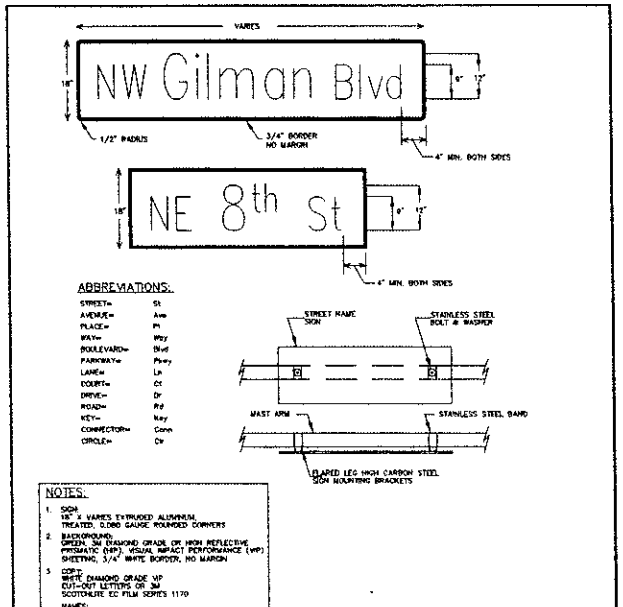
CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING DETAILS

SHEET: 48
OF: XX
JOB NO.: 13570
DWG: CHAN_DET3

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\CHAN_DET3.dwg, 1/22/2014 3:45:25 PM, bcolon



CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010		TRAFFIC SIGN INSTALLATION	STANDARD DETAIL NO. T-44 REV



CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT AUGUST 2010		STREET NAME SIGN MAST ARM	STANDARD DETAIL NO. T-46 REV

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014	
SCALE:	
DRAWN:	
CHECKED: C.B.W.	
APPROVED: B.L.S.	

PRELIMINARY NOT FOR CONSTRUCTION

NO.	REVISION	DATE	APP'D

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
CHANNELIZATION AND SIGNING DETAILS

SHEET: 49
OF: XX
JOB NO.: 13570
DWG: CHAN_DET4

L:\ISSAQUAH\13570 E Lake Sammamish Pkwy\01 Design\Plansets\CHAN_DET4.dwg 1/22/2014 3:45:59 PM, bpolten

20' 10' 0 20' 40'

PLANTING LEGEND

SYMBOL	DESCRIPTION	REMARKS
	STREETSCAPE	SEE ALSO LANDSCAPING DETAILS
	BARK OR WOOD CHIP MULCH	
	SEEDING, FERTILIZING, AND MULCHING	HAND OR HYDRO NO IMPORT TOPSOIL UNLESS APPROVED BY CONTRACTING AGENCY

NOTE: CONTRACTOR SHALL CONFIRM ALL LANDSCAPING LOCATIONS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.

MATCH LINE STA. X+XX - SEE SHEET 51

EAST LAKE SAMMAMISH PARKWAY SE

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE: H: 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADSIDE PLANTING PLAN

SHEET: 50
OF: XX
JOB NO.: 13570
DWG: ST_SCAPE

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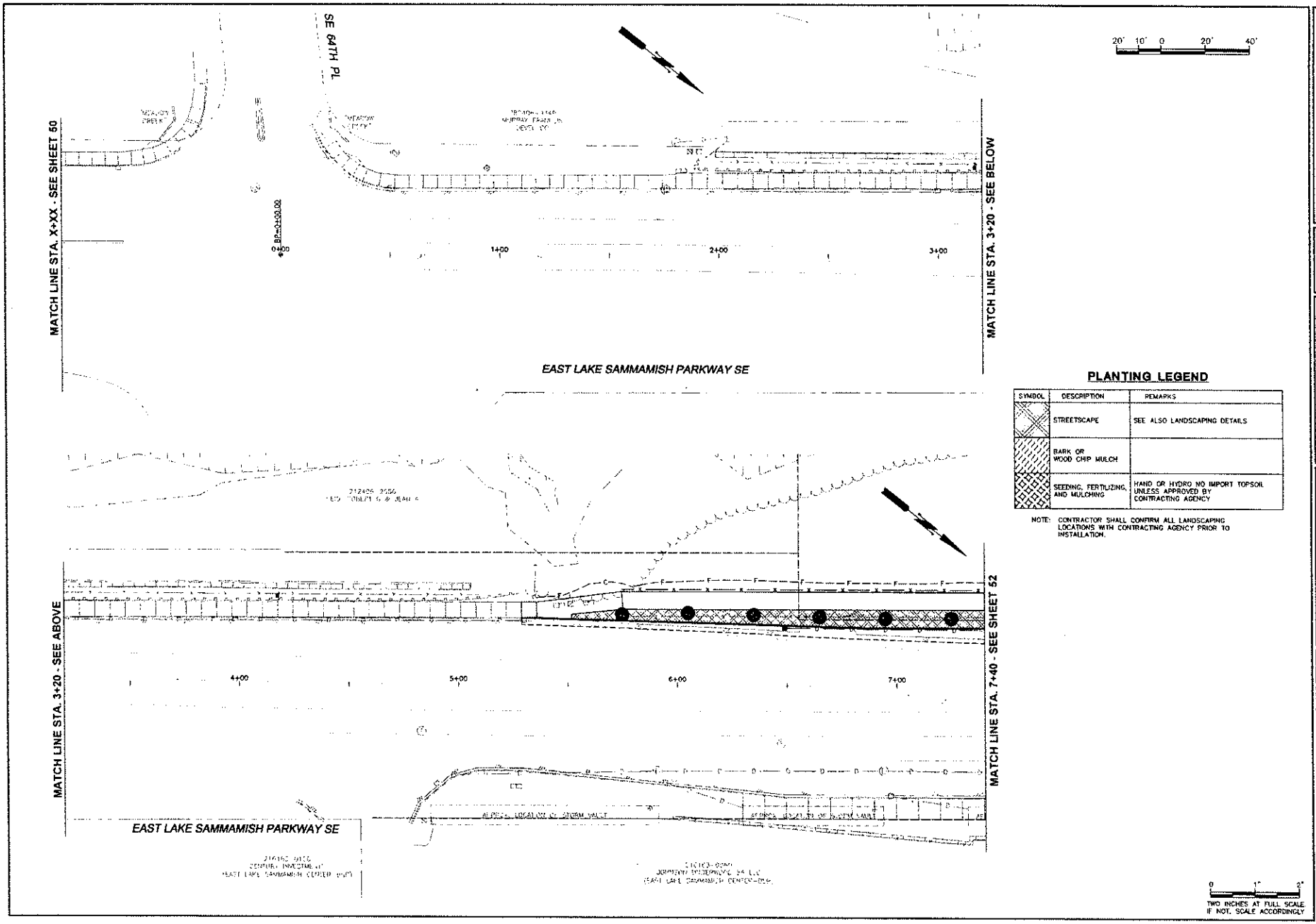


PLANTING LEGEND

SYMBOL	DESCRIPTION	REMARKS
	STREETSCAPE	SEE ALSO LANDSCAPING DETAILS
	BARK OR WOOD CHIP MULCH	
	SEEDING, FERTILIZING, AND MULCHING	HAND OR HYDRO NO IMPORT TOPSOIL UNLESS APPROVED BY CONTRACTING AGENCY

NOTE: CONTRACTOR SHALL CONFIRM ALL LANDSCAPING LOCATIONS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 285-0860

DATE: JAN. 2014
SCALE H: 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: R.L.S.

PRELIMINARY
NOT FOR
CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY

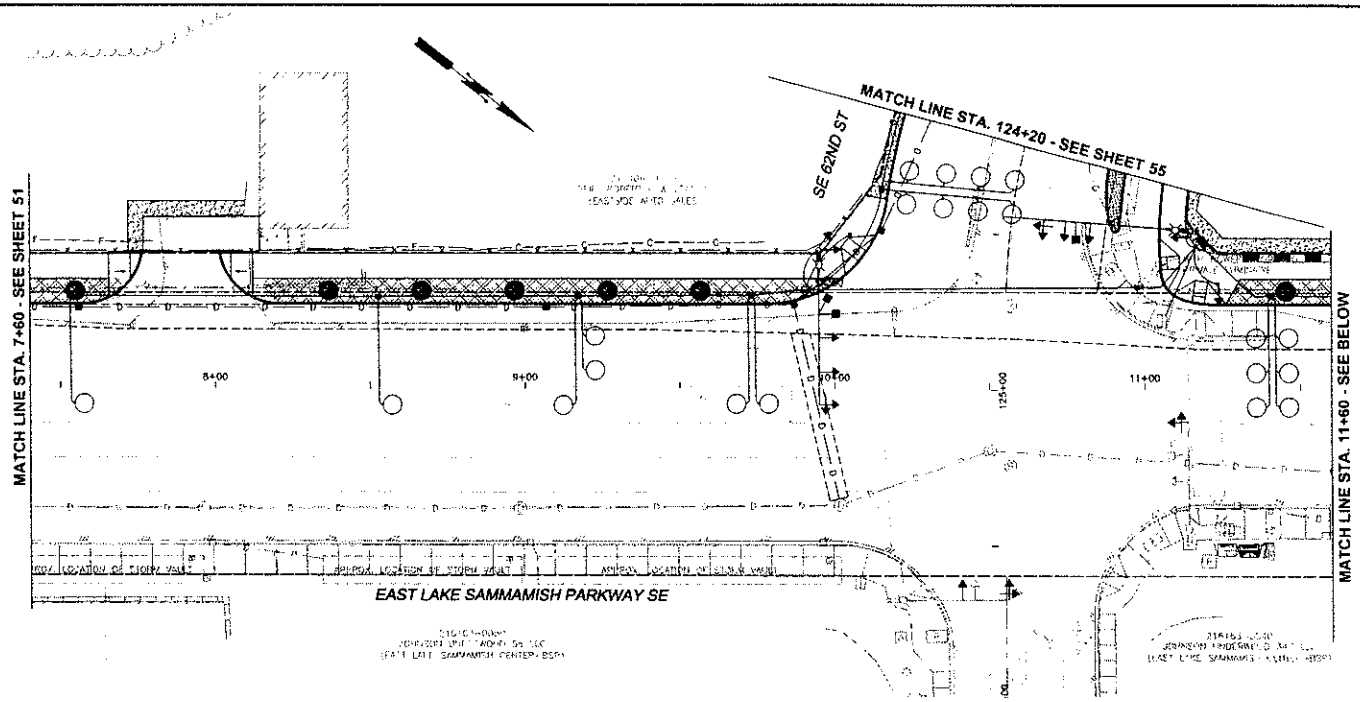
EAST LAKE SAMMAMISH PARKWAY SE
IMPROVEMENTS

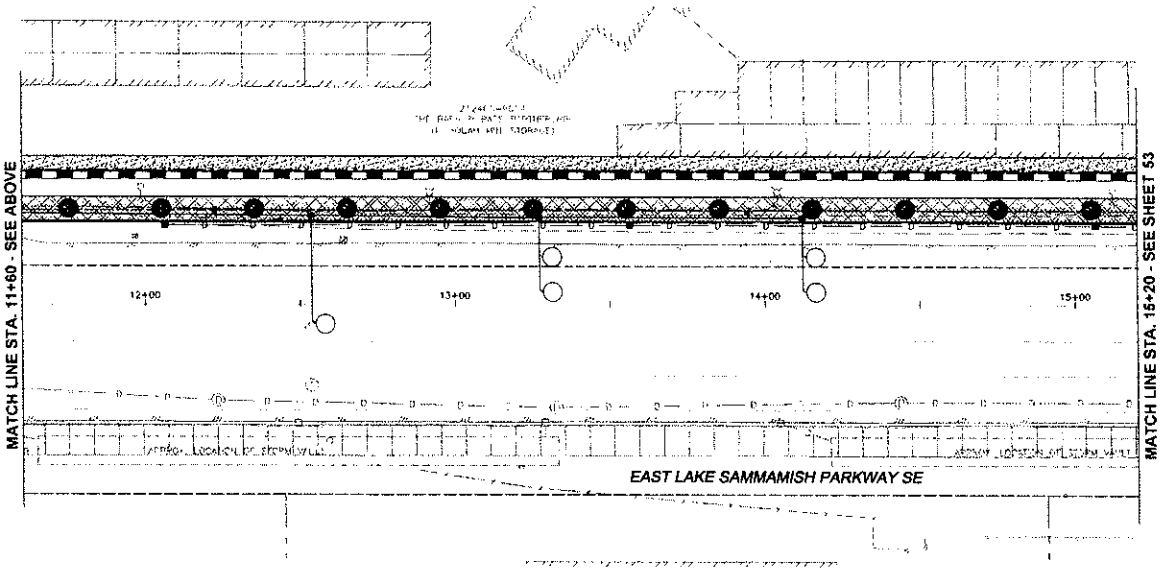
ROADSIDE PLANTING PLAN

SHEET: 51
OF: XX

JOB NO.: 13570
DWG: ST_SCAPE

L:\ISSAQUAH\13570 E Lake Sammamish Pkwy\01 Design\Planset\ST_SCAPE.dwg, 1/22/2014 3:49:21 PM, bbolen





20' 10' 0 20' 40'

PLANTING LEGEND

SYMBOL	DESCRIPTION	REMARKS
	STREETSCAPE	SEE ALSO LANDSCAPING DETAILS
	BARK OR WOOD CHIP MULCH	
	SEEDING, FERTILIZING, AND MULCHING	HAND OR HYDRO NO IMPORT TOPSOIL UNLESS APPROVED BY CONTRACTING AGENCY

NOTE: CONTRACTOR SHALL CONFIRM ALL LANDSCAPING LOCATIONS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE: H. 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

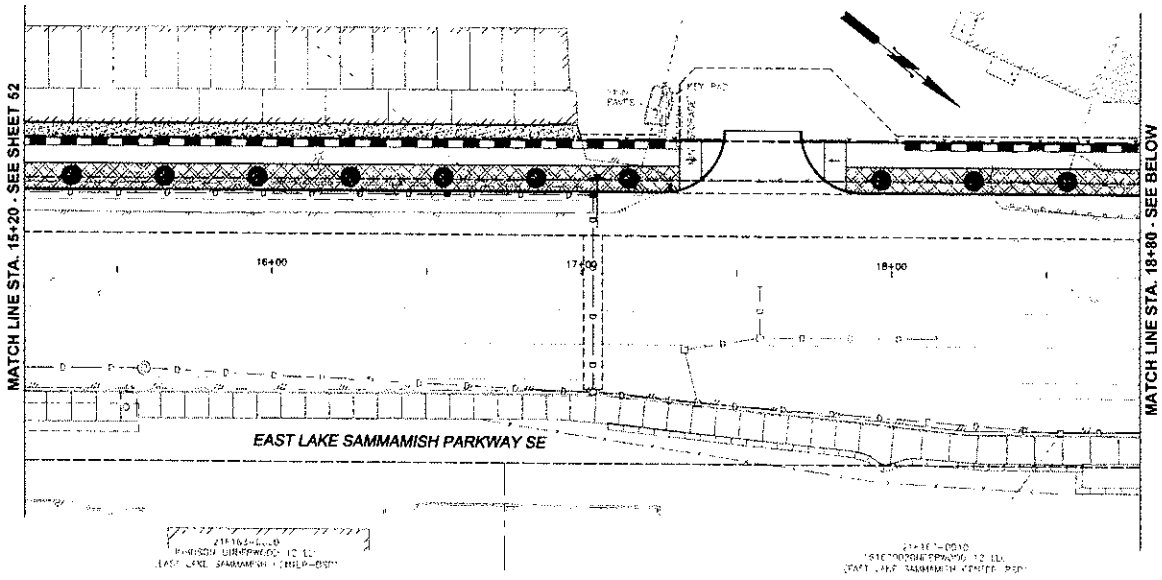
PRELIMINARY NOT FOR CONSTRUCTION

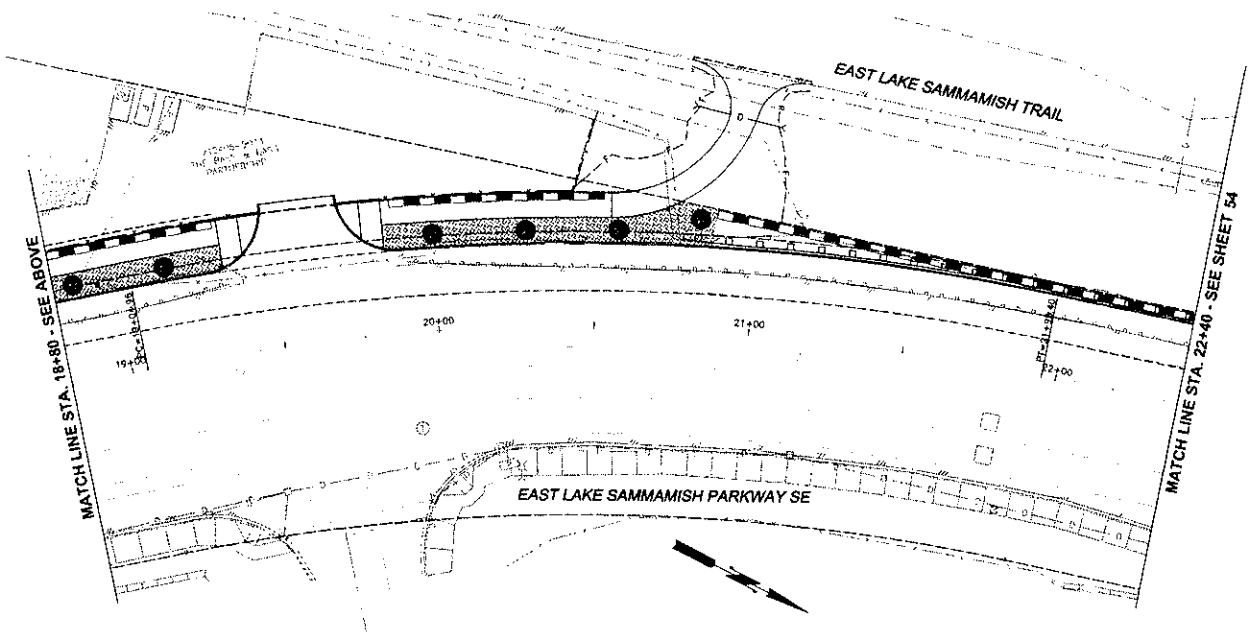
NO.	REVISION	DATE	APP'D

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADSIDE PLANTING PLAN

SHEET: 52
OF: XX
JOB NO.: 13570
DWG: ST_SCAPE

L:\ISSAQUAH\13570 E Lake Sammamish Pkwy\01 Design\Planset\ST_SCAPE.dwg, 1/22/2014 3:49:57 PM, bbollon





20' 10' 0 20' 40'

PLANTING LEGEND

SYMBOL	DESCRIPTION	REMARKS
	STREETSCAPE	SEE ALSO LANDSCAPING DETAILS
	BARK OR WOOD CHIP MULCH	
	SEEDING, FERTILIZING, AND MULCHING	HAND OR HYDRO NO IMPORT TOPSOIL UNLESS APPROVED BY CONTRACTING AGENCY

NOTE: CONTRACTOR SHALL CONFIRM ALL LANDSCAPING LOCATIONS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 300
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014
SCALE: H: 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

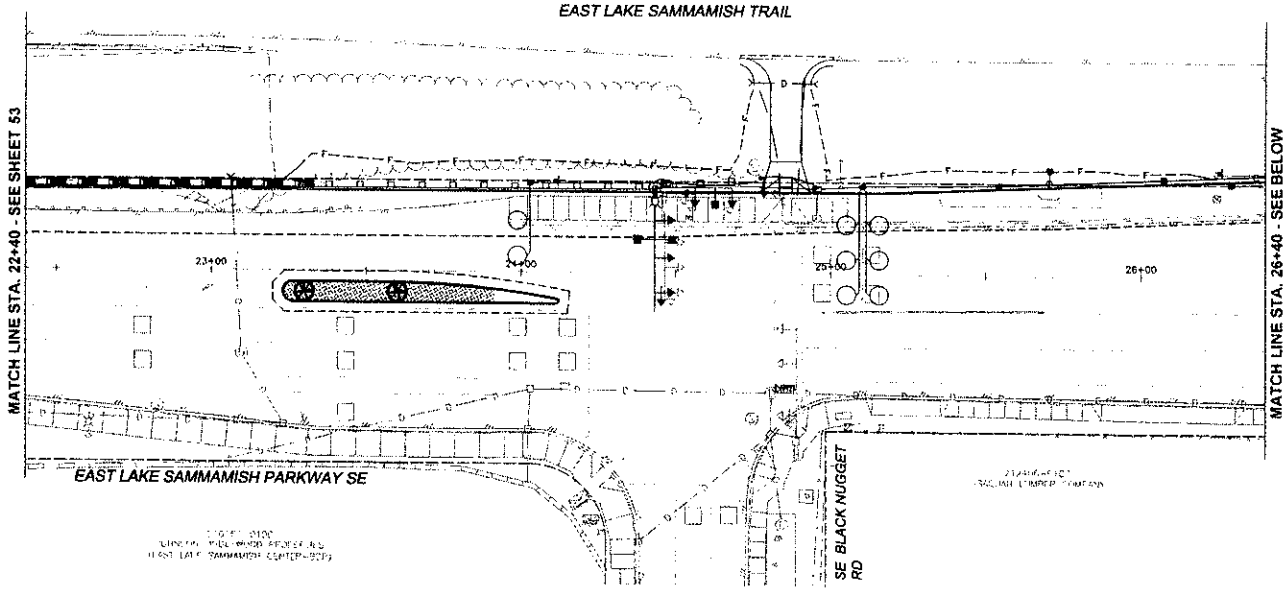
BRIAN L. SOUMINE — STATE OF WASHINGTON — 36908 — REGISTERED PROFESSIONAL ENGINEER

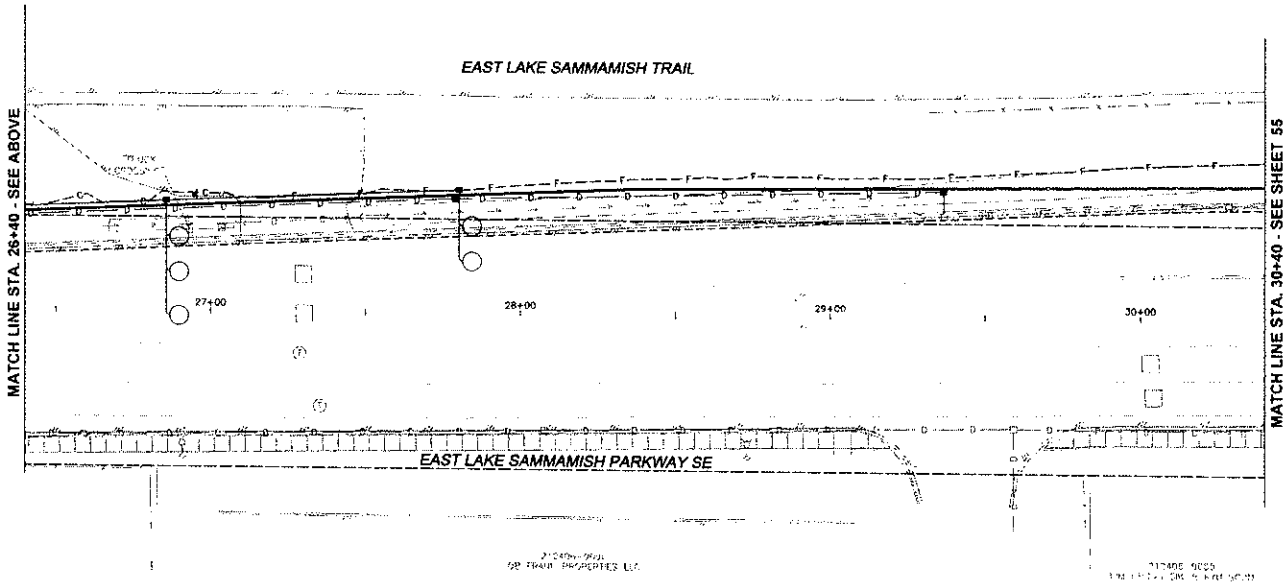
CHRIS W. WONG — STATE OF WASHINGTON — 36908 — REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADSIDE PLANTING PLAN

SHEET: 53
OF: XX
JOB NO.: 13570
DWG.: ST_SCAPE

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\ST_SCAPE.dwg, 1/22/2014 3:50:34 PM, bbollen





20' 10' 0 20' 40'

PLANTING LEGEND

SYMBOL	DESCRIPTION	REMARKS
	STREETSCAPE	SEE ALSO LANDSCAPING DETAILS
	BARK OR WOOD CHIP MULCH	
	SEEDING, FERTILIZING, AND MULCHING	HAND OR HYDRO NO IMPORT TOPSOIL UNLESS APPROVED BY CONTRACTING AGENCY

NOTE: CONTRACTOR SHALL CONFIRM ALL LANDSCAPING LOCATIONS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.

0 1" 2"
TWO INCHES AT FULL SCALE. IF NOT, SCALE ACCORDINGLY

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVE. N. SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE H: 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

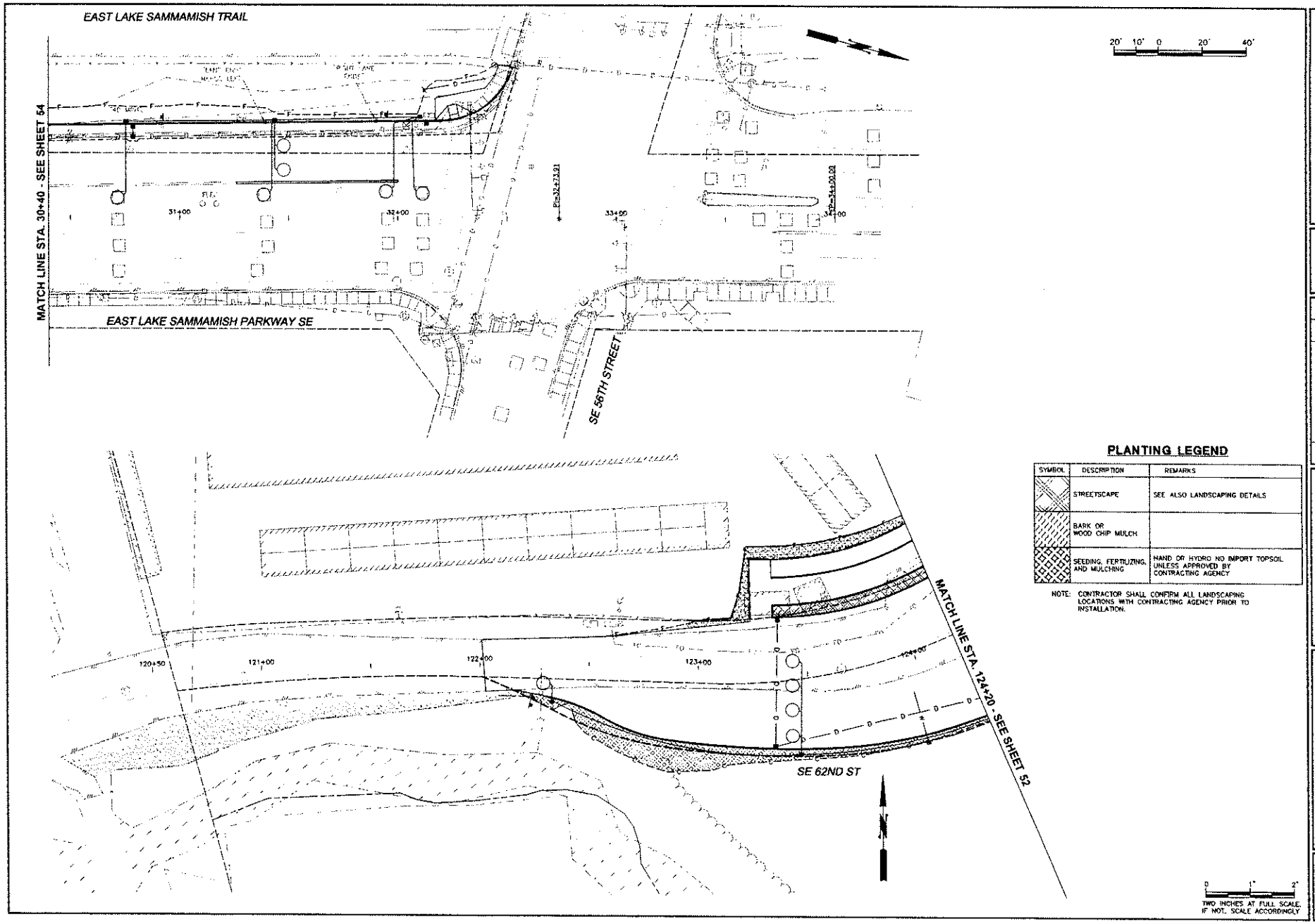
BRIAN L. SOUBIRNE STATE OF WASHINGTON 36366 REGISTERED PROFESSIONAL ENGINEER

CHRISTOPHER B. WAND STATE OF WASHINGTON 36900 REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADSIDE PLANTING PLAN

SHEET: 54
OF: XX
JOB NO.: 13570
DWG: ST_SCAPE

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Plans\ST_SCAPE.dwg, 1/22/2014 3:51:08 PM, bbellen



PLANTING LEGEND

SYMBOL	DESCRIPTION	REMARKS
	STREETSCAPE	SEE ALSO LANDSCAPING DETAILS
	BARK OR WOOD CHIP MULCH	
	SEEDING, FERTILIZING, AND MULCHING	HAND OR HYDRO NO IMPORT TOPSOIL UNLESS APPROVED BY CONTRACTING AGENCY

NOTE: CONTRACTOR SHALL CONFIRM ALL LANDSCAPING LOCATIONS WITH CONTRACTING AGENCY PRIOR TO INSTALLATION.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0860

DATE: JAN. 2014
SCALE H: 1"=20'
DRAWN: B.J.B.
CHECKED: C.B.W.
APPROVED: B.L.S.

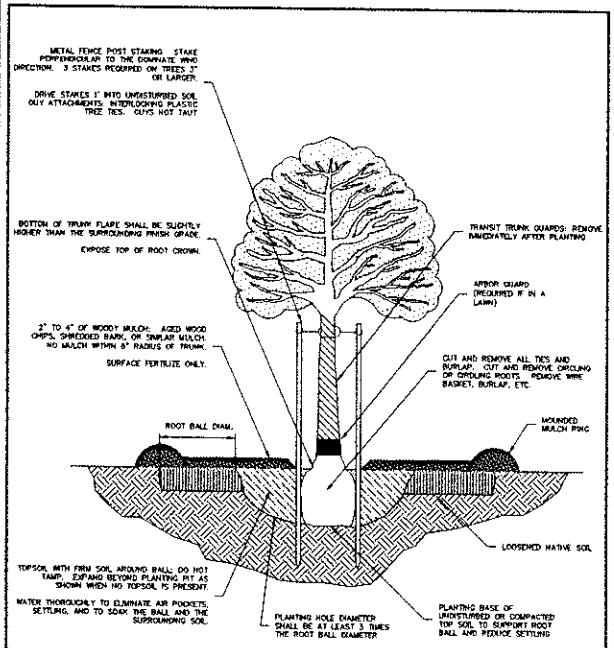
PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
ROADSIDE PLANTING PLAN

SHEET: 55
OF: XX
JOB NO.: 13570
DWG: ST_SCAPE

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\ST_SCAPE.dwg, 1/22/2014 3:51:37 PM, bbolken



APPROVED	DEPT.	DATE

NOTES:

1. TREE LOCATION TO BE VERIFIED NOT TO CONFLICT WITH UNDERGROUND UTILITIES A MIN. OF 3 FT CLEAR ZONE EACH SIDE.

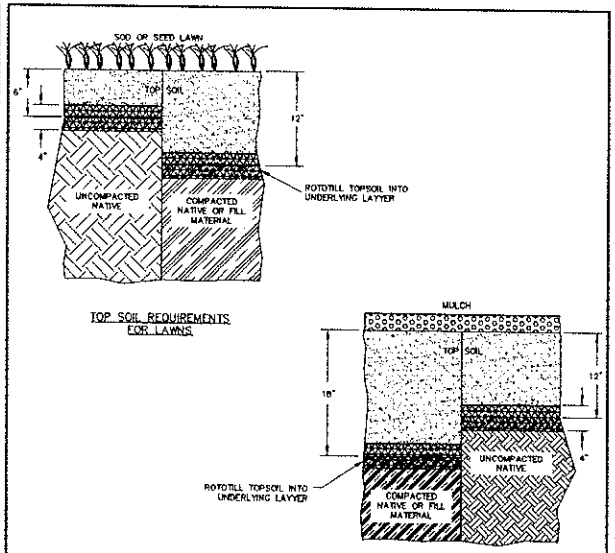
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TREE PLANTING DETAIL

STANDARD DETAIL NO. L-01

REV:



TOP SOIL REQUIREMENTS FOR LAWNS

TOP SOIL REQUIREMENTS FOR TREE AND SHRUB BEDS

APPROVED	DEPT.	DATE

NOTES:

1) ALL PLANT MATERIALS TO MEET THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z80.1-1990 OR MOST CURRENT VERSION.
2) PLANT, MAINTAIN AND WARRANTY AS PER SPECIAL PROVISIONS.
3) DO NOT SUBSTITUTE SPECIES WITHOUT ENGINEER APPROVAL.

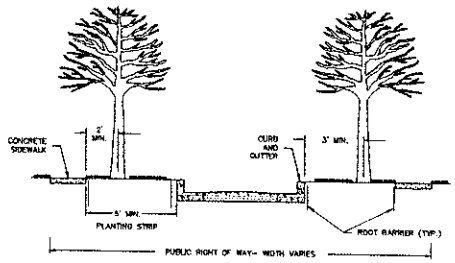
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TOP SOIL REQUIREMENTS FOR COMPACTED AND NON-COMPACTED SOILS

STANDARD DETAIL NO. L-02

REV:



NOTES:

1. TREE SPACING IS DEPENDANT ON THE SIZE AND TYPE OF STREET TREE USED. SEE CONTRACT FOR SPACING.
2. TREES SHALL NOT BE PLACED IN SIGHT DISTANCE TRIANGLES PER MOST CURRENT VERSION OF AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) OR CITY STANDARDS.
3. COORDINATE WITH TRAFFIC SIGNAL ENGINEER SO THAT TREES DO NOT OBSTRUCT OPERATIONS OF TRAFFIC SIGNAL SYSTEMS.
4. PLANTING STRIP IRRIGATION SYSTEMS SHALL MEET IRRIGATION STANDARDS AND INCORPORATE LATEST WATER CONSERVATION TECHNIQUES.
5. STREET TREES SHALL HAVE A MINIMUM OVERHEAD CLEARANCE OF SEVEN (7) FEET OVER PEDESTRIAN PATHWAYS AND FOURTEEN (14) FEET OVER STREETS. STREET TREES SHALL BE CENTERED A MINIMUM OF THIRTY (30) FEET FROM INTERSECTIONS, TWENTY (20) FEET FROM STREET LIGHTS, THREE (3) FEET FROM CURBS AND TWO (2) FEET FROM SIDEWALKS OR AS OTHERWISE APPROVED BY THE CITY.
6. STREET TREES SHALL BE PLANTED IN A PLANTING STRIP WITH A MINIMUM OF FIVE (5) FEET BETWEEN THE SIDEWALK AND THE BACK OF THE CURB.
7. TREE PIT AREA SHALL BE A MINIMUM OF 24 SQUARE FEET.
8. ROOT BARRIER SHALL EXTEND A MINIMUM OF 5 FEET BEYOND TREE (REFER TO MANUFACTURER'S DETAIL).

APPROVED	DEPT.	DATE

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TYPICAL STREET TREE LOCATION REQUIREMENTS

STANDARD DETAIL NO. L-03

REV:

Gray & Osborne, Inc
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 300
SEATTLE, WASHINGTON 98109 · (206) 284-0860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APP'D

BRIAN L. SOUBIRNE, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER

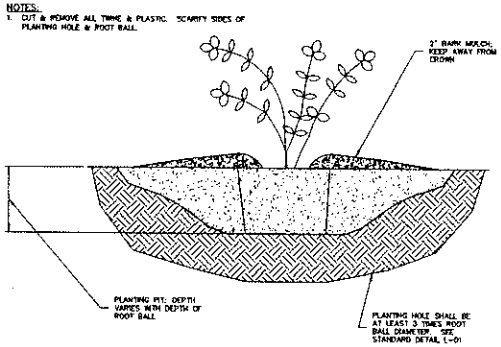
BRIAN W. KING, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLANTING AND LANDSCAPE DETAILS

SHEET: 56
OF: XX
JOB NO.: 13570
DWG: LAND_DET1

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Planset\LAND_DET1.dwg, 1/22/2014 3:52:35 PM, bbollen

NOTES:
1. CUT & REMOVE ALL TWINE & PLASTIC. SCARIFY SIDES OF PLANTING HOLE & ROOT BALL.



APPROVED	DEPT.	DATE

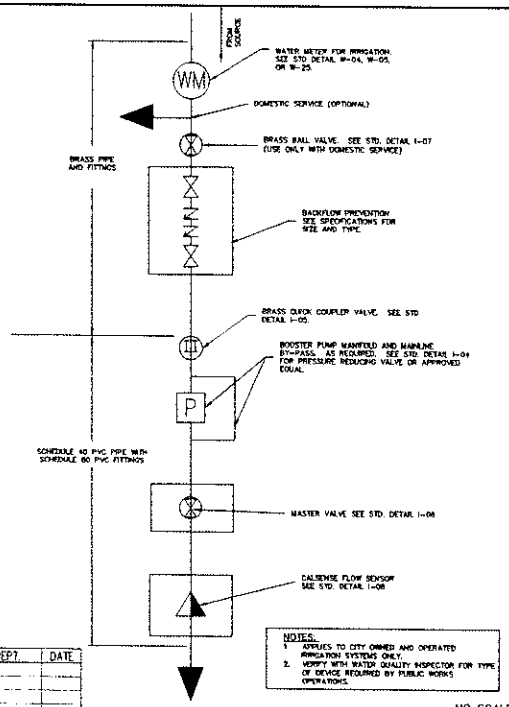
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

TYPICAL SHRUB GROUND COVER PLANTING

STANDARD DETAIL NO. L-04

REV:



NOTES:
1. APPLIES TO CITY OWNED AND OPERATED IRRIGATION SYSTEMS ONLY.
2. VERIFY WITH WATER QUALITY INSPECTOR FOR TYPE OF DEVICE REQUIRED BY PUBLIC WORKS OPERATIONS.

APPROVED	DEPT.	DATE

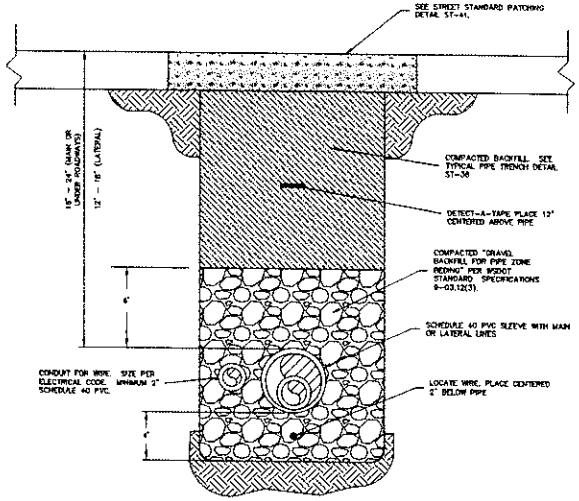
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

IRRIGATION CONNECTION SCHEMATIC

STANDARD DETAIL NO. I-01

REV:



NOTES:
1) OUTER DIAMETER SLEEVE SIZE SHALL BE TWICE OUTER DIAMETER OF CARRIER PIPE.
2) SLEEVES REQUIRED UNDER ALL PAVED, SIDEWALK, DRIVEWAY, COMPACTED GRAVEL, AND WALL AREAS.
3) LOCATED WIRE TO BE SOLID #12 AWG, TYPE USE/UF

APPROVED	DEPT.	DATE

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

IRRIGATION SLEEVE TRENCHING

STANDARD DETAIL NO. I-02

REV:

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 200
SEATTLE, WASHINGTON 98109 - (206) 284-0880

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APPD

BRIAN L. SOURWINE — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

CHI-HENG WANG — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLANTING AND LANDSCAPE DETAILS

SHEET: 57
OF: XX
JOB NO.: 13570
DWG: LAND_DET2

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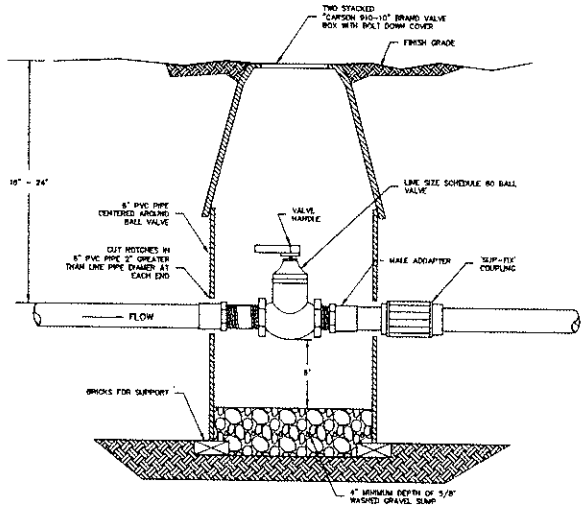


NOTE.
1) USE TEFLON TAPE ON ALL THREADED FITTINGS
2) PIPE TO BE SCH 40 PVC, NIPPLES AND FITTINGS TO BE SCH 80

APPROVED	DEPT.	DATE

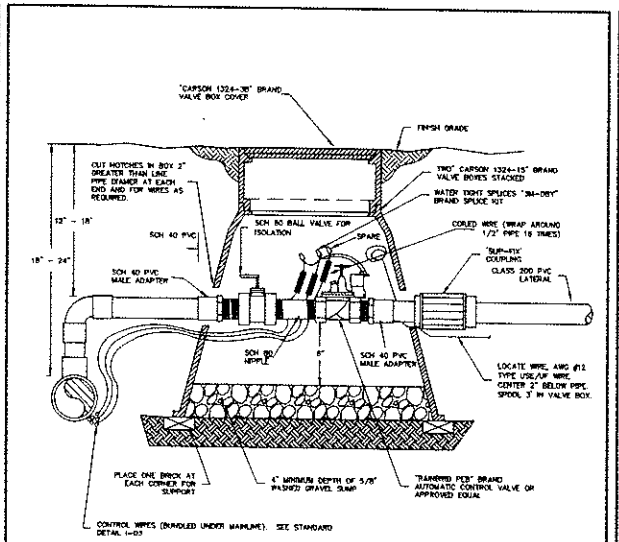
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

IRRIGATION BALL VALVE THROUGH 2"

STANDARD DETAIL NO. I-07

REV



NOTE.
1) USE TEFLON TAPE ON ALL THREADED FITTINGS.

APPROVED	DEPT.	DATE

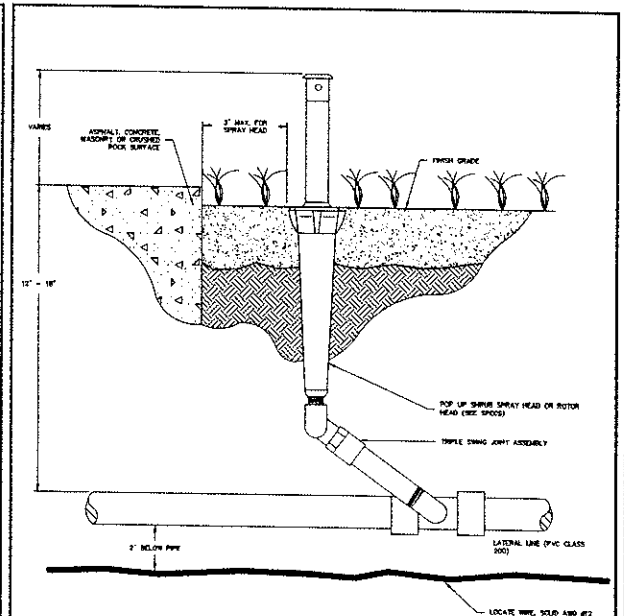
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

AUTOMATIC IRRIGATION CONTROL VALVE

STANDARD DETAIL NO. I-08

REV



APPROVED	DEPT.	DATE

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

IRRIGATION POP UP SPRAY OR ROTOR HEAD

STANDARD DETAIL NO. I-09

REV:

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APP'D

CITY OF ISSAQUAH
KING COUNTY WASHINGTON
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLANTING AND LANDSCAPE DETAILS

SHEET: 58
OF: XX
JOB NO.: 13570
DWG: LAND_DET3

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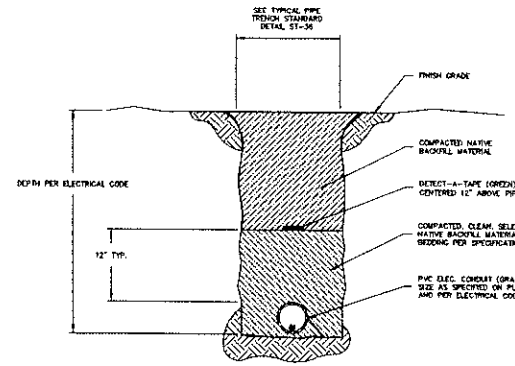


NOTES:
1. FOR BACKFILL REQUIREMENTS IN TRAVELED AREAS, SEE STANDARD DETAIL T-57.
2. FOR STREET PATCHING REQUIREMENTS SEE STANDARD DETAIL T-40 & T-50

APPROVED	DEPT.	DATE

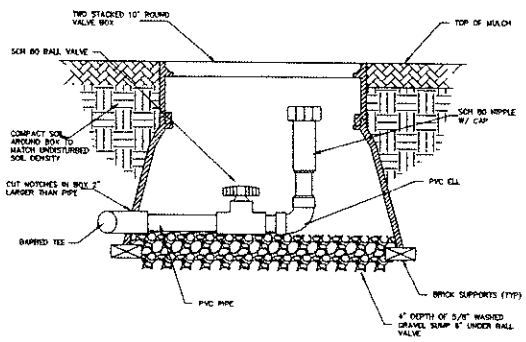
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

IRRIGATION POWER SUPPLY TRENCH

STANDARD DETAIL NO. I-10

REV



APPROVED	DEPT.	DATE

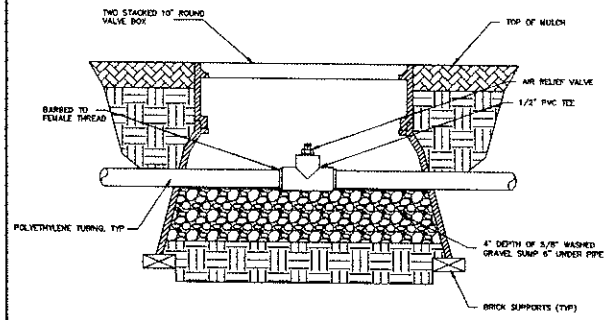
NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

IRRIGATION FLUSH VALVE

STANDARD DETAIL NO. I-13

REV:



NOTE:
1. AIR RELIEF VALVE SHALL BE INSTALLED AT THE HIGHEST POINT OF THE SYSTEM ABOVE ALL DRIPLINE LATERALS.

APPROVED	DEPT.	DATE

NO SCALE

CITY OF ISSAQUAH PUBLIC WORKS DEPARTMENT APRIL 2010

IRRIGATION AIR RELIEF VALVE

STANDARD DETAIL NO. I-14

REV:

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH, SUITE 300
SEATTLE, WASHINGTON 98109 • (206) 284-2860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APRD

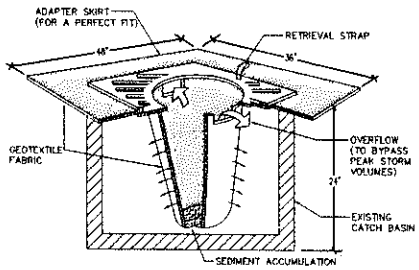
CITY OF ISSAQUAH
WASHINGTON
KING COUNTY
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS
PLANTING AND LANDSCAPE DETAILS

SHEET: 69
OF: XX
JOB NO.: 13570
DWG: LAND_DET4

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Plansets\LAND_DET4.dwg, 1/22/2014 3:54:32 PM, bbellan

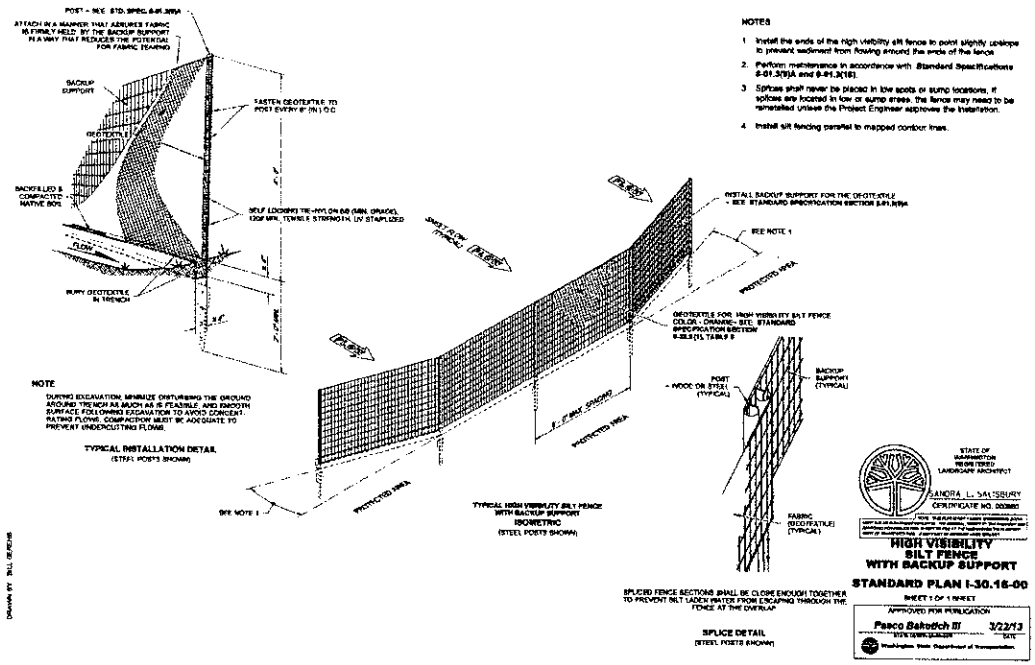
EROSION/SEDIMENTATION CONTROL NOTES

1. CONTRACTOR SHALL SUBMIT TEMPORARY WATER POLLUTION/EROSION CONTROL PLAN PER THE CONTRACT SPECIFICATIONS.
2. ALL LIMITS OF CLEARING AND AREAS OF VEGETATION PRESERVATION SHALL BE OBSERVED DURING CONSTRUCTION.
3. ALL REQUIRED SEDIMENTATION/EROSION CONTROL FACILITIES MUST BE IN OPERATION PRIOR TO LAND CLEARING AND/OR OTHER CONSTRUCTION TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER THE NATURAL DRAINAGE SYSTEM. ALL EROSION AND SEDIMENT FACILITIES SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND /OR CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED. THE IMPLEMENTATION, MAINTENANCE, REPLACEMENT AND ADDITIONS TO EROSION/SEDIMENTATION CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE EROSION AND SEDIMENTATION CONTROL SYSTEMS DEPICTED ON THIS DRAWING ARE INTENDED TO BE MINIMUM REQUIREMENTS TO MEET ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND AS UNEXPECTED OR SEASONAL CONDITIONS DICTATE, THE CONTRACTOR SHOULD ANTICIPATE THAT MORE EROSION AND SEDIMENTATION CONTROL FACILITIES WILL BE NECESSARY TO ENSURE COMPLETE SILTATION CONTROL ON THE PROPOSED SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES, OVER AND ABOVE THE MINIMUM REQUIREMENTS, AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES AND THE WATER QUALITY OF THE RECEIVING DRAINAGE SYSTEM.
5. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND DISPOSING OF THE SEDIMENT. ALL CATCH BASINS, CONVEYANCE LINES AND DITCHES SHALL BE CLEANED PRIOR TO PAVING.
6. THE CONTRACTOR SHALL REMOVE MATERIAL DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO THE TOWN RIGHT-OF-WAY OR INTO THE EXISTING STORM DRAINAGE SYSTEM. DEBRIS SHALL NOT BE WASHED INTO THE STORM DRAINAGE SYSTEM.
7. TEMPORARY EROSION CONTROL FACILITIES SHALL BE INSPECTED WEEKLY AND MAINTAINED WITHIN 24 HOURS FOLLOWING A STORM EVENT. SEDIMENT SHALL BE REMOVED TO INSURE THE FACILITIES WILL FUNCTION PROPERLY. THE FACILITIES SHALL BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR ON-SITE EROSION HAS PASSED.
8. ALL STORM DRAIN INLETS MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT STORMWATER RUNOFF SHALL NOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
9. NO DISTURBED SOIL SHALL REMAIN UNSTABILIZED FOR MORE THAN TWO DAYS.
10. CONTRACTOR SHALL CONFORM TO THE D.O.E. STORMWATER GENERAL PERMIT CONDITIONS.



STORM DRAIN INLET PROTECTION

NOT TO SCALE



STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
SANDRA L. SALISBURY
CERTIFICATE NO. 000860

HIGH VISIBILITY SILT FENCE WITH BACKUP SUPPORT

STANDARD PLAN I-30.16-00

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 3/22/13

STATE TRAFFIC ENGINEER DATE

Washington State Department of Transportation

Drawn BY: BILL BERGER

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

DATE: JAN. 2014
SCALE:
DRAWN:
CHECKED: C.B.W.
APPROVED: B.L.S.

PRELIMINARY NOT FOR CONSTRUCTION

No.	REVISION	DATE	APP'D

DEAN L. SOUSBINE STATE OF WASHINGTON 38008 REGISTERED PROFESSIONAL ENGINEER

CHRIS B. WING STATE OF WASHINGTON 38008 REGISTERED PROFESSIONAL ENGINEER

CITY OF ISSAQUAH
KING COUNTY WASHINGTON

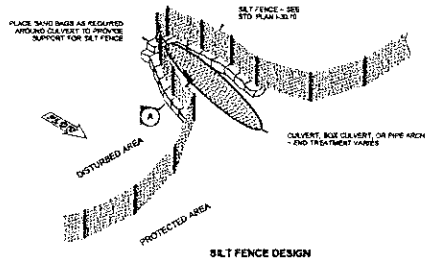
EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS

EROSION CONTROL NOTES AND DETAILS

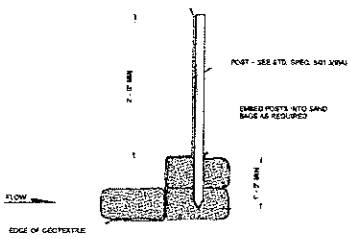
SHEET: 60
OF: XX

JOB NO.: 13570
DWG: EROSION_DET1

L:\ISSAQUAH\13570 E. Lake Sammamish Pkwy\01 Design\Plansetl\EROSION_DET1.dwg, 1/22/2014 3:55:57 PM, bbollen



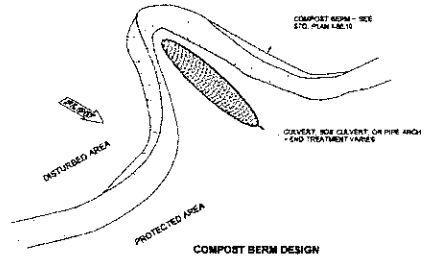
SILT FENCE DESIGN



SECTION A

NOTE

Perform maintenance in accordance with Standard Specification 8-01.3(3)A and 8-01.3(15)



COMPOST BERM DESIGN

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

MARK W. MAURER

CERTIFICATE NO. 000599

EROSION CONTROL AT CULVERT ENDS

STANDARD PLAN I-30.20-00

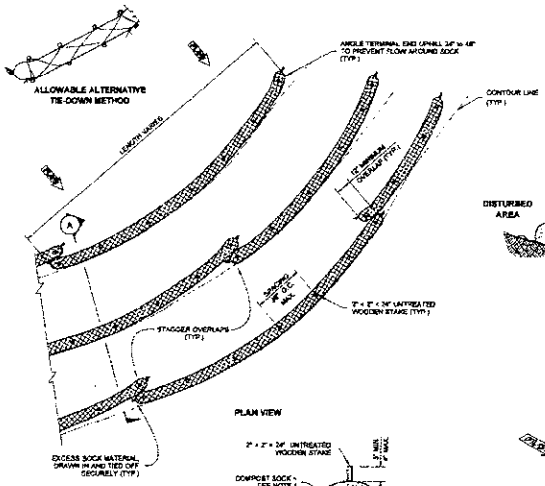
SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 09-20-07

DATE

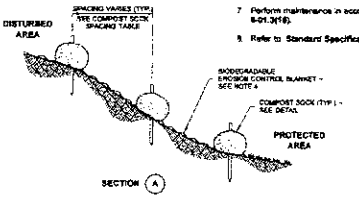
Washington State Department of Transportation



PLAN VIEW

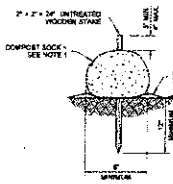
NOTES

1. Compost Sock shall be in accordance with Standard Specification 8-14.8(6).
2. Securely knot each end of Compost Sock. Overlap adjacent Compost Sock ends 12" behind one another and securely tie together.
3. Compost to be deposited on site as determined by the Engineer, when vegetation covers the surface.
4. If Erosion Control Blanket is specified, place Compost Sock on top of blanket. See Standard Plan I-80.10.
5. Install Compost Sock perpendicular to flow along contours.
6. Remove sediment from the up slope side of the Compost Sock when accumulation has reached 1/2 of the effective height of the Compost Sock.
7. Perform maintenance in accordance with Standard Specification 8-01.3(16).
8. Refer to Standard Specification 8-01.3(16) for removal.

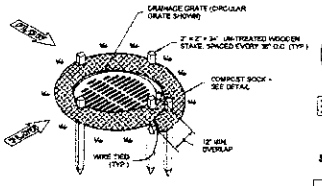


SECTION A

8" DIAMETER COMPOST SOCK SPACING TABLE	
SLOPE	MAXIMUM SPACING
1H : 1V	12' - 0"
2H : 1V	22' - 0"
3H : 1V	32' - 0"
4H : 1V	42' - 0"



COMPOST SOCK DETAIL



ISOMETRIC VIEW

CATCH BASIN INSTALLATION

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT

Sandra L. Salisbury

SANDRA L. SALISBURY

LICENSE NO. 660

DATE: June 6, 2013

COMPOST SOCK

STANDARD PLAN I-30.40-01

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

Pasco Bakotich III 6/10/13

DATE

Washington State Department of Transportation

SHEET: 61	CITY OF ISSAQUAH KING COUNTY WASHINGTON	PRELIMINARY NOT FOR CONSTRUCTION	DATE: JAN. 2014
OF: XX	EAST LAKE SAMMAMISH PARKWAY SE IMPROVEMENTS		SCALE:
JOB NO.: 13570	EROSION CONTROL DETAILS		DRAWN:
DWG: EROSION_DET2			CHECKED: C.B.W.
		No. / REVISION / DATE / APP'D	APPROVED: B.L.S.

Gray & Osborne, Inc.
CONSULTING ENGINEERS
701 DEXTER AVENUE NORTH SUITE 200
SEATTLE, WASHINGTON 98109 • (206) 284-0860

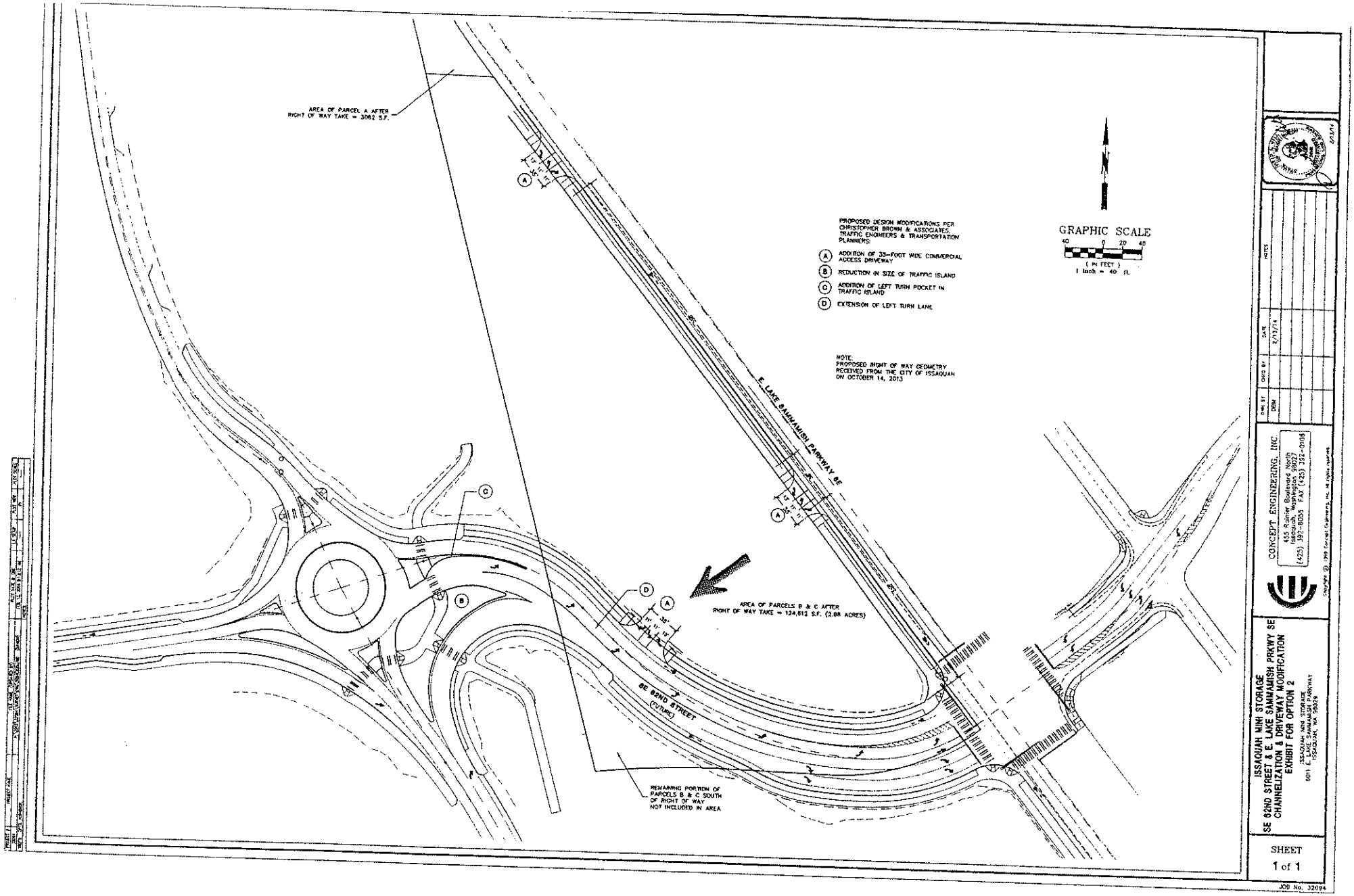

AREA OF PARCEL A AFTER RIGHT OF WAY TAKE = 3062 S.F.
PROPOSED DESIGN MODIFICATIONS PER CHRISTOPHER BROWN & ASSOCIATES, TRAFFIC ENGINEERS & TRANSPORTATION PLANNERS:
(A) ADDITION OF 33-FOOT WIDE COMMERCIAL ACCESS DRIVEWAY
(B) REDUCTION IN SIZE OF TRAFFIC ISLAND
(C) ADDITION OF LEFT TURN POCKET IN TRAFFIC ISLAND
(D) EXTENSION OF LEFT TURN LANE
NOTE: PROPOSED RIGHT OF WAY GEOMETRY RECEIVED FROM THE CITY OF ISSAQUAH ON OCTOBER 14, 2013
GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.
E. LAKE SAMMAMISH PARKWAY SE
AREA OF PARCELS B & C AFTER RIGHT OF WAY TAKE = 124,612 S.F. (2.86 ACRES)
SE 62ND STREET (FUTURE)
REMAINING PORTION OF PARCELS B & C SOUTH OF RIGHT OF WAY NOT INCLUDED IN AREA
CONCEPT ENGINEERING, INC.
455 Rainier Boulevard North
Issaquah, Washington 98027
(425) 392-6055 FAX (425) 392-0105
ISSAQUAH MINI STORAGE
SE 62ND STREET & E. LAKE SAMMAMISH PRKWY SE
CHANNELIZATION & DRIVEWAY MODIFICATION
EXHIBIT FOR OPTION 2
SHEET
1 of 1
JOB No. 32094

EXHIBIT F