



AGENDA - REVISED

City Council Regular Meeting

6:30 PM - Tuesday, May 19, 2020

City Hall Council Chambers, Sammamish, WA

Page

Estimated
Time

MEETING ACCESSIBILITY

Pursuant to the Governor's emergency Proclamation 20-25, the City is unable to provide an in-person location for the public to listen to the virtual City Council meeting this evening. Meetings are still accessible to the public and public comment is able to be submitted.

To View Live:

- **City Website:** www.sammamish.us/news-events/tv-21/
- **City Facebook:** www.facebook.com/CityofSammamishWA/
- **Comcast Channel 21** (within Sammamish only)

To View Later: Meeting videos are available the day after the meeting:

- **City Website:** www.sammamish.us/news-events/tv-21/
- **YouTube:**
www.youtube.com/channel/UCouPqQz1MSudhAdgiriLC8A
- **Comcast Channel 21** (within Sammamish only)

CALL TO ORDER

6:30 pm

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

EMERGENCY MANAGEMENT

6:35 pm

COVID-19 UPDATE: Emergency Manager Andrew Stevens

PUBLIC COMMENT

6:45 pm

Pursuant to the Governor's emergency Proclamation 20-25, the City is unable to provide an in-person location for the public to listen to the virtual City Council meeting this evening. Meetings are still accessible to the public and public comment is able to be submitted.

Written Comment:

Written public comment will be accepted until 5:00 pm on the day of the meeting. Submit your written comments by email to the City Clerk at manderson@sammamish.us and citycouncil@sammamish.us.

Verbal Comment:

Up to 3 minutes of verbal public comment may be provided per person live during the meeting. Call the following number and input the access code when prompted by 6:30 pm the day of the meeting:

- Phone Number: **+1 (571) 317-3122**
- Access Code: **929-348-197**

Once you have joined, you will be placed on mute. The meeting operator will unmute you when it is your turn to comment.

You will hear an automated voice say "unmuted" when that occurs, and the operator will ask you to begin your comment.

CONSENT CALENDAR *

7:05 pm

- | | | |
|-----------|----|---|
| | 1. | Payroll: For the Period Ending April 30, 2020 For a Pay Date of May 5, 2020 in the Amount of \$448,146.98 |
| 5 - 8 | 2. | Claims: For Period Ending May 19, 2020 In The Amount Of \$1,523,521.70 For Check No. 56982 Through 56769
View Agenda Item |
| 9 - 90 | 3. | Contract: Issaquah Fall City Road Improvements, Phase 2 - Engineering Design / HDR Engineering
View Agenda Item |
| 91 - 118 | 4. | Bid Award: 2020 Pavement Program - Overlay / Watson Asphalt Paving Co., Inc.
View Agenda Item |
| 119 - 143 | 5. | Bid Award: Neighborhood Ditch and Drainage Maintenance / Iron Creek Construction, LLC
View Agenda Item |
| 144 - 149 | 6. | Minutes: For the May 5, 2020 Regular Meeting
View Agenda Item |
| 150 - 152 | 7. | Minutes: For the May 11, 2020 Special Meeting
View Agenda Item |

PRESENTATIONS / PROCLAMATIONS

- 153 - 160 8. **Presentation:** Draft 2021-2026 Transportation Improvement Plan
[View Agenda Item](#)

PUBLIC HEARINGS

UNFINISHED BUSINESS

7:10 pm

- 161 - 173 9. **Discussion:** Amended Lease for Reard House
[View Agenda Item](#)
- 174 - 302 10. **Discussion:** Draft Transportation Master Plan and Prioritized Projects List
[View Agenda Item](#)

NEW BUSINESS

7:45 pm

- 303 - 308 11. **Discussion:** Priorities for the Potential COVID-19 Special Legislative Session
[View Agenda Item](#)
- 309 - 310 12. **Information:** Human Services Commission Restart
[View Agenda Item](#)
- 311 - 312 13. **Discussion:** Farmers Market
[View Agenda Item](#)

COUNCIL REPORTS/ CITY MANAGER REPORT

9:40 pm

- 313 - 315 14. **Report:** Deputy Mayor Malchow
[View Report](#)

EXECUTIVE SESSION

9:45 pm

Potential Land Acquisition pursuant to RCW 42.30.110(1)(b)

ADJOURNMENT

10:00 pm

*** removed Item # 3 - Resolution: Granting Final Plat Approval Of Paxton Place Subdivision (rescheduled to June 2, 2020 Regular Meeting)**

*** removed Item # 4 - Resolution: Granting Final Plat Approval Of Gabrielle's Lane Subdivision (rescheduled to June 2, 2020 Regular Meeting)**

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.



MEMORANDUM

To: Melonie Anderson, City Clerk

From: Tracey, Finance Department

Date: May 6, 2020

Re: Claims for May 19th, 2020

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867,903.33 +
 406,496.89 +
 249,121.48 +
 1,523,521.70 *

	\$ 867,903.33
	\$ 406,496.89
	\$ 249,121.48
Check #56982 - 57069	\$ 1,523,521.70

Top 10 Over \$10,000 Payments

Payments over \$10,000		
Vendor	Amount	Details
Johansen Construction Company	\$ 523,042.44	SE Iss Fall City Rd improvements
AWC	\$ 170,775.85	Employee benefits
City of Bellevue	\$ 148,246.00	Human Services Pooled Program, ARCH
Perteet	\$ 109,940.69	SE 4th St improvements
Lochner	\$ 84,765.03	SE Iss Fall City Rd improvements
QBSI	\$ 72,638.78	Laptops
ICMA401	\$ 56,844.25	Employee benefits
KBA	\$ 29,568.80	228th Ave catch basin repairs
Kenyon Disend	\$ 26,218.70	Legal fees
Pro-Vac	\$ 25,627.20	Street sweeping & vactoring services

Accounts Payable

Check Register Totals Only

User: tcartmel
 Printed: 4/23/2020 - 3:25 PM



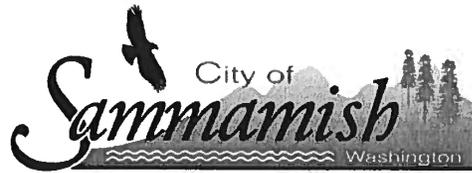
Check	Date	Vendor No	Vendor Name	Amount	Voucher
56982	04/24/2020	ALLSTREA	Allstream	2,159.09	56,982
56983	04/24/2020	APPLIEDC	Applied Concepts, Inc	533.50	56,983
56984	04/24/2020	AUTODOC	Auto Doctor	3,883.21	56,984
56985	04/24/2020	BRIGHTVI	BrightView Landscapes LLC	6,810.37	56,985
56986	04/24/2020	BUILDERS	Builders Exchange of WA	22.10	56,986
56987	04/24/2020	CENTURY	CenturyLink	156.43	56,987
56988	04/24/2020	BELLCITY	City Of Bellevue	148,246.00	56,988
56989	04/24/2020	COMPOFF	Complete Office	412.50	56,989
56990	04/24/2020	CREATCIR	Creative Circle, LLC	7,017.50	56,990
56991	04/24/2020	DAVEY	Davey Resource Group	980.00	56,991
56992	04/24/2020	DAVISDOO	Davis Door Service Inc	402.69	56,992
56993	04/24/2020	ECOLUBE	Ecolube Recovery	325.00	56,993
56994	04/24/2020	ECONOLIT	Econolite	2,145.00	56,994
56995	04/24/2020	ESA	ESA	17,480.24	56,995
56996	04/24/2020	FASTENAL	Fastenal Industrial Supplies	154.37	56,996
56997	04/24/2020	FIREPROT	Fire Protection, Inc.	4,786.21	56,997
56998	04/24/2020	FRANKJES	Jessica Frank	220.00	56,998
56999	04/24/2020	GRAINGER	Grainger	665.60	56,999
57000	04/24/2020	HENDRIKU	Hendrikus Organics, Inc.	495.00	57,000
57001	04/24/2020	HERRERA	Herrera Environmental Consult.	6,985.92	57,001
57002	04/24/2020	HONEY	Honey Bucket	2,014.00	57,002
57003	04/24/2020	JOHANSEN	Johansen Construction Company	523,042.44	57,003
57004	04/24/2020	JRM	JRM Builders LLC	7,500.00	57,004
57005	04/24/2020	KENYON2	Kenyon Disend PLLC	26,218.70	57,005
57006	04/24/2020	KINGFI	King County Finance A/R	6,001.41	57,006
57007	04/24/2020	KCRADIO	King Cty Radio Comm Svcs	1,115.40	57,007
57008	04/24/2020	LAKESAMM	Lake Sammamish Girls Lacrosse	3,263.00	57,008
57009	04/24/2020	MADRONA	Madrona Law Group, pllc	13,573.00	57,009
57010	04/24/2020	MCELIECE	Michael McEliece	84.00	57,010
57011	04/24/2020	MINUTE	Minuteman Press	343.01	57,011
57012	04/24/2020	MOBERLY	Lynn Moberly	10,158.96	57,012
57013	04/24/2020	NESAM	NE Sammamish Sewer & Water	147.72	57,013
57014	04/24/2020	NIELSEN	Kerri Nielsen	420.00	57,014
57015	04/24/2020	PACPLUMB	Pacific Plumbing Supply Co. LLC	20.81	57,015
57016	04/24/2020	PACSOIL	Pacific Topsoils, Inc	2,618.00	57,016
57017	04/24/2020	PROVAC	PRO-VAC	25,627.20	57,017
57018	04/24/2020	REPUBLIC	Republic Services #172	403.95	57,018
57019	04/24/2020	SAFEBUIL	Safebuilt Washington LLC	1,530.00	57,019
57020	04/24/2020	SAM	Sammamish Plateau Water Sewer	4,750.00	57,020
57021	04/24/2020	STAPLES	Staples Advantage	985.33	57,021
57022	04/24/2020	SUMMITLG	Summit Law Group PLLC	165.00	57,022
57023	04/24/2020	TOLLBRO	Toll Brothers LLC	10,000.00	57,023
57024	04/24/2020	TRI-TEC	Tri-Tec Communications, Inc	187.00	57,024
57025	04/24/2020	WALAB	Wa State Dept of Labor & Indus	23,737.67	57,025
57026	04/24/2020	ZAGARS	Andrew Zagars	116.00	57,026

Check Total: 867,903.33

Accounts Payable

Check Register Totals Only

User: tcartmel
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Check	Date	Vendor No	Vendor Name	Amount	Voucher
57027	05/01/2020	911SUPP	911 Supply	114.26	57,027
57028	05/01/2020	ACTIONAP	Action Apparel	705.13	57,028
57029	05/01/2020	ALLTRAFF	All Traffic Solutions, Inc	3,102.00	57,029
57030	05/01/2020	AUTODOC	Auto Doctor	3,025.47	57,030
57031	05/01/2020	CENTURY	CenturyLink	59.99	57,031
57032	05/01/2020	BELLCITY	City Of Bellevue	13,320.96	57,032
57033	05/01/2020	CODEPUB	Code Publishing Inc	700.00	57,033
57034	05/01/2020	CREATCIR	Creative Circle, LLC	4,007.50	57,034
57035	05/01/2020	DAVEY	Davey Resource Group	3,750.00	57,035
57036	05/01/2020	FASTENAL	Fastenal Industrial Supplies	54.25	57,036
57037	05/01/2020	GRAINGER	Grainger	1,961.60	57,037
57038	05/01/2020	GRAYOS	Gray & Osborne, Inc.	4,173.76	57,038
57039	05/01/2020	KBA	KBA Inc	29,568.80	57,039
57040	05/01/2020	KINGFI	King County Finance A/R	7,621.23	57,040
57041	05/01/2020	KINGTREA	King County Treasury Div	1,352.00	57,041
57042	05/01/2020	KLEINFEL	Kleinfelder, Inc.	786.25	57,042
57043	05/01/2020	KODURI	Shalini Koduri	500.00	57,043
57044	05/01/2020	KPG	KPG Interdisciplinary Design	3,652.00	57,044
57045	05/01/2020	LOCHNER	Lochner, Inc.	84,765.03	57,045
57046	05/01/2020	MICROSOFT	Microsoft	116.00	57,046
57047	05/01/2020	MIG/SvR	MIG/SvR	4,931.25	57,047
57048	05/01/2020	NANIVADE	Hemant Nanivadekar	1,546.00	57,048
57049	05/01/2020	NUVELOCI	Nuvelocity	1,260.65	57,049
57050	05/01/2020	PERTEET	Perteet, Inc.	109,940.69	57,050
57051	05/01/2020	QBSI	QBSI-Xerox	72,638.78	57,051
57052	05/01/2020	SAMMCHIL	Sammamish Childrens School	165.00	57,052
57053	05/01/2020	SAM	Sammamish Plateau Water Sewer	294.01	57,053
57054	05/01/2020	SITEONE	Site One Landscape Supply LLC	43.89	57,054
57055	05/01/2020	SPRAGUE	Sprague Pest Solutions	115.50	57,055
57056	05/01/2020	SUPERION	Superion LLC	9,756.51	57,056
57057	05/01/2020	TRANSOLU	Transportation Solutions, Inc	13,936.68	57,057
57058	05/01/2020	US BANK	U. S. Bank Corp Payment System	19,080.49	57,058
57059	05/01/2020	ULINE	ULINE Shipping Supplies	2,451.54	57,059
57060	05/01/2020	WSDOT	Wa State Dept of Transportation	601.73	57,060
57061	05/01/2020	WATSONSE	Watson Security	337.65	57,061
57062	05/01/2020	WC3	West Coast Code Consultants, Inc	4,560.00	57,062
57063	05/01/2020	ZUMAR	Zumar Industries, Inc.	1,500.29	57,063
Check Total:				406,496.89	

Accounts Payable
Check Register Totals Only

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Check	Date	Vendor No	Vendor Name	Amount	Voucher
57064	05/05/2020	AWCLIF	Association of Washington Cities	142.90	57,064
57065	05/05/2020	AWCMED	AWC Employee BenefitsTrust	170,775.85	57,065
57066	05/05/2020	ICMA401	ICMA 401	56,844.25	57,066
57067	05/05/2020	ICMA457	ICMA457	19,315.05	57,067
57068	05/05/2020	LEGALSHI	Legal Shield	228.30	57,068
57069	05/05/2020	NAVIA	Navia Benefits Solution	1,815.13	57,069
Check Total:				249,121.48	

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Issaquah Fall City Road Improvements, Phase 2 - Engineering Design	
DATE SUBMITTED:	May 12, 2020	
DEPARTMENT:	Public Works	
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
RECOMMENDATION:	Authorize the Interim City Manager to execute a contract with HDR Engineering, Inc. for the design of the Issaquah Fall City Road Improvements, Phase 2, in the amount of \$2,349,058.55 and administer a 5% management reserve in the amount of \$118,000.	
EXHIBITS:	1. Exhibit 1 - Consultant Contract Agreement 2. Exhibit 2 - Vicinity Map 3. Exhibit 3 - Scope 4. Exhibit 4 - Fee Schedule	
BUDGET:		
Total dollar amount	\$2,467,058.55	<input checked="" type="checkbox"/> Approved in budget
Fund(s)	Transportation Capital Fund - Issaquah Fall City Road Phase 2 (340-150-595-10-63-02)	<input type="checkbox"/> Budget reallocation required
		<input type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:

Should the City of Sammamish enter into a contract with HDR Engineering, Inc. for the design of the Issaquah Fall City Improvements, Phase 2 for the amount of \$2,467,059?

KEY FACTS AND INFORMATION SUMMARY:

This project is the second phase of planned improvements to Issaquah Fall City Road between 242nd Ave NE and Issaquah Beaver Lake Road. This project will complete the obligations the City made to the

Klahanie HOA to widen Issaquah Fall City Road and to add pedestrian and bicycle safety improvements. The City received \$5 million in funding through the State's 2015 Connecting Washington grant funding program. The grant was proportioned between both phases of the project with \$3.5M allocated to Phase 1 (242nd Ave NE to Klahanie Dr SE), and the remaining \$1.5M to Phase 2 (Klahanie Dr SE to Issaquah Beaver Lake Rd).

This project begins just east of the Klahanie Drive SE intersection that is currently under construction with Phase 1 and extends improvements to the intersection with Issaquah Beaver Lake Drive. The project design will include widening the road to a three lane section with a center turn lane or landscaped median island, a traffic lane in both directions, bike lanes, planted amenity strip and sidewalks on one or both sides of the road. The scope includes intersection improvements at Duthie Hill Road and Issaquah Beaver Lake Road.

FINANCIAL IMPACT:

The design contract fee of \$2,349,058.55 plus authorization for a 5% management reserve of \$118,000 is within the approved 2019-2020 Budget.

OTHER ALTERNATIVES CONSIDERED:

Council may defer the design of the project to a later year, but doing so would hinder the City's ability to apply for additional construction grant funding and jeopardize the existing grant through Connecting Washington. The City does not have the staffing resources to complete the design for this project without professional services support.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Comprehensive Plan - Capital Facilities](#)

[Comprehensive Plan - Transportation](#)



CONTRACT NUMBER

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

AGREEMENT FOR SERVICES

	Yes	No	
Insurance Required	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If Yes – See Paragraph 6

This Agreement is made and entered, by and between the City of Sammamish, Washington, a Washington municipal corporation, hereinafter referred to as the "City," and

Consultant Name: HDR Engineering Inc., hereinafter referred to as the "Consultant."

Project Description: Issaquah Fall City Road: Phase 2

Commencing: May 7, 2020

Terminating: December 31, 2023

WHEREAS, the City desires to have certain services performed for its citizens; and
 WHEREAS, the City has selected the Consultant to perform such services pursuant to certain terms and conditions;
 NOW, THEREFORE, in consideration of the mutual benefits and conditions set forth below, the parties hereto agree as follows:

- 1. Scope of Services to be Performed by Consultant.** The Consultant shall perform those services described in Exhibit "A" of this agreement. Consultant shall perform all services diligently and completely and in accordance with professional standards of conduct and performance and shall comply with all federal, state and local laws and regulations applicable to the performance of such services.

- 2. Contract Documents.** The Agreement consists of the following documents, which are all incorporated by reference:
 - a) This Agreement and all exhibits attached thereto;
 - b) The Request for Proposal, Request for Qualifications, Invitation to Bid, or other City-issued request for project submittals
 - c) The submitted project quote, bid or proposal
 - d) All documents required under this Agreement, including but not limited to documentation evidencing insurance, if applicable
 - e) W-9 Request for Taxpayer Identification #
 - f) Scope of Work

The intent of these documents is to include all labor, materials, appliances and services of every kind necessary for the proper execution of the Work, and the terms and conditions of payment therefore. The documents are to be considered as one, and whatever is called for by any one of the documents shall be as binding as if called for by all.

- 3. Payment.** The City shall pay the Consultant for the Work rendered according to the following procedures and subject to the following requirements.

<u>The City shall pay the Consultant:</u>	Fill in applicable method of payment	
	YES	NO
According to the rates set forth in "Exhibit A"	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A sum not to exceed: (incl W.S.S.T., if applicable)	\$2,349,058.55	
Other (ex. Hourly):	\$	

3.1 The Consultant shall submit invoices to the **City of Sammamish Accounts Payable Department**, ap@sammamish.us for the work performed. The City agrees to pay the Consultant for the actual work completed to the satisfaction of the City and in conformance with this Contract. The City shall pay the Consultant for services satisfactorily rendered within ten days after City Council approval of each such payment.

3.2 The Consultant shall complete and return the attached Form W-9, "Request for Taxpayer Identification Number" prior to or along with the first invoice submittal. In order for you to receive payment from the City of Sammamish, they must have either a Tax Identification Number or a Social Security Number. The Internal Revenue Service Code requires a Form 1099 for payments to every person or organization other than a corporation for services performed in the course of trade or business. Further, the law requires the City to withhold 20% on reportable amounts paid to unincorporated persons who have not supplied us with their correct Tax Identification Number or Social Security Number.

3.3 If during the course of the Contract, the work rendered does not meet the requirements set forth in the Contract, the Consultant shall correct or modify the required work to comply with the requirements of the Contract. The City shall have the right to withhold payment for such work until it meets the requirements of the Contract. No payment shall be made for any work performed by the Consultant except for the work identified and set forth in this Contract.

4. Termination

4.1 This City reserves the right to terminate or suspend this Agreement at any time, with or without cause, upon seven days prior written notice. In the event of termination or suspension, all finished or unfinished documents, data, studies, worksheets, models, reports or other materials prepared by the Consultant pursuant to this Agreement shall promptly be submitted to the City

4.2 In the event this Agreement is terminated or suspended, the Consultant shall be entitled to payment for all services performed and reimbursable expenses incurred to the date of termination

4.3 This Agreement may be cancelled immediately if the Consultant's insurance coverage is canceled for any reason, or if the Consultant is unable to perform the services called for by this Agreement.

4.4 The Consultant reserves the right to terminate this Agreement with not less than fourteen days written notice, or in the event that outstanding invoices are not paid within sixty days.

4.5 This provision shall not prevent the City from seeking any legal remedies it may otherwise have for the violation or nonperformance of any provisions of this Agreement.

5. Indemnification/Hold Harmless.

5.1 Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, to the extent arising out of or resulting from any willful misconduct or negligent or wrongful acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the negligence of the City.

5.2 Should a court of competent jurisdiction determine that this Agreement is subject to [RCW 4.24.115](#), then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence.

5.3 It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.



6. Insurance. (If applicable) The Consultant shall procure and maintain insurance as required in this section, without interruption from commencement of the Consultant's work through the term of the Contract and for thirty (30) days after physical completion date, unless otherwise indicated herein. Any payment of deductible or self-insured retention shall be the sole responsibility of the Consultant.

6.1 No Limitation. Nothing contained in these insurance requirements is to be construed as limiting the extent of the Contractor's responsibility for payment of damages resulting from its operations under this Contract.

6.2 Minimum Scope of Insurance. Consultant required insurance shall be of the types and coverage as stated below:

- a) Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be at least as broad as Insurance Services Office (ISO) form CA 00 01.
- b) Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-complete operations, stop gap liability, personal injury and advertising injury. The Public Entity shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the Public Entity using ISO [Additional Insured endorsement CG 20 10 10 01](#).
- c) Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
- d) Professional Liability insurance appropriate to the Consultant's profession.

6.3 Minimum Amounts of Insurance. Consultant shall maintain the following insurance limits:

- a) Automobile Liability insurance with limits no less than \$1,000,000 combined single limit per accident for bodily injury and property damage;
- b) Commercial General Liability insurance written on an occurrence basis with limits no less than \$1,000,000 combined single limit per occurrence and \$2,000,000 aggregate for personal injury, bodily injury and property damage.
- c) Worker's Compensation insurance at the limits established by the State of Washington.
- d) Professional Liability insurance (if any) shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

6.4 Public Entity Full Availability of Consultant Limits. If the Consultant maintains higher insurance limits than the minimums shown above, the Public Entity shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this contract or whether any certificate of insurance furnished to the Public Entity evidences limits of liability lower than those maintained by the Consultant.

6.5 Other Insurance Provision. The Contractor's Automobile Liability and Commercial General Liability insurance policies are to contain or be endorsed to contain that they shall be primary insurance as respect the Public Entity. Any insurance, self-insurance, or self-insured pool coverage maintained by the Public Entity shall be excess of the Contractor's insurance and shall not contribute with it.



6.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.

6.7 Verification of Coverage. Consultant shall furnish the Public Entity with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsements, evidencing the insurance requirements of the Consultant before commencement of the work. Upon request by the Public Entity, the Consultant shall furnish certified copies of all required insurance policies, including endorsements, required in the contract and evidence of all subcontractors' coverage.

6.8 Notice of Cancellation. The Consultant shall provide the Public Entity and all Additional Insureds for this work with written notice of any policy cancellation within two business days of their receipt of such notice.

6.9 Failure to Maintain Insurance. Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the Public Entity may, after giving five (5) business days' notice to the Consultant to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Public Entity on demand, or at the sole discretion of the Public Entity, offset against funds due the Consultant from the Public Entity.

7. Independent Contractor. The Consultant and the City agree that the Consultant is an independent contractor with respect to the services provided pursuant to this Agreement. The Consultant will solely be responsible for its acts and for the acts of its agents, employees, sub consultants, or representatives during the performance of this Agreement. Nothing in this Agreement shall be considered to create the relationship of employer and employee between the parties hereto.

8. Non-Discrimination. The Consultant shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Consultant under this Agreement, on the basis of race, color, religion, creed, sex, age, national origin, marital status, or presence of any sensory, mental, or physical handicap.

9. Non-Endorsement: As a result of the selection of a consultant to supply services to the City, the Consultant agrees to make no reference to the City in any literature, promotional material, brochures, sales presentation or the like without the express written consent of the City.

10. Non-Collusion: By signature below, the Consultant acknowledges that the person, firm, association, co-partnership or corporation herein named, has not either directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in the preparation or submission of a proposal to the City for consideration in the award of a contract on the specifications contained in this Contract.

11. Wages and Other Costs. The City assumes no responsibility for the payment of any compensation, wages, benefits or taxes owed by the Consultant by reason of this Agreement. The Consultant shall indemnify and hold the City, its officers, agents, and employees harmless against all liability and costs resulting from the Consultant's failure to pay any compensation, wages, benefits or taxes.

12. Waiver. Waiver by the City of any breach of any term or condition of this Agreement shall not be construed as a waiver of any other breach.

13. Assignment and Subcontract. The Consultant shall not assign or subcontract any portion of the services contemplated by this Agreement without the prior written consent of the City.

14. Conflict of Interest. The City insists on the highest level of professional ethics from its consultants. Consultant warrants that it has performed a due diligence conflicts check, and that there are no professional conflicts with the City. Consultant warrants that none of its officers, agents or employees is now working on a project for any entity engaged in litigation with the City. Consultant will not disclose any information obtained through the course of their work for the City to any third party, without written consent of the City. It is the Consultant's duty and obligation to constantly update its due diligence with respect to conflicts, and not the City's obligation to inquire as to potential conflicts. This provision shall survive termination of this Agreement.

15. Confidentiality. All information regarding the City obtained by the Consultant in performance of this Agreement shall be considered confidential. Breach of confidentiality by the Consultant shall be grounds for immediate termination unless such disclosure is required by law or court order.

16. Non-appropriation of Funds. If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City will so notify the Consultant and shall not be obligated to make payments for services or amounts incurred after the end of the current fiscal period. This Agreement will terminate upon the completion of all remaining services for which funds are allocated. No penalty or expense shall accrue to the City in the event that the terms of the provision are effectuated.

17. Entire Agreement. This Agreement contains the entire agreement between the parties, and no other agreements, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or bind either of the parties. Either party may request changes to the Agreement. Changes which are mutually agreed upon shall be incorporated by written amendments to this Agreement.

18. Record Keeping and Reporting.

18.1 The Consultant at such times and in such forms as the City may require, shall furnish to the City such statements, records, reports, data, and information as the City may request pertaining to matters covered by this Agreement. All of the reports, information, data, and other related materials, prepared or assembled by the Consultant under this Agreement and any information relating to personal, medical and financial data (if applicable) will be treated as confidential only as allowed by Washington State laws regarding disclosure of public information, [Chapter 42.56, RCW](#)

18.2 The Consultant shall at any time during normal business hours and as often as the City may deem necessary, make available for examination all of its records and data with respect to all matters covered, directly or indirectly, by this Agreement and shall permit the City or its designated authorized representative to audit and inspect other data relating to all matters covered by this Agreement. The City shall receive a copy of all audit reports made by the agency or firm as to the Consultant's activities. The City may, at its discretion, conduct an audit, at its expense, using its own or outside auditors, of the Consultant's activities which relate, directly or indirectly, to the Agreement.

18.3 On payment to the Consultant by the City of all compensation due under this contract, all finished or unfinished documents and material prepared by the Consultant with funds paid by the City under this Contract shall become the property of the City and shall be forwarded to the City. Any records, reports, information, data or other documents or materials given to or prepared or assembled by the Consultant under this Contract shall not be made available to any individual or organization by the Consultant without prior written approval of the City or by court order.

18.4 Consultant will provide all original operation and maintenance manuals, along with all warranties, from the manufacturer for any equipment or items installed or supplied to the City as part of this contracted project.

18.5 The Consultant shall maintain accounts and records, including personnel, property, financial, and programmatic records, which sufficiently and properly reflect all direct and indirect costs of any nature expended and services performed pursuant to this Agreement. The Consultant shall also maintain such other records as may be deemed necessary by the City to ensure proper accounting of all funds contributed by the City to the performance of this Agreement.

18.6 The foregoing records shall be maintained for a period of seven years after termination of this Agreement unless permission to destroy them is granted by the Office of the Archivist in accordance with RCW Chapter 40.14 and by the City.

19. Ownership of Documents On payment to the Consultant by the City of all compensation due under this Contract, all finished or unfinished documents and material prepared by the Consultant with funds paid by the City under this Contract shall become the property of the City and shall be forwarded to the City. Any records, reports, information, data or other documents or materials given to or prepared or assembled by the Consultant under this Contract will be kept confidential and shall not be made available to any individual or organization by the Consultant without prior written approval of the City or by court order.



20. Notices. Notices to the City of Sammamish shall be sent to the following address:
 City of Sammamish
 801 228th Avenue SE
 Sammamish, WA 98075
 Phone number: (425) 295-0500

Project Manager:

Email:

Notices to the Consultant shall be sent to the following address:

Company Name: HDR Engineering Inc.
 Contact Name: Scott Johnson
 Street Address: 929 108th Avenue NE, Suite 1300
 Phone Number: 425-450-6200
 Email: Scott.Johnson@hdrinc.com

21. Applicable Law; Venue; Attorneys' Fees. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding is instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be exclusively in King County, Washington. The prevailing party in any such action shall be entitled to its attorneys' fees and costs of suit, which shall be fixed by the judge hearing the case and such fee, shall be included in the judgment.

The Consultant will be required to obtain a City of Sammamish business license prior to performing any services and maintain the business license in good standing throughout the term of its agreement with the City. A city business license application can be found at: <http://www.bls.dor.wa.gov/cities/sammamish.aspx>."

22. Severability. Any provision or part of this Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the City and the Consultant, who agree that the Agreement shall be reformed to replace such stricken provision or part with a valid and enforceable provision that comes as close as reasonably possible to expressing the intent of the stricken provision.



By signing below, you agree to all the terms and conditions herein.

CITY OF SAMMAMISH, WASHINGTON:

By:	Date:
Print Name:	Title:

CONSULTANT: Company Name: HDR Engineering Inc. _____

By:	Date:
Print Name: Paul A. Ferrier	Title: Vice President

CONTRACT ADMINISTRATOR:

By:	Date:
Print Name: Melonie Anderson	Title: City Clerk

APPROVED TO AS FORM: (IF NEEDED)

By:	Date:
Print Name:	City Attorney



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

EXHIBIT A
Scope of Work



Request for Consultant Payment

Invoice Number: _____ **Date of Invoice:** _____

Consultant: _____

Mailing Address: _____

Phone: _____

Contract Period: _____ **to** _____ **Reporting Period:** _____ **to** _____

Specific Program or Project: _____

BARS/Budget No. _____ **Contract #:** _____

FINANCE WILL ATTACH A COPY OF THIS FORM TO PAYMENT

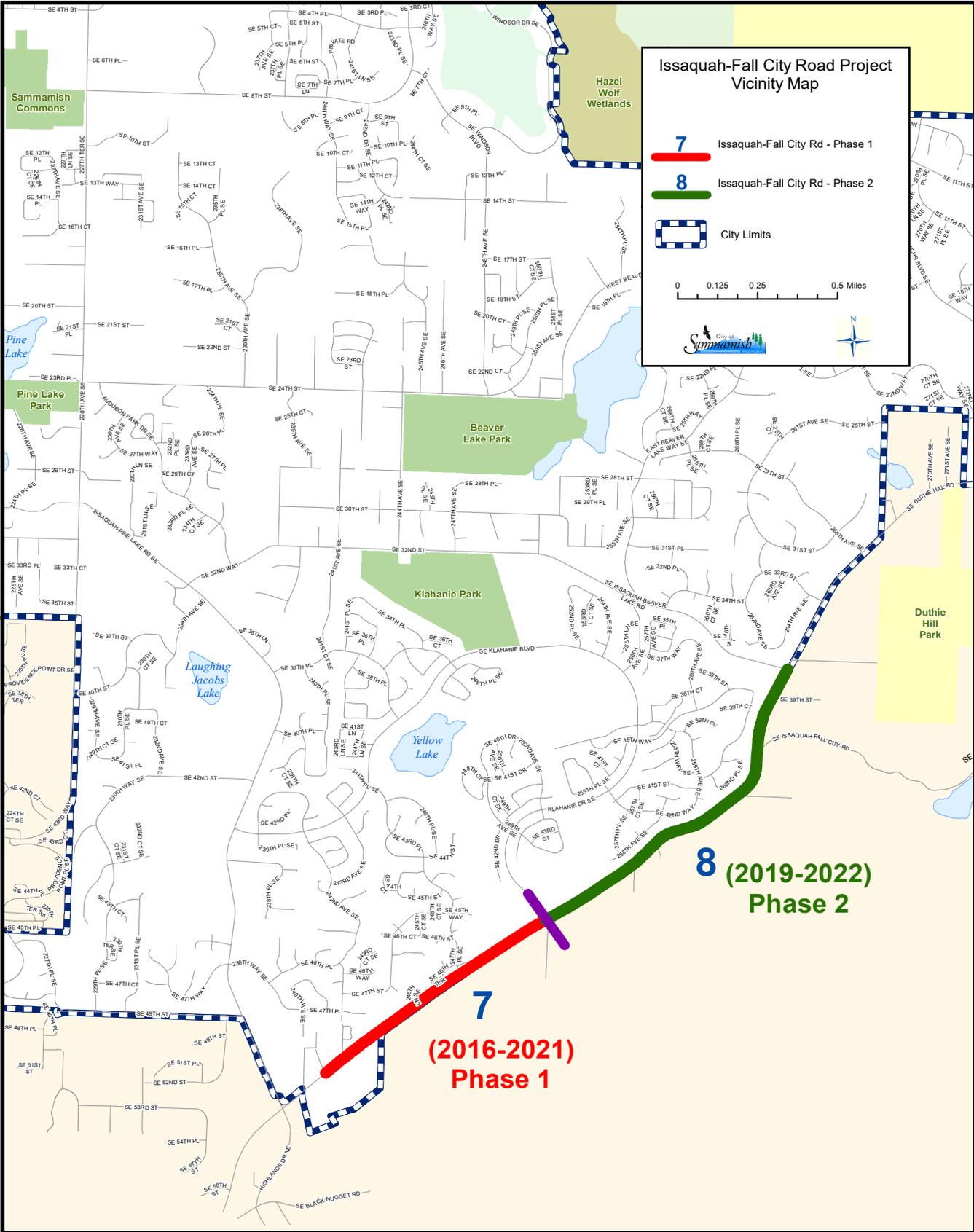
Total Contract Amount:	\$	_____	-
Previous Payments:	\$	_____	-
Invoice Amount - Charge for Services (Less Reimbursable Expenses and Sales Tax)	\$	_____	-
Sales Tax (If Applicable)	\$	_____	-
Subtotal Invoice (Less Reimbursable Expenses)	\$	_____	-
Reimbursable Expenses:	\$	_____	-
TOTAL PAYMENT TO CONSULTANT:	\$	_____	-
Remaining Balance on Contract (Does not include Reimbursable Expenses)	\$	_____	-
Total Reimbursable Expenses to Date: (Current Payment plus Previous Payments)	\$	_____	-

ATTACH ITEMIZED DESCRIPTION OF SERVICES PROVIDED

Requesting Department: _____

Project Manager/Staff Contact: _____

Approved for Payment By: _____ **Date:** _____
(Department Director)



BM: Issaquah-FallCityRoadProjectExhibits.mxd 9-27-2019

**Issaquah-Fall City Road: Klahanie
Dr SE to Issaquah-Beaver Lk Rd
(Phase 2) Project
TIP Project TR-08**

Scope for Design, Permitting and Right-of-Way
Services

April 2020

City of Sammamish

Prepared by:



HDR
929 108th Avenue NE, Suite 1300
Bellevue, WA 98004

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INTRODUCTION

During the term of this PROFESSIONAL SERVICES AGREEMENT (AGREEMENT), HDR Engineering, Inc. (CONSULTANT) shall perform professional services for the City of Sammamish (CITY) in connection with the following project: **TIP TR-08, Issaquah-Fall City Road: Klahanie Dr SE to Issaquah-Beaver Lk Rd, Phase 2 (PROJECT)**

Scope of Work

This scope of work includes design, survey, geotechnical testing and evaluation, subsurface utility exploration, PS&E development, traffic engineering, surface water low impact design, retaining wall design, utility coordination and design, permitting, right of way acquisition, environmental review and documentation, critical area delineation, cultural resources review, funding support, public outreach, real estate acquisition services, and Council reports/updates. Construction management, engineering services during construction, construction inspection and documentation management could be added as a supplement to this contract at a later date.

Project Description

The SE Issaquah-Fall City Road is classified as a primary arterial roadway located along the southeastern boundary of the CITY. The majority of the existing roadway within the project limits consists of a two lane paved road with paved shoulders, open ditches and no pedestrian amenities. There are existing turn pockets at some of the intersections between the project termini.

This project will improve SE Issaquah-Fall City Road (IFCR) to an urban three (3) lane cross section with curb, gutter, sidewalk, bike lanes, landscape strips and a center left turn lane/median. The improvements to SE Issaquah-Fall City Road will extend from the end of the current five (5) lane roadway section (currently under construction, IFCR phase I) at, and northeast of, the Klahanie Drive SE intersection to the intersection of SE Issaquah-Beaver Lake Rd. The planning level total project construction cost estimate for this project is \$11 million.

Major Milestone Schedule

The following are major schedule milestones for the project:

- Notice to Proceed..... May 18th, 2020
- Preliminary Design Workshop.....Aug 10th, 2020
- 10% Design.....Sep 15th, 2020
- 30% Design.....Nov 9th, 2020
- 60% Design.....March 15th, 2021
- 90% Design.....June 24th, 2021
- Ad-Ready.....Sep 20th, 2021
- Advertisement.....Jan 18th, 2022

Project Assumptions

1. The CONSULTANT shall furnish all services, labor and related equipment necessary to conduct and complete the design as outlined in the Scope of Work. Payment for completed work and services rendered under this

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work

HDR

AGREEMENT shall be considered full compensation for labor, materials, supplies, equipment, and incidentals necessary to complete the work specified in the Scope of Work.

2. The CONSULTANT shall not begin any work under the terms of this agreement until given a Notice to Proceed in writing by the CITY. The Consultant shall not begin any supplemental, out of scope work, or Optional Services until authorization in writing by the CITY. Compensation amount for requested supplemental, out of scope work, or Optional Services must be agreed to prior to the commencement of the related work.
3. All deliverables required to complete the scope of work described in this AGREEMENT shall be completed by February 28, 2022. The CITY reserves the right, at their sole discretion, to extend the completion date. A supplemental agreement issued by the CITY is required to extend the established completion date.
4. The contract amount for services related to this PROJECT shall not exceed \$2,349,058.55. This amount includes the following:

DESCRIPTION	COST
DIRECT SALARY COSTS	\$527,879.19
OVERHEAD COSTS	\$823,491.52
FIXED FEE	\$158,363.76
DIRECT NON-SALARY COSTS	\$7,654.40
SUB-CONSULTANTS	\$801,475.00
ESCALATION	\$30,194.68
TOTAL	\$2,349,058.55

5. The direct salary costs presently in effect are set forth in the attached CONSULTANT fee estimate. No overtime rate shall be allowed. Rates submitted in the invoicing shall be less than or equal to those submitted in the fee estimate. The direct salary rates may be increased one time each year based on HDR's fiscal calendar year. The CONSULTANT shall notify the CITY in writing of any direct salary rate changes. The CITY shall pay the CONSULTANT for overhead costs at the percentage rate of direct salary cost as set forth in the fee estimate. This overhead rate shall not change during the life of this AGREEMENT.
6. The fixed fee represents the CONSULTANT's profit, and shall be a fixed amount based on the percentage of direct salary cost set forth in the fee estimate. The fixed fee shall be prorated and paid monthly in proportion to the percentage of work completed by the CONSULTANT. The fixed fee percentage shall not change during the life of the AGREEMENT.
7. Direct non-salary expenses, including mileage, reprographics reproduction, shipping and delivery shall be reimbursed at cost. Expenses that are not directly reimbursable include out-of-state travel, lodging, car rentals, meals, computer usage, software, plotter usage, communication charges (including facsimile, telephone and cell phone), unless approved by the CITY in advance.
8. The CONSULTANT Principal in Charge for this work shall be **Paul A. Ferrier, PE**. The CONSULTANT Project Manager for this work shall be **Scott Johnson, PE**. The CITY's Project Manager for this project will be **Andrew Zagars, PE**. Should turnover in the CONSULTANT staff necessitate a change in the project manager assignment, options shall be developed by the CONSULTANT and the new project manager will be approved by the CITY.
9. Digital files exchanged with the CITY shall be compatible with the CITY's current version of AutoCAD, Microsoft Project and Microsoft Word or as agreed with the CITY.

10. All designs, drawings, specifications, documents, and other work products prepared by the CONSULTANT prior to completion or termination of this AGREEMENT are instruments of service for this project and are property of the CITY. Under Washington law, this contract and the documents (including but not limited to written, printed, graphic, electronic, photographic or voice mail materials and/or transcriptions, recordings or reproductions thereof) submitted in response to the CITY's request for proposals and/or this contract (collectively, the "documents") are public records, subject to mandatory disclosure upon the request of any person, unless the documents are exempted from disclosure by a specific provision of law.
11. The CITY will provide to the CONSULTANT pertinent information in the CITY's possession relating to the Project. The CONSULTANT will reasonably rely upon the accuracy, timeliness, and completeness of the information provided by the CITY.
12. The CITY shall provide or make available the following items to the CONSULTANT:
 - a. City of Sammamish Design Standards & Guidelines
 - b. Existing GIS mapping information of the project including but not limited to general utility location maps.
 - c. Copies of existing record drawing information of the project area.
 - d. Updated utility contact information.
 - e. One set of consolidated review comments for each Major Milestone Submittal (30%, 60%, and 90%).
 - f. Existing project files from preliminary work completed during pre-design or Phase 1 work that extend into the phase 2 limits. (Survey, SEPA, Design CAD files, etc.).
13. As a component of the scope of services, the CONSULTANT will deliver electronic copies of the Contract Documents or data (the "Electronic Files") in addition to the printed copies (the "Hard Copies") for the convenience of the CITY. Final written reports and memoranda will be delivered in Portable Document Format (PDF).
14. The CONSULTANT's deliverables, including record drawings, are limited to the sealed and signed version. Computer-generated files furnished by the CONSULTANT are for the CITY or other's convenience. Any conclusions or information derived or obtained from these files will be at user's sole risk.
15. In providing opinions of cost, financial analyses, economic feasibility projections, and schedule for the project, the CONSULTANT will have no control over cost or price of labor and materials; unknown or latent conditions of existing equipment or structures that might affect operation or maintenance costs; competitive bidding procedures and market conditions; time or quality of performance by operating personnel or third parties; and other economic and operational factors that might materially affect the ultimate project cost or schedule. The CONSULTANT, therefore, will not warranty that the actual project costs, financial aspects, economic feasibility, or schedules will not vary from the CONSULTANT's opinions, analyses, projections, or estimates.
16. The standard of care applicable to the CONSULTANT's services will be the degree of skill and diligence normally employed by professional engineers or consultants performing the same or similar services at the time said services are performed. The CONSULTANT will re-perform any services not meeting this standard without additional compensation.

Design Standards and References

The project shall be developed in accordance with the latest edition, amendments and revisions (as of execution of this AGREEMENT) of the following publications, where applicable:

- 1) City of Sammamish Publications:
 - a) 2016 Public Works Standards

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work**HDR**

- b) 2016 King County Surface Water Manual
 - c) Attachment "B" Surface Water Design Manual Addendum, 2016
 - d) Low Impact Development Technical Guidance Manual for Puget Sound
 - e) Engineering Plans Standard Notes
- 2) State Publications
- a) 2020 Standard Specifications for Road, Bridge, and Municipal Construction (M 41-10)
 - b) Standard Plans for Road, Bridge, and Municipal Construction (M 21-01)
 - c) Design Manual (M 22-01.13)
 - d) Hydraulic Manual (M 23-03)
 - e) Amendments to the General Special Provisions
 - f) Standard Item Table
 - g) WSDOT Environmental Manual (M 31-11)
 - h) WSDOT Traffic Manual (M 51-02.08)
 - i) WSDOT Local Agency Guidelines (M 36-63.32)
 - j) Geotechnical Design Manual (M 46-03)
 - k) WSDOT Highway Runoff Manual (M 31-16.05)
- 3) American Association of State Highway and Transportation Officials (AASHTO)
- a) A Policy on Geometric Design of Highways and Streets ("Green Book"); 2018, 6th Edition
- 4) U.S. Department of Transportation Publications:
- a) Manual on Uniform Traffic Control Devices for Streets and Highways (2009 Edition with Revision Numbers 1 and 2, dated May 2012)
- 5) Other Publications
- a) National Electric Code
 - b) Book of American Society for Testing and Materials Standards
 - c) ITE Trip Generation (9th Edition)
 - d) Highway Capacity Manual (6th Edition), Transportation Research Board

It shall be the responsibility of the CONSULTANT to obtain copies of county, state, AASHTO and other publications. Works shall be prepared in English units, and performed in accordance with the procedures and requirements set forth in the latest editions (excluding metric editions), amendments and revisions of each publication.

The Consultant shall determine the applicable design standards for the project. Any design elements that do not meet the applicable design standards shall be identified and communicated to the CITY. The CONSULTANT shall follow the CITY's guidelines in documenting Design Variances.

Project Tasks

The CONSULTANT shall manage the work as described within the following major Work Elements:

Task 1. PROJECT MANAGEMENT & ADMINISTRATION

This task will be continuous throughout the project duration, which is assumed to be 22 months. It will include the work to set up and plan the project and establish project-specific procedures, including communication and quality control (QC), project coordination with the PRIME, and project closeout. Components of this work including planning the Project, executing the Project, managing change, and closing the Project.

1.1 Project FTP Site, Project Set up, Management Plan, HASP

The CONSULTANT shall create and maintain a project OneDrive folder that can be accessed by the CITY and CITY authorized stakeholders. CONSULTANT shall develop guiding documentation for the effective delivery of the project including the Project Management Plan and Health and Safety Plan.

1.2 Progress Meetings

The CONSULTANT shall hold bi-weekly progress meetings with CITY staff and key CONSULTANT team members to discuss the PROJECT status, elements of the work plan, status of action items, and to discuss progress of the design and resolve any outstanding PROJECT issues that might affect the delivery of the PROJECT. Bi-Weekly meetings may be canceled from time to time with agreement of both the CITY and CONSULTANT.

Assumption(s):

- 44 bi-weekly progress meetings at City of Sammamish
- Bi-Weekly progress meetings will be attended by the CONSULTANT PM and up to 1 other CONSULTANT staff member as required in person or by phone.
- The CONSULTANT shall be responsible for agenda at PROJECT progress meetings.

Deliverable(s):

- Progress meeting agendas and notes.

1.3 Project Schedule

A Project schedule shall be developed by the CONSULTANT to establish Baseline Start and Baseline Finish dates for tasks and deliverables under this AGREEMENT, and shall be submitted to the CITY for review and approval, prior to commencement of any work under this AGREEMENT. The project schedule shall be developed using Microsoft Project software, and shall show a critical path leading to the project major milestone dates. The schedule for this project shall be updated at each milestone delivery.

If project schedule changes are necessary, and approved by the CITY, the CONSULTANT shall develop strategies for schedule recovery to minimize project delays.

Assumption(s):

- Four (4) schedule updates (once with each submittal – 10%, 30%, 60%, 90%)

Deliverable(s):

- Draft and final baseline schedule
- Project schedule updates (4)

1.4 Progress Reporting and Invoicing

The CONSULTANT shall prepare and submit a Progress Report with each invoice. The Progress Report shall summarize:

- Work accomplished during the billing period.
- Work to be accomplished in the next billing period.
- Problems/issues encountered and actions taken for their resolution.
- Potential impacts to project schedule, budget, or scope.
- Issues requiring CITY's action, attention and resolution.

Monthly Invoices for work completed will be submitted to the CITY. Backup information such as time and expense records for the CONSULTANT and SUB-CONSULTANTS shall also be submitted with each invoice. The CITY will discuss the work accomplished by the CONSULTANT and will review the percent complete assessments for each task item in the Earned Value Worksheet.

The CONSULTANT shall submit an Earned Value Worksheet to track and update progress in the project schedule, budget, actual and planned expenditures. The Earned Value Worksheet shall be updated and submitted by the CONSULTANT with each invoice and progress report.

Project Change: The CONSULTANT shall obtain written authorization from the CITY before implementing any change to this AGREEMENT scope of work, schedule or budget.

Assumption(s):

- Twenty-Two (22) monthly earned value updates (once per month)

Deliverable(s):

- Monthly Progress Reports
- Monthly Invoices
- Monthly Earned Value Worksheets

1.5 Subconsultant Coordination

The CONSULTANT shall not subcontract for the performance of any work under this AGREEMENT without prior written permission of the CITY.

The CONSULTANT shall coordinate with SUBCONSULTANTS regarding contracting procedures, shall prepare and execute contracts with individual SUBCONSULTANTS, and shall address contract-related issues with the SUBCONSULTANTS as they arise during the project.

The work of the SUBCONSULTANT shall not exceed its maximum amount payable unless the CITY has issued prior written approval. Either a percent of the SUBCONSULTANT agreement or direct labor should be noted for administrative costs in the fee estimate and invoices. Subcontracts shall contain applicable provisions of this AGREEMENT.

1.6 Project Closeout

At the end of the period of performance for services under this contract, the CONSULTANT shall package the project final CAD files, Plan PDF's, project reports, ROW Acquisition Documentation, and other final deliverables under this scope of work and deliver to the CITY on a flash drive for CITY records.

CONSULTANT shall file and archive all final deliverables on ProjectWise server for internal record keeping per Information Retention Policies.

1.7 Project Kickoff Meeting

The CONSULTANT shall conduct a kickoff meeting with CITY staff to align the project and reinforce schedule, scope, budget, and project goals. Meeting will be held at CITY Hall. CONSULTANT shall prepare agenda and presentation for meeting and provide meeting notes following meeting. CONSULTANT will provide conference call number for those not able to attend in person.

Assumption(s):

- The meeting is expected to last 2 hours in length.
- CONSULTANT shall have up to eight (8) team members attend the kickoff meeting in person and up to four (4) will attend via phone.

Deliverable(s):

- Meeting Agenda and Presentation
- Meeting Notes

Task 2. QUALITY ASSURANCE / QUALITY CONTROL

The CONSULTANT shall follow the Quality Control Plan Developed for the project. Quality Control will be provided prior to each submittal to the CITY to ensure CONSULTANT's design work follows city, state and national standards. Final work submitted to the CITY shall be stamped and signed by a professional engineer in the State of Washington. 10% Roll Plot, and 30%, 60%, 90%, and Ad-Ready Plans, Specs, and Estimate shall not be stamped and will be marked "Not for Construction".

The CONSULTANT will upload submittals to the project FTP site. The CITY will contact PROJECT stakeholders to download and review submittals. The CITY will summarize the PROJECT stakeholder review comments of each plan submittal (10%, 30%, 60%, 90%, 100%/Ad-Ready) and transmit the comments to the CONSULTANT in a Review Ledger. The CONSULTANT shall respond to the CITY's comments in the Review Ledger by indicating the actions taken on each comment. The completed responses on the review ledger will be delivered with the following submittal to allow reviewers a chance to review that the preliminary response was incorporated/addressed.

Design work submitted for review must be complete to the level appropriate for each part of the design. Submittals containing incomplete or unclear information will be returned to the CONSULTANT without further review. The CONSULTANT shall make such changes and revisions as necessary to correct errors without additional compensation.

Each plan submittal (30%, 60%, 90%) shall include a round table discussion between the CITY and the CONSULTANT to discuss and resolve review comments. The 10% and Ad-Ready submittal review comment discussion will be between the CONSULTANT PM and CITY (CITY PM & CITY Engineer).

Assumption(s):

- CONSULTANT will provide up to six (6) staff to attend each round table review meeting.
- There will be up to three (3) round table review meetings.
- CITY comments will be provided through Bluebeam Studio session.
- Quality Control Documentation is not submitted to the CITY but is available upon request.

Deliverable(s):

- Comment Review Ledger (30%, 60%, 90%, Ad-Ready, Ad).

Task 3. DATA COLLECTION / REVIEW OF EXISTING INFORMATION

The purpose of this task is to collect and review all available documents related to the project and identify areas where further research and mapping are needed, and summarize what additional information is needed for project development.

CONSULTANT will collect and review available documents from the CITY including:

- Any preliminary Design Completed in conjunction with the Phase 1 project.
- Phase 1 project CAD files, specifications, reports (including specifically drainage and geotechnical reports), bid tabulations and permit documents.
- Stormwater Pond Asbuilts and Design Data for Endeavour Elementary School facility.
- Previously modified and constructed designs.
- Previously completed subsurface exploration, well, and pavement logs; in-situ and laboratory soil and pavement test results; and geotechnical, geologic, and hydrogeologic reports relevant to the Project area.
- Existing topographical and right-of-way survey information.
- All completed and in-progress CITY utilities and street maps, plans and studies regarding the project area (including Geographic Information Systems (GIS)).
- Existing right-of-way and easement information available at the CITY.
- Agreements, franchises, licenses and other pertinent information concerning utilities providers, businesses and properties along the corridor.
- Agreements, licenses, easements and directives from regulatory and resource agencies applicable to the project.

Assumption(s):

- The CITY will provide all available information in timely fashion.
- The CITY will assist CONSULTANT in obtaining information from regulatory and resource agencies, utility providers and other CITY departments.
- All necessary information regarding location and depth of bury for underground CITY utilities is available, accurate and readily attainable from CITY records.
- GIS data for the drainage system includes sufficient information to determine upstream and downstream contributing area and facilities. If additional information is required to determine contributing area volumes and storage capacities at depressions in the corridor, additional survey scope and budget would be negotiated to amend this scope of work.
- Underground and overhead utilities will be marked by 811 Locate Services.
- Utilities locations obtained from CITY records and 811 locates will be used and relied upon for the design.
- CITY will provide any current design plans and details if available for the corridor and adjacent projects in preferably AutoCAD, Civil 3D format for use and coordination with this project.

Task 4. SURVEY AND MAPPING

This task involves field surveying to densify horizontal and vertical control within the project limits, collecting existing topographic features and producing a project basemap and Digital Terrain Model (DTM) to be used in preliminary design, and conducting additional survey work to supplement the basemap and DTM as the design progresses. See Exhibit A for mapping limits.

4.1 Research and Existing Data Compilation

CONSULTANT will collect existing data pertinent to the project that is available from the CITY, the County, other agencies, franchise utilities, and other sources. The data shall include ROW information, topographic surveys, existing utility locations, and previous reports and documents pertaining to the project.

Assumption(s):

- CITY provides information readily available from the previous project work, GIS platforms, and available as-builts.
- Franchise Utilities readily provide information related to mapping of existing facilities in the corridor.

Deliverable(s):

- No Deliverables are associated with this task.

4.2 Survey and Construction Geodetic and Cadastral Control

CONSULTANT will recover existing survey control monumentation. A field survey traverse will be performed to densify the existing horizontal and vertical control points and to establish additional survey control along the corridor and within the project limits. The survey control traverse will be reviewed for accuracy by the Survey Quality Control Lead and adjusted by the least squares method, constrained to original, pre-design phase survey control. Horizontal Datum will be NAD 83/91, Washington State Plane Coordinates, North Zone, US Survey Feet. Vertical Datum will be NAVD 88, Feet. Consultant will set up to eight (8) permanent control points suitable for use during construction.

- Geodetic Control: This task involves the establishment of survey control at the project site for use in all phases of the project. Typically, survey control will be established using GPS together with terrestrial Total Station observations.
- Cadastral Control: This task involves records research and the recovery and observation of cadastral monumentation for use in the resolution of the ROW, boundaries, and any required easements.

Assumption(s):

- Survey control used on previous phases that the mapping matches into will be provided by CITY.

Deliverable(s):

- Construction control plans
- ASCII file of control points

4.3 Field Surveying and Base Mapping

A Washington State licensed professional land surveyor will prepare an existing conditions survey. Base mapping shall include topographic features and elevations within the Right-of-Way to a level of detail necessary for a proper engineering design and will field locate the following within the Right-of-Way:

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work**HDR**

- Topographic features within the Right-of-Way and including subsurface and above ground utilities and trees (deciduous trees 6-inch diameter and greater, and evergreen trees 4-inch diameter and greater). Efforts will be made to locate topographic features between the Right-of-Way and existing buildings using remote methods which may not be feasible in all areas. Survey limits are defined on attached exhibit 'A'. Survey of topographic features outside the ROW limits where remote methods are not feasible will be completed under task 4.6.
- Locations of proposed geotechnical borings
- Utility paint markings
- Existing overhead utility lines
- Wetland delineation flags

CONSULTANT will be responsible to call for utility locates. Locates will be obtained prior to the commencement of field survey for sub-surface utilities. These will be done by One-Call.

CONSULTANT will perform measure downs to collect invert elevations and pipe sizes of sanitary and storm sewer systems and obtain top of operating nut elevations on all water valves, and compile this data into the project basemap.

CONSULTANT will prepare traffic control plans and submit for necessary permits from CITY to complete survey work within the roadway limits. This includes any traffic control plan development, administration of traffic control personnel and equipment, and preparation of supporting documentation requested by CITY to provide permit.

CONSULTANT will prepare a 1"=20' comprehensive basemap adequate to support the design of the PROJECT. The completed base map will be reviewed for accuracy by the Survey Quality Control Lead and any comments made during this review will be rectified and verified prior to release of the basemap. Existing features to be compiled and shown include:

- Roadway, sidewalk, curb/gutter, structures, building, houses, poles, surfacing, signal equipment, stairways, railings, channelization lines, signs, overhead and underground utilities, contours, ditches, streams, culverts and trees.
- Right-of-way lines, boundary lines of adjoining parcels, roadway centerlines, survey control points, and survey benchmarks.
- Wetland and buffer delineations.

CONSULTANT will utilize GIS for initial basemap property boundaries. More comprehensive survey of property limits will be compiled from title reports after preliminary design is completed.

Assumption(s):

- The CONSULTANT will develop any required Traffic Control Plans and administer traffic control required to complete survey.
- Right-of-Entry (ROE) to adjacent properties will be required and obtained by the CONSULTANT. CONSULTANT will provide exhibits to facilitate ROE acquisition.
- ROE is assumed to be needed on 10 parcels.

Deliverable(s):

- Copy of field survey books (hard copy).

4.4 Right-of-Way, Legal Descriptions, and Exhibits

CONSULTANT will resolve existing ROW within the project area.

It is also estimated that twenty-eight (28) Title Reports will be utilized by the CONSULTANT to determine the CITY's ROW boundaries throughout the corridor as well as determine potential right of way acquisition areas, easements and permits.

CONSULTANT will develop ROW legal descriptions, and legal exhibits for use in ROW acquisition activities. It is estimated that legal descriptions and exhibits will be needed on 10 properties.

Assumption(s):

- Legal description and exhibit revisions will be required for up to 10 parcels for construction easements and acquisition areas (2 exhibits and legal descriptions per parcel for 20 total descriptions and exhibits).
- Acquiring Title Reports is covered under task 16 Real Estate Services.

Deliverable(s):

- Draft and Final ROW Legal Descriptions and Exhibits in hard copy and electronic format.
- Electronic CAD file with ROW boundaries resolved throughout the corridor.

4.5 Office Processing and Deliverable

This task includes the office processing of the surveyed data sets and the extraction of the data required for deliverable.

This task also includes the processing of the data collected for use in determining the right-of-way and the creation of the topographic mapping deliverable.

Assumption(s):

- Survey basemap will be provided in AutoCAD Civil 3D 2020.

Deliverable(s):

- Topographic Survey and ROW Base Map (electronic copy), 1"=20' basemap.
- AutoCAD Surfaces (DTM Files) (electronic copy).

4.6 Supplemental Surveys

It is assumed that during the design phase, some level of supplemental survey may be necessary, and for purposes such as private property match/conforms, utility features, structure elevations, or features requiring more definition for design purposes. For budgeting purposes this task item has been estimated not to exceed 40-field crew hours. Any costs for performing additional survey beyond 40-field crew hours, may be adjusted accordingly and approved by the CITY via a written amendment before commencement of field activities. CONSULTANT will process the supplemental field survey data and update the existing basemap to include the supplemental data.

Assumption(s):

- Supplemental Surveys will be agreed to by the CITY and CONSULTANT prior to occurring.
- The same requirements for accuracy and processing of the files in task 4.2 and 4.3 will apply.
- The CONSULTANT will provide ROE on up to 10 parcels for survey work on private property.

Task 5. GEOTECHNICAL ENGINEERING

CONSULTANT will provide geotechnical engineering services needed to support development of contract documents for the construction of retaining walls, utilities, signal pole foundations, and other road improvements associated with the project. CONSULTANT services include:

5.1 Explorations (Pavement Coring & Borings) & Data Collection:

Collect and Review Available Geotechnical Data: CONSULTANT will review readily available and relevant information along the project corridor. This review will include online geotechnical databases, geologic maps, information provided by the CITY, and existing known information previously gathered by the CONSULTANT for surrounding projects.

Plan and Conduct Field Exploration Program

CONSULTANT will plan and coordinate the geotechnical exploration program for the project. The exploration program will consist of drilling a series of borings to provide data for design of retaining walls, culverts, pavement, signal pole foundation design, stability analysis for wall, and screening for stormwater infiltration potential. Planning will include identification of the location of the pavement cores and borings, development of traffic control plans and coordination of required equipment and flaggers.

Geotechnical Work Plan Memo: CONSULTANT will prepare a Geotechnical Work Plan Memorandum for the exploration program. This work plan will be submitted to the CITY for review and approval. The work plans will detail the type, location, and extent of proposed field explorations along with logistics necessary to perform the work such as traffic control plans and staging areas. The work plans will also be used for utility locating clearances and for permitting that may be necessary to access the exploration locations and to perform the work. The CITY will prepare, acquire, and provide any required permits.

Conduct Utility Locates for Explorations:

Prior to conducting our explorations, CONSULTANT will mark the proposed locations and arrange for utility locates using the Utility Notification Center. The CONSULTANT will make additional site visits to verify that the proposed locations of the borings are clear of utilities prior to finalizing the exploration plans and mobilizing the equipment.

Conduct Geotechnical Explorations: CONSULTANT will conduct 10 pavement cores along the project corridor to assist in pavement design for the project. Traffic control and flaggers will be required for this field activity. Core holes will be patched with rapid-setting Portland cement concrete. The CONSULTANT will conduct up to 12 geotechnical borings and 5 hand augers to support retaining wall design, culvert design and infiltration feasibility assessment. These borings will be drilled to a depth of up to 40 feet below ground surface. The hand augers will be completed to depths up to 10 feet below ground surface in adjacent slopes where drill rig access is limited. The CONSULTANT will conduct 2 geotechnical borings to support signal pole foundation design. These borings will be drilled to a depth of up to 20 feet below ground surface. The CONSULTANT will locate the geotechnical borings outside the traffic lanes, where possible. Geotechnical borings for retaining wall and culvert recommendations will not be completed until wall and culvert locations are confirmed during preliminary design. At least 1 boring is required at each proposed retaining wall and culvert to support design.

Generate Core Logs and Photographs: Upon completion of the pavement coring, CONSULTANT will photograph each of the pavement cores and log the pavement layer and subsurface soil conditions. These logs and photographs will be included in the geotechnical report.

Generate Boring Logs and Assign Laboratory Testing: CONSULTANT will prepare summary boring logs and perform laboratory testing on select soil samples to evaluate relevant physical properties of the site soils. Laboratory testing is anticipated to include moisture content, hydrometers, grain-size distribution, and Atterberg Limits. If silt and clay soils are encountered, consolidation testing may be performed.

Groundwater Monitoring: CONSULTANT shall install up to five (5) groundwater monitoring transducers in the proposed monitoring wells. This transducer will be set to take groundwater elevation readings every half an hour for the duration of 1 year. A Hydrogeologist shall make quarterly site visits to download and process the groundwater data. This data will be used to provide geotechnical design recommendations and assess the feasibility of stormwater infiltration, and to provide the contractor with an accurate representation of the seasonal groundwater variations across the site.

Assumption(s):

- The geotechnical explorations proposed herein will not be used to assess site environmental conditions. However, visual or olfactory observations regarding potential contamination will be noted. Analysis, testing, storage, and handling of potentially contaminated soil and groundwater (either sampled or spoils from drilling) are beyond this scope of services. If contaminated soils and/or groundwater are encountered, the material will be properly contained on-site for disposal as mutually agreed upon without additional cost to the CONSULTANT.
- Relatively disturbed subsurface soil samples will be collected from the borings using the Standard Penetration Test (SPT) at intervals of 2.5 feet in the upper 20 feet and at intervals of 5 feet below 20 feet (if applicable). Relatively undisturbed Shelby tube soil samples will be collected if a silt or clay stratum is encountered.
- The monitoring well installed as part of this investigation will be maintained throughout design and abandoned by the contractor during construction.
- The subsurface exploration spoils will be non-hazardous. All non-contaminated drilling spoils and related debris will be drummed on site and transported off site for disposal by the drilling subcontractor.
- All field explorations will be conducted between the hours of 8AM to 5PM, Monday through Friday.
- CITY will provide access within public right-of-way and CONSULTANT will provide rights-of-entry for the exploration locations at least 2 weeks prior to beginning field work.
- Traffic control during drilling is included in the scope of services.
- Ramps, roads, vegetation clearing, or other access requirements are not needed to complete the exploration activities.
- The number of retaining wall and culvert borings is based on an assumed number of walls and culverts and will be revisited after preliminary design.
- CONSULTANT will be responsible for all post drilling clean up. Exploration locations will be restored to the extent practical but will not be restored to pre-exploration conditions.
- All required rights of entry will be provided by the CONSULTANT.
- All required street use permits will be prepared and provided by the CITY at no cost to CONSULTANT. Traffic control plans for permitting will be provided to the CITY by the CONSULTANT.
- All geotechnical borings conducted through the pavement and pavement cores will be patched with quick drying cement or cold patch asphalt. Saw cutting of the pavement or hot mix asphalt patches will not be required.
- Exploration-related equipment can remain on the CITY right-of-way at the PROJECT site, or at a CITY approved property near the PROJECT site, at no cost for the duration of exploration activities.

- The boring explorations assume pipe culvert crossings and that the PROJECT improvements will remain at or near the existing site grade. If deep cuts or fills, or a bridge structure, are proposed, the number and depth of borings may need to be adjusted.
- The exploration and laboratory testing program will be performed in two phases, an initial phase to establish the general site conditions and a second phase following preliminary design that will include drilling for specific project features (as required).
- The borehole locations will be surveyed as part of the surveying included in this AGREEMENT.
- No infiltration PIT tests are included in this scope of work. If the initial infiltration feasibility assessment has positive results, this scope of work will be negotiated to perform PIT tests and associated analysis to meet King County Surface Water criteria.

Deliverable(s):

- Geotechnical Work Plan Memorandum

5.2 Geotechnical Design Services:

Evaluate Field and Laboratory Data: Based on the borings and the laboratory test results of selected samples, CONSULTANT will generate estimates of the soil strength and other properties needed to evaluate the effects the subsurface conditions will have on the proposed improvements.

Generate AASHTO Seismic Design Parameters: Based on the soils encountered along the alignment, CONSULTANT will determine the Site Class for seismic design. The design spectral acceleration parameters will then be selected in accordance with the AASHTO Specifications for Road and Bridge and the WSDOT Geotechnical Design Manual (GDM).

Evaluate Liquefaction Potential: CONSULTANT will evaluate the susceptibility of the subsurface soils to liquefaction during a design level ground motion and assess the potential impacts to the proposed improvements.

Pavement Design Analyses: CONSULTANT will evaluate acceptability of standard CITY pavement section provided for the design. CONSULTANT will evaluate frost susceptibility and assess the risk for future pavement damage due to soft, loose, or organic subgrade, and modify the pavement section or propose ground improvement to mitigate this risk.

Retaining Wall Design Recommendations: CONSULTANT will evaluate the data derived from field investigations and laboratory testing to complete geotechnical engineering analyses to provide design recommendations for the proposed retaining walls. CONSULTANT assumes that retaining walls along the corridor will consist of structural earth (SEW) walls and soldier pile walls. For these walls, CONSULTANT will evaluate global slope stability using limit equilibrium methods consistent with the WSDOT GDM and provide recommended soil input parameters to be include in the project specifications. CONSULTANT does not anticipate providing design recommendations for cast-in-place or rockery wall systems.

Culvert Design Recommendations: CONSULTANT will evaluate the data derived from field investigations and laboratory testing to complete geotechnical engineering analyses to provide design recommendations for the potential of large diameter pipe crossings under the roadway. CONSULTANT assumes these pipes are larger than 30" diameter but less than 96" diameter and may include squash pipes.

Signal Pole and Luminaire Design and Recommendation: CONSULTANT will evaluate the data derived from field investigations and laboratory testing to complete geotechnical engineering analyses to provide standard signal pole foundation recommendations for the signalization improvements. CONSULTANT assumes that signalization improvements and luminaire foundations will be designed based on WSDOT standard plans and procedures.

Infiltration Screening Analyses and Recommendation: CONSULTANT will evaluate soils for infiltration possibilities. Based on the initial exploration and laboratory testing program, infiltration rates will be assessed using grain size analyses to evaluate the feasibility of infiltration facilities at the site. Per previously completed studies in the area infiltration is unlikely. If based on the initial screening assessment infiltration is considered feasible, a revised scope and fee will be negotiated for in-situ infiltration (slug) testing. If approved, the slug testing will be performed during the second exploration phase to refine the estimated infiltration rates consistent with the WSDOT Highway Runoff Manual.

Quality Assurance / Quality Control: CONSULTANT will have all design calculations and recommendations reviewed by a senior principal prior to distribution to the design team or the CITY.

Project Coordination Meetings: CONSULTANT will attend up to four (4) project coordination meetings at CONSULTANT's Bellevue Office or CITY. CONSULTANT's attendance will be used to convey the geotechnical considerations of the site to the CITY and other members of the design team.

Prepare Draft Geotechnical Engineering Report: CONSULTANT will prepare a draft geotechnical engineering report for the project. This report will contain the results of the geotechnical engineering investigation, including description of surface and subsurface conditions; a site plan showing exploration locations and other pertinent features; summary of coring and boring logs; and laboratory test results. The report will provide geotechnical recommendations for each of the proposed improvements, including recommended long term infiltration rates.

Respond to Geotechnical Related Review Comments: CONSULTANT shall provide written responses to review comments. The written responses shall be provided in the form of emails to the design team.

Miscellaneous Engineering Support: Additional time is allotted to account for design aspects introduced to the project at a later date that were not initially provided to CONSULTANT in this scope of work. This is limited to the allotment of hours under this scope element.

Conduct Plan and Specification Review: CONSULTANT will conduct a plan review at the 60% and 90% milestones submittals to ensure that the geotechnical aspects of the project have been properly incorporated into the project plans. CONSULTANT will provide a concurrence letter at Ad-Ready stating the Project plans adhere to the recommendations contained in the geotechnical report.

Prepare a Final Geotechnical Engineering Report: CONSULTANT will prepare a final geotechnical report for this project. This report will develop CONSULTANT's draft geotechnical engineering report with any comments provided by other design team members or the CITY during the 30, 60, and 90 percent plans.

Geotechnical Task Management: CONSULTANT will provide task management to all geotechnical related aspects of the project. CONSULTANT will correspond with CITY and the design team in the form of meetings, emails, fax, and telephone calls, as necessary. CONSULTANT will initiate the project and set up billing information in support of invoicing throughout the project and will prepare monthly invoices, and progress reports for the duration of the design phase of the project.

Assumption(s):

- No Geology and Soil Discipline Report will be required.
- No Phase 1 or Phase 2 Environmental Site Assessment report will be required.
- Infiltration at the site is not likely and in-situ infiltration tests and PIT tests are not currently included in this scope of work. If in-situ infiltration (slug) tests or PIT tests meeting requirements of the King County Surface Water Design Manual are deemed necessary, this scope of work will be negotiated and amended to perform the required tests.

- A new flexible pavement section will be constructed where the roadway widens and no pavement currently exists. Grind and overlay will be constructed along the corridor where existing pavement exists and is to remain. Future traffic counts will be provided in Task 7 that will support the pavement analysis.
- The site soils will support standard plan signal pole and luminaire foundations design. No non-standard signal pole or foundation design will be required.
- If infiltration is determined to be feasible on this Project,

Deliverable(s):

- Draft and Final Geotechnical Engineering Report
- Geotechnical Concurrence Letter

Task 6. Public Involvement and Stakeholder Outreach

This task is to assist the CITY with Public Outreach.

Assumption(s):

- The CITY will manage public inquiries received via the point of contact and take the lead in preparing responses to questions.
- The CITY will take the lead role on any proactive media outreach and media responses for the PROJECT.
- The CONSULTANT will print any outreach materials. The CITY will be billed directly for all external printing or mailing services.
- The CONSULTANT will maintain and manage stakeholder lists and contact information.
- CONSULTANT will develop one (1) draft and one (1) final of each material.

6.1 Community Engagement Plan

CONSULTANT will provide a Community Engagement Plan that describes the outreach strategy for the project, key project messages, and tools and techniques that will be used to solicit input from City leadership, key stakeholders, community organizations, nearby businesses and residents and the broader public for the project. The Community Engagement Plan will include a public outreach schedule and describe how public input will be used to inform the final design. The plan will also outline all communications tasks, roles and responsibilities, external and internal stakeholders, target audiences, limited-English speaking populations, strategies for ensuring inclusive outreach, local avenues for communication and notification, and a social media presence strategy. CONSULTANT will also coordinate with the technical team to conduct a high-level demographic analysis of the current population using EPA's online EJ SCREEN tool to identify the need for any project translations to support the outreach process.

Deliverable(s):

- One (1) draft and one (1) final Community Engagement Plan.

6.1 Stakeholder Interviews

CONSULTANT will assist in scheduling and conducting stakeholder interviews to confirm priorities shared during prior interviews, further understand the breadth of community concerns and priorities related to Phase 2 of the Issaquah-Fall City Road Improvements Project, and discussing how the community would like to stay informed and engaged during the planning and design process. This work will include identifying key stakeholders to

interview, scheduling, developing questions and materials for, and documenting input received during the interviews.

Assumption(s)

- Where possible and appropriate, stakeholder interviews or meetings will be grouped together and/or held in person or via phone. CITY staff will attend, along with CONSULTANT staff, all stakeholder interviews or meetings. Stakeholder interviews or meetings will primarily occur at project initiation, but may also occur to follow-up with specific stakeholders on a preferred roadway design prior to broader public meetings.
- Up to two (2) CONSULTANT staff will participate in each interview.
- Each interview will last up to one (1) hour.

Deliverable(s):

- Scheduling of and attendance at up to twelve (12) stakeholder interviews or meetings and up to twelve (12) individual interview summaries.
- One (1) draft and one (1) final set of stakeholder interview questions.
- One (1) stakeholder interview materials packet.
- One (1) stakeholder interview presentation.
- One (1) draft and one (1) final stakeholder interview key takeaway summary.

6.2 Open Houses

CONSULTANT will assist in preparation for and participate in three (3) open houses. Open houses will occur at 10%, 30%, and 60% design. This work will consist of planning and attending the open house, developing notifications for each event, and preparing display boards, project roll plots, and traffic operations videos developed under Task 7. CONSULTANT will prepare graphics at each submittal stage for display on the CITY website to inform the community about the project.

Assumption(s):

- Up to five (5) CONSULTANT staff will participate in each open house.
 - CONSULTANT PM, one (1) CONSULTANT technical lead, CONSULTANT Moderator, CONSULTANT Public Involvement Lead, and one (1) CONSULTANT Public Involvement Support Staff.
- Each open house will last up to three (3) hours and be located in Sammamish.
- CONSULTANT will reserve and organize the open house venues.
- CITY will pay directly for facility reservation fees and notification distribution fees (e.g. printing, postage, and advertising).
- CONSULTANT will coordinate printing and mailing or postcards, as well as placement of display ads.
- Graphics to support website will be similar to what is developed for each open house.

Deliverable(s):

- Coordination, staff support, and facilitation for up to three (3) open houses.
 - Three (3) open house plans.
 - Three (3) open house presentations.
 - Three (3) open house summaries.
- Three (3) postcard notifications (one (1) per open house).
- Three (3) display ad notifications (one (1) per open house).

- Content for three (3) rounds of notifications for the City to post and/or distribute through local avenues of communication.
- Twenty-one (21) display boards (seven (7) per open house).

6.4 Mailers, Materials, and Social Media Presence

CONSULTANT will develop content and graphic design support for project materials and updates as the project progresses and/or key design milestones are reached. Materials may include a project fact sheet, frequently asked questions (FAQs) document, Connect Sammamish project website and a tabletop display for local outreach events, as well as content for project postcards, social media, and e-newsletter blurbs. CONSULTANT will coordinate with CITY Public Involvement Lead for posting social media updates and project website updates.

Assumption(s):

- CONSULTANT will coordinate translations in up to one (1) language for each version of the fact sheet and FAQs.
- CONSULTANT will coordinate development and updates to Connect Sammamish project webpage.
- CONSULTANT will provide content for project updates. The CITY will lead coordination of posting on social media and distribution through local avenues of communication.
- CONSULTANT will coordinate translation of materials. CITY will pay directly for translation fees.
- CITY will pay directly for tabletop display materials.

Deliverable(s):

- Fact sheet (initial and four (4) updates).
- FAQs (initial and four (4) updates).
- Translated fact sheet (initial and four (4) updates).
- Translated FAQs (initial and four (4) updates).
- Connect Sammamish project website (initial development and three (3) updates)
- Tabletop display (initial and one (1) update).
- Content for five (5) rounds of project updates for the CITY to post or distribute through local avenues of communication.

6.4 Council

CONSULTANT will participate in briefings (up to three (3)) with Council members to ensure they are kept informed with project development, schedule and budget. Support will include organizing or developing the appropriate project materials such as a power point presentation and briefing agenda writeup. CONSULTANT will attend briefing and present on material with CITY staff.

Assumption(s):

- CONSULTANT to create Power Point and agenda writeup for each briefing.
- Up to two (2) CONSULTANT staff will participate in each Council briefing.
- Briefings last four (4) hours.
- CONSULTANT will participate in up to three (3) briefings. It is expected those briefings will happen at 10% design (2) and 60% Design (1).

Deliverable(s):

- Draft power point presentation to support briefing.
- Final power point presentation to support briefing.
- Briefing writeup.

Task 7. TRAFFIC ANALYSIS

The purpose of this task is to evaluate recent and relevant traffic operational analysis for use on this project.

7.1 Traffic Forecasting

CONSULTANT will utilize previously completed traffic forecasting and recent traffic counts to produce traffic forecasts for the project-level analyses. Traffic forecasts will look at the 2040 horizon year AM and PM peak hour in analysis. As part of the traffic forecasting, CONSULTANT will inquire PSRC of future volume trend in the regional models to verify the traffic growth assumptions along Issaquah-Fall City Road.

Assumption(s):

- CITY will provide previously completed model and analysis.
- CITY will provide area traffic growth information such as a factor of growth the CONSULTANT can utilize to project the model out to 2040.
- CITY will provide recent AM and PM peak turning movement counts (within two years) at three intersections: (1) Issaquah-Fall City Road and Endeavour Elementary School Driveway, (2) Issaquah-Fall City Road at Duthie Hill Road, and (3) Duthie Hill Road and Issaquah-Beaver Lake Road.
- CONSULTANT will utilize NCHRP 765 Analytical Travel Forecasting Approaches for Project-Level Planning and Design to update traffic forecast together with City's inputs.
- CONSULTANT will request traffic volume plots or obtain the latest regional travel demand models from PSRC with City's support.
- Travel demand model runs will not be part of this current scope.

Deliverable(s):

- Traffic Forecasting Update Summary Memo

7.2 Operations and Safety Analyses

Prior to beginning operations and safety analyses, CONSULTANT will meet with CITY's traffic engineer to discuss acceptability of different service levels. Meeting shall be in-person at CITY.

CONSULTANT will conduct traffic operations and safety analyses to inform design of traffic signal, roundabouts, and turn pocket lengths, as well as evaluate the operational differences between a 3-lane corridor and a 5-lane corridor. Traffic analysis for existing condition will be performed by CONSULTANT using traffic data collected in Task 7.1. For future year analysis, one no- build condition and two design alternatives will be evaluated by CONSULTANT.

- CONSULTANT will conduct signal warrant analysis at two intersections: (1) Issaquah-Fall City Road at Duthie Hill Road, (2) Issaquah-Fall City Road and Endeavour Elementary School Driveway.

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work**HDR**

- CONSULTANT will use Synchro and Sidra to conduct traffic operational analysis for intersections. Traffic control alternatives including stop-control, signal and roundabout will be evaluated for future year conditions.
- CONSULTANT will use VISUM model (Travel Demand Model) provided by the CITY to check volume-to-capacity ratio for 3-lane and 5-lane configurations for future year scenarios.
- Intersection level of service and corridor segment volume-to-capacity ratio will be evaluated to meet CITY's concurrency standard for preferred design alternative.

Based on the acceptability of different service levels at intersection and corridor as a whole, one configuration will be recommended for the future analyses as follows:

- CONSULTANT will use microsimulation software VISSIM to further evaluate the corridor operation and intersection operation. CONSULTANT will develop VISSIM models for (1) existing peak hour conditions, (2) future no-build peak condition, and (3) two future design alternatives for the Issaquah-Fall City Road corridor project limits.
- CONSULTANT will draft an operational assessment memo to document lane configuration, turn pocket recommendations and anticipated levels of service at individual intersections.
- CONSULTANT will develop VISSIM 3D animation files showing preliminary design options with traffic operations.
- CONSULTANT will conduct school crossing safety analysis at Issaquah-Fall City Road and Endeavour Elementary School Driveway intersection.
- CONSULTANT will conduct safety analysis using the HSM predictive methodology to estimate the predicted crash frequency for traffic signal and validated it with the historical crash data set. WSDOT Crash Modification Factor (CMF) "Short List" will be utilized for estimating crash frequency for changing a signal to a one-lane roundabout.

Assumption(s):

- CONSULTANT will provide three (3) staff to attend traffic analysis informational meeting.
- CITY will provide existing signal timing plan sheets for the signalized intersections.
- CITY will provide five-year (2014 to 2018) crash data for intersections and roadway segments along the Issaquah-Fall City Road within the project limits.
- CONSULTANT will conduct a travel time study along Issaquah-Fall City Road within the project limits. Six travel time runs for each peak period will be conducted using the average car method with test cars equipped with GPS and video recording devices.
- CONSULTANT will use High-end Autodesk® InfraWorks video for the preferred design alternative video.

Deliverable(s):

- Traffic Operations and Safety Analysis Memo; includes the following:
 - o Existing, future year no-build and future year alternative traffic analysis
 - o VISSIM calibration summary
 - o Traffic signal warrant analysis
 - o School pedestrian crossing safety analysis
 - o Intersection safety analysis
- VISSIM 3D animation video files for up to two design alternatives.
- Infracore animation for preferred alternative design.

Task 8. KLAHANIE COORDINATION

The objective of this task is to coordinate with the Klahanie community to develop potential connections between the Klahanie Community Trail and the corridor sidewalk.

8.1 Community Briefings

CONSULTANT will support briefings with CITY staff to further understand the community priorities and concerns related to the Klahanie Community Trail. Support will include scheduling, developing talking points and presentations, and documenting input received during the briefings. It is expected that the briefings will contribute to the design nuances of the non-motorized connections between the project sidewalk and the community trail.

Assumption(s):

- Where possible and appropriate, community briefings will be grouped together and/or held in person or via phone. CITY staff will attend, along with CONSULTANT staff, all briefings.
- Up to two (2) CONSULTANT staff will participate in each briefing.
- Each briefing will last up to one (1) hour.

Deliverable(s):

- Scheduling of and attendance at up to three (3) briefings.
- Up to three (3) briefing materials packets.
- Up to three (3) stakeholder briefing presentations.
- Up to three (3) briefing summaries.

Task 9. PRELIMINARY ENGINEERING AND 10% DESIGN

The objective of this task is to evaluate and document possible design alternatives to develop an optimal design that improves safety for all users, enhances corridor mobility, minimizes ROW acquisition needs, and is supported by the community.

9.1 Preliminary Engineering

- The CONSULTANT shall develop and evaluate design alternatives for Issaquah-Fall City Road to approximately a 5% design level, including: Three horizontal alignments for the corridor.
 - a. Symmetrical widening from existing centerline.
 - b. Widening to the west.
 - c. Widening to the east.
- Three cross section alternatives for the corridor.
 - a. On-street bike Lanes, planter strips, sidewalks.
 - b. Buffered bike Lanes, planter strips, sidewalks.
 - c. On-street bike lanes, planter strips, sidewalk on east side of the roadway, sidewalk on west side of the roadway where no Klahanie trail exists.
- Three intersection alternatives at the Elementary School and IFCRD intersections; and two intersection alternatives at Issaquah-Beaver Lake Road.
 - a. Signalized
 - b. Roundabout
 - c. Continuous "Green T" or Non-Signalized (Not evaluated at Issaquah-Beaver Lake Road)

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work**HDR**

- Two vertical alignment alternatives at Endeavor Elementary to Issaquah-Fall City Road intersection. Vertical alignment will correlate to a goal to have no water over the roadway except in instances where flood levels exceed 100 year rates.
 - a. Existing Grade
 - b. Raised Grade
- Stormwater Design at Endeavor Elementary School
 - a. Wetland Connectivity with culvert(s)
 - b. Detention Solution Evaluation / Deep Infiltration Possibilities
 - c. Raised Grade Evaluation
- Stormwater TDA Analysis and Facility Siting for Corridor
 - a. Potential Pond Locations
 - b. Treatment and Flow Control Options Evaluation

The CONSULTANT will tabulate the characteristics of the various alternatives and present them to the CITY in a workshop meeting. The designs will be presented on rollplots and a power point presentation. CONSULTANT will prepare preliminary screening criteria to the workshop for concurrence/modification by the workshop attendees.

CONSULTANT will make modifications to the screening criteria from feedback received at the workshop and meet with CITY Project Manager to decide the preferred alternative to move to 10% design. CONSULTANT will compile the preliminary design information into a preferred alternative recommendations memorandum memorializing the planning level work to reach a preferred alternative.

Assumption(s):

- Preliminary Design Workshop will be held at City Hall.
- Up to seven (7) CONSULTANT staff will participate in the workshop.
- Alternative tabulated characteristics will include the following at a preliminary level:
 - Construction Cost – High Level
 - Square footage of Sensitive Area Impacts
 - Square footage of Pollution Generating Impervious Surface (PGIS) and Non-Pollution Generating Impervious Surface (NPGIS)
 - Square footage of ROW Acquisition Needs
 - Square footage of landscape planters
- Screening criteria will include both quantitative and qualitative measures.
- Preferred Alternative Recommendations Memorandum will include a short section on each discipline and is assumed to be 5 pages in length (not including any attachments).

Deliverable(s):

- Horizontal Alignment Rollplot
- Vertical Alignment Profile Rollplot
- Typical Section Alternatives, 22"x34" Plot
- Intersection Alternatives, 22"x34" Plot
- Stormwater Endeavor Elementary Concept, 22"x34" Plot
- Stormwater TDA Graphic, 22"x34" Plot
- Cost Estimates, 8.5"x11"
- Workshop Power Point Presentation
- Screening Criteria, Draft and Final, 8.5"x11"

- Preferred Alternative Recommendation Memorandum

9.2 10% Design

The CONSULTANT will advance the preferred alternative design to a 10% level for the single alternative to gain a better understanding of the costs and risks associated with the design. The consultant will complete the following design activities:

- Layout the full Paving Design for the roadway widening, sidewalks, intersection configuration, and connections to side streets and driveways.
- Complete modeling of the corridor to assess side slopes and potential for retaining walls.
- Perform preliminary analysis to determine wall type and location.
- Perform basic stormwater analysis to further develop conveyance and BMP needs.

Assumption(s):

- Only one alternative (preferred alternative) will be carried into the 10% design phase by the CITY.
- Does not include drainage system modeling or sizing of pipes and BMPs.

Deliverable(s):

- 10% Design Rollplot(s)
 - Roadway Design – Paving Limits and Channelization
 - Stormwater Design – Pipe and BMP Locations
 - Structural Design – Wall Locations and Type Identification
- 10% Design Typical Roadway Sections
- 10% Design Opinion of Probable Construction Cost (OPCC)
- Risk Identification and Preliminary Mitigation Strategy Table

Task 10. ENVIRONMENTAL DOCUMENTATION & PERMITTING

The purpose of this task is to engage the regulatory agencies, conduct fieldwork, prepare environmental documentation, and prepare SEPA, NEPA, City Permits, County Permits, and JARPA permit application packages.

10.1 Organize an Environmental Kick-off meeting and site visit.

CONSULTANT will schedule a kickoff meeting for the technical staff and CITY staff.

Assumption(s):

- Attendees will include up to four (4) CONSULTANT staff.
- Kick-off meeting and site visit will take up to four (4) hours.

Deliverable(s):

- Kick-off meeting agenda, materials, and meeting notes

10.2 Permitting Stakeholder Meetings

Organize and conduct up to three (3) project overview and site visit meetings with agency permitting staff. Attendees may include staff from the Corps, WSDOT Highways and Local Programs (H&LP), CITY planning, King County, WDFW, and Tribal representatives.

Coordinate with regulatory agencies on a consistent basis during reviews to facilitate the process and quickly respond to agency requests or comments.

Assumption(s):

- Attendees will include up to three (3) CONSULTANT staff.
- Overview meeting and site visit will take up to four (4) hours per meeting.

Deliverable(s):

- Meeting agendas, materials, and meeting notes for each occurrence

10.3 Wetlands, Wildlife & Habitat Baseline Fieldwork

CONSULTANT field staff will review pertinent background information including the Soils Survey of King County Area, Soil Conservations Service, NWI maps, CITY and King County maps and critical area code sections, as well as database information from WDFW, WDNR, USFWS, and NOAA Fisheries.

CONSULTANT wetland biologists (one team of two) will delineate wetlands and stream bank/ OHWM over 2 days within the study area using the three parameter methods described in the Corps of Engineers Wetland Delineation Manual (Environmental Laboratory 1987), as updated by the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys and Coast Region (U.S. Army Corps of Engineers 2010). Streams will be delineated using Corps of Engineers and Ecology guidance.

Wetlands and streams found within the Project Corridor will be delineated and assessed. Identified wetlands will be documented with appropriate data sheets and boundaries marked with visible plastic flagging for pickup by the survey team. Wetlands will be rated according to CITY, King County, and Ecology methods.

To support the Endangered Species Act evaluation and Critical Area Report, baseline assessment of fish and wildlife use of wetlands and streams will be conducted by up to one qualified CONSULTANT biologist.

Assumption(s):

- Field delineations will be limited to ROW; therefore, rights of entry are not required.
- Wetlands and streams that extend within 100 feet of the ROW on either side of the street will be visually estimated.
- Wetland and stream OHWM flags will be surveyed by the CONSULTANT and data provided in the Survey files prepared under Task 4.

Deliverable(s):

- Wetland delineation field work notes and GIS data are available upon request.

10.4 Wetland and Stream Delineation Report

This report will document existing conditions of the project area, assessment and location of existing on-site wetlands and description of habitat structures in a Wetland Delineation Report suitable for the Corps permit application. Wetland classifications and data forms will be included.

Deliverable(s):

- Draft and Final Wetland and Stream Delineation Report.

10.5 Cultural Resources Assessment

Due to the requirements associated with federal funding through WSDOT H&LP, as well as In support of the JARPA Permitting with the US Army Corp of Engineers (USACE) and WDFW as related to wetlands and work below the OHWM, this work would include the preparation of the Section 106 report in accordance with the published Department of Archaeology and Historic Preservation (DAHP) standards and guidelines, as well as those of the Secretary of the Interior. The CONSULTANT shall accomplish the work to include the following subtasks:

Area of Potential Effect

CONSULTANT will provide an Area of Potential Effect (APE) document with maps and project description to H&LP so they can initiate consultation with the SHPO and all concerned parties. Based on comments and the USACE determination of whether it will have the potential to effect historic properties proceed to Background Research and Field Investigation.

Background Research and Mobilization

CONSULTANT will conduct a check of records at the Department of Archaeology and Historic Preservation's (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) for information on previous projects and identified archaeological sites in the project area prior to any field activity. Other background information will be collected from ethnographic and historic accounts, previous regional cultural resource investigations, local historical societies and informants, maps, and photographs.

Field mobilization efforts will be led by the CONSULTANT Archaeologist and will include: 1) informal communication with appropriate tribes, 2) arranging a utilities' locate, and 3) completing job-specific safety forms. The appropriate Tribes will be contacted about the project to solicit any additional concerns about heritage resources and to inform them when field investigations will take place. This communication is a technical inquiry and does not constitute any formal consultation that may be needed. A utilities locate will be arranged by CONSULTANT prior to archaeological field work, pursuant to RCW 19.122 "Underground Utilities," which requires notification to the State Public Works Office at least 3 days before digging but no more than 10 days before digging. A Job Hazard Analysis will be completed, which identifies potential hazards associated with the project, as well as hazard controls to reduce these hazards to an acceptable risk level.

Archaeological Monitoring of Geotechnical Investigations

An archaeologist will monitor project geotechnical investigations. The archaeological monitor will visually and, if possible, manually inspect the sediment samples in the field. If the geotechnical engineers do not need to retain sediment samples, the available spoils may be screened through ¼ inch mesh for artifacts prior to disposal in drums or backfilling. The exact amount of field time needed for archaeological monitoring of the borehole will be dictated by the schedule of geotechnical field crew. The cost estimate below assumes one day of work. Additional days can be added under a separate budget.

Any artifacts identified during geotechnical investigations will be described, photographed, and reburied in the borehole in which they were identified. Notes about content and sediments encountered in the borings will be kept on standard forms. UTM coordinates of all borings will be recorded with a Trimble hand-held GPS unit. If an archaeological site is identified, additional work will likely be necessary to delineate site boundaries and evaluate significance. In addition to identifying cultural resources, an important part of fieldwork will be to

document current conditions and recent disturbance in the project area. Results of archaeological monitoring of geotechnical investigations will help plan the archaeological field survey.

Archaeological Field Survey

Archaeological field survey will be completed in one day by the CONSULTANT Archaeologist and one field archaeologist, who will conduct a pedestrian survey of the project area. At the discretion of the Project Archaeologist up to 10 shovel probes will be excavated in accessible portions of the project area that have not undergone significant modern disturbance at roughly 50 foot (30 meter) intervals. Spoils from the probes will be screened through ¼ inch mesh. In alluvial (creek) depositional environments, a hand auger will be used to extend the shovel probes up to 8.2 feet (2.5 meters) below the surface, beyond the depth of traditional shovel probe excavation. Any artifacts will be described, photographed, returned to the probe of origin, and reburied. Notes about content and sediments encountered will be recorded on standard forms. All shovel probes will be recorded with a GPS. The survey will verify field conditions and identify historic properties. An important part of the fieldwork will be to document historic and modern disturbance and to document the specific locations of any newly discovered cultural resources. CONSULTANT shovel probes are anticipated to occur off the paved roadway and will not require traffic control.

Architectural History Survey

Section 106 of the NHPA requires consideration of indirect project effects on the built environment. A preliminary review of the King County Assessor website and the WISAARD database indicates that there are no structures more than 50 years old within or immediately adjacent to the project area. If, during background research, any structures are identified that are more than 50 years in age, they will be documented by an architectural historian that meets SOI standards. This documentation will be combined with the results of background research under Task 1 to evaluate the integrity of the historical buildings. The architectural history survey will be conducted at the preliminary level. A Washington State Historic Property Inventory Form (HPI) will be generated for each building that is recorded and the forms will be submitted to DAHP as part of SubTask 12.5.5, as needed. Potential project impacts and recommendations for any recorded structures will be included in the cultural resources assessment report.

Analysis and Reporting

The results of cultural subtasks and architectural history survey will be presented in a report suitable for submission to DAHP, appropriate agencies, tribes, and other concerned parties. The report will include recommendations for ways to complete evaluation of any sites encountered and to avoid or minimize damage to any archaeological properties should they be encountered during fieldwork. Due to confidentiality requirements for archaeological site location, distribution of the report may be restricted. Due to the extensive asphalt cover in the project area, a recommendation of the report may include archaeological monitoring during construction. In that event, CONSULTANT will prepare a project-specific monitoring and inadvertent discovery plan (MIDP) to guide monitoring activities and to provide steps to take should a discovery be made during construction. If recommended, monitoring plan preparation and construction monitoring will be addressed under a separate scope and budget.

Assumption(s):

- CONSULTANT will acquire ROE needed for the necessary areas prior to field work, including the exterior of any historical buildings to be recorded and/or access for shovel testing, even on private property.
- Up to one day of field time for archaeological monitoring of geotechnical investigations. If geotechnical investigations go beyond one day, then a fee adjustment may be required.

- No historical buildings or structures are known within the project area. If any are identified during additional background research, CONSULTANT will compile an inventory of the historical buildings that will not include in depth statements of significance or historical context statements. If any of the historical buildings in the project area retain integrity, then additional architectural history investigations may be required to fully assess the significance of the property under Section 106 of the NHPA, as determined necessary by the lead federal agency overseeing the project. Built environment documentation and assessment, outside of the background review, is not included in the current scope of work.
- No archaeological resources are known to be present within the project area. Discovery of an archaeological site during survey may require additional work beyond the present scope and budget to establish boundaries, evaluate significance, and arrive at appropriate assessments of adverse effects and treatment measures.
- The Cultural Resources report will be based on one iteration of an area of potential effect (APE).
- If at any time human remains are encountered, work will cease, and notification of affected parties will proceed as directed by RCW 27.44.
- Up to three Historic Property Inventory forms are included in the scope of work.

Deliverable(s):

- Draft and Final Cultural Resources Report

10.6 Endangered Species Act Compliance

The CONSULTANT will complete a Biological Assessment (BA) to evaluate the PROJECT in terms of its potential impacts to any species listed or proposed for listing as threatened or endangered under Section 7 of the Endangered Species Act (ESA).

The BA will be prepared by a WSDOT certified author (to cover any potential future NEPA process) and include detailed descriptions of all project activities, status and occurrence of listed species in project area, direct and indirect effects to all listed species and critical habitat, and conservation measures. The BA will include an effects determination for each listed species and critical habitat. If required, an analysis of Essential Fish Habitat (EFH) will be completed as part of the BA and will also include an effects determination.

Assumption(s):

- The Biological Assessment will evaluate one iteration of design at the 30% milestone.

Deliverable(s):

- Draft and Final Biological Assessment

10.7 NEPA Documentation and Approval

CONSULTANT will prepare the NEPA Environmental Classification Summary form (ECS) and supporting documentation for this project in accordance with Chapter 24 of the LAG Manual and other appropriate WSDOT and/or FHWA guidance documents. The ECS is the assumed NEPA document for a Documented Categorical Exclusion (DCE) for the project.

- CONSULTANT shall coordinate with the WSDOT Highways and Local Programs Area Engineer during document preparation and review cycle. THE CONSULTANT will also coordinate with WSDOT to address comments on the ECS and any of the environmental documentation prepared above.
- CONSULTANT shall coordinate with the cultural resources SUBCONSULTANT for their deliverable and incorporate their findings into the ECS and coordinate responses to comments.

Assumption(s):

- Suitable design-level information for modeling will be provided.
- Air and Noise evaluations will not be required for a complete ECS submittal.
- Federal Funding will be included on this project and NEPA documentation completed by CONSULTANT will adhere to federal guidelines.

Deliverable(s):

- Draft and Final ECS

10.8 Environmental Justice Documentation

Per requirements of WSDOT and FHWA, the CONSULTANT will document presence of minority and/or low-income populations within 0.5 miles of the project corridor to support the NEPA ECS.

- Pull 2010 Census reports using the EPA EJ finder.
- Supplement the national data with information collected from City or King County available demographic databases.
- Complete the Social and Community Impacts Decision Matrix from the Local Programs ECS Guidebook.
- Initiate preparation of a brief memorandum to summarize the demographic and income information.

Deliverable(s):

- Draft and Final EJ Technical Memorandum

10.9 Hazardous Materials Documentation

CONSULTANT will prepare Hazardous Materials (HazMat) Analysis Report, required by WSDOT and FHWA, to identify and evaluate known or potentially contaminated sites that may adversely affect the environment, create significant construction impacts, and/or incur cleanup liability to the CITY. This information will be used to allow the CITY and the CONSULTANT, together with WSDOT, to make informed decisions regarding the selection of alternative, or mitigation measures and/or the necessity of initiating early coordination with relevant regulatory agencies as part of NEPA ECS documentation.

- CONSULTANT will obtain and review the results of a federal, state, and local environmental database search provided by an outside environmental data service for listing of information on confirmed and suspected contaminated sites or nearby structures specified by Section 8.2, Standard Environmental Record Sources of ASTM International (ASTM) E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The evaluation will focus on sites that are located within ¼ mile of the alignment, or as required by ASTM.

- Based on the results of the regulatory database search, CONSULTANT will make a request to review site files maintained by the Washington State Department of Ecology's Northwest Regional Office (Ecology NWRO). Site files made available by Ecology will be reviewed for information about current site environmental conditions.
- CONSULTANT will review available historical data sources for the project area and vicinity, including aerial photographs, topographic maps, fire insurance maps, city directories, and other readily available development data.
- CONSULTANT will conduct a windshield survey of the project area, including adjoining properties- with a focus on indications of hazardous substances, petroleum products, polychlorinated biphenyls (PCBs), wells, storage tanks, solid waste disposal pits and sumps, and utilities. Interviews with property owners will not be conducted based on the nature of the project.
- The information gathered from the regulatory database, Ecology records review, historical documentation, and windshield survey will be summarized in a Hazardous Materials Analysis Report. The report will include a description of methods, findings, and conclusions, as well as the following:
 - Lists of sites with potential for presence of contaminated and hazardous material/waste sites identified in the regulatory database search
 - Maps of potentially contaminated hazardous material/waste sites identified in the regulatory database search, overlaid with the project footprint.

Assumptions:

- Windshield survey will be conducted by one CONSULTANT staff concurrent with wetland and stream delineations.
- It is assumed that the project will require a low-level hazardous materials analysis. Phase I Environmental Site Assessment or Phase II Environmental Site Investigations are not included in this scope of work.

Deliverable(s):

- Draft and Final Hazardous Materials Analysis Report

10.10 Critical Area Report Preparation

The Critical Area Report (CAR) documents impacts and identifies mitigation. The CAR builds upon information already developed for the Wetland and Stream Delineation Report, Geotechnical Report and ESA NE Letter.

The CAR will be developed to address CITY and King County Critical Areas Code Requirements. The report will identify the general extent and location of PROJECT critical areas as defined by the CITY and King County including wetlands, habitat areas and their buffers in the study area.

CONSULTANT will work with CITY planners to develop up to three mitigation options for consideration. The options will be developed in GIS and will be supplemented with a brief narrative describing the concept pros and cons to facilitate the screening to a preferred option.

A general description of the mitigation required and the preferred conceptual level mitigation option will be presented in the CAR.

Assumption(s):

- The Critical Areas Report will evaluate one iteration of design at 30% milestone.

- Project compliance with Geologically Hazard Areas will be prepared under Task 5.

Deliverable(s):

- Draft and Final Critical Area Report

10.11 SEPA checklist preparation

CONSULTANT will prepare environmental documentation for compliance with the State Environmental Protection Act (SEPA). This will include preparation of a draft and final SEPA checklist consistent with the requirements of WAC 197-11. CONSULTANT will prepare responses to comments from the public for up to 10 unique comments.

Assumption(s):

- The CITY will act as SEPA Lead Agency on the project.
- SEPA checklist preparation will not require separate field work, study or analysis by the CONSULTANT. Information to prepare the checklist will be gathered from known data sources, mapping, and online research and existing documents provided by the CITY.
- The CITY will formally issue the SEPA determination and distribute public notice and supporting materials to the appropriate agencies and the public. A Determination of Non-Significance (DNS) or Mitigated Determination of Non-Significance (MDNS) is anticipated.
- The SEPA checklist will evaluate one iteration of design at 30% milestone.
- Scope and budget to support a SEPA appeal is not included in this scope of work.
- Up to three (3) figures will be prepared.

Deliverable(s):

- Draft and Final SEPA checklist
- SEPA response to public comments

10.12 Stormwater Pollution Prevention Plan (SWPPP)

The CONSULTANT shall prepare a SWPPP to accompany the earthwork and temporary erosion control plan sheets for submittal to the CITY for review. The CONSULTANT will incorporate the CITY's comments, as applicable, in the Final SWPPP. The SWPPP will be prepared to level that is sufficient to support of the NPDES NOI permit process. One SWPPP will be prepared for the entire project.

Assumption(s):

- One SWPPP will be prepared to cover the entire project.
- SWPPP will follow the Department of Ecology SWPPP template.

Deliverable(s):

- The Draft SWPPP will be submitted with the 90% design.
- The Final SWPPP will be submitted with the 100%/Ad-Ready design.

10.13 Permit Support, Including JARPA

The PROJECT is likely to trigger a US Army Corps of Engineers permit for wetland impacts. CONSULTANT will prepare a Joint Aquatic Resource Protection Application (JARPA) for review and signature by the CITY. The CONSULTANT will prepare JARPA specific graphics using CADD and GIS to support the application package and submittal to the Corps. CONSULTANT will prepare JARPA on behalf of the CITY for submittal to the Corps.

CONSULTANT will also provide completion of the NPDES Notice of Intent and support the CITY application of the Clear and Grade permit. The CONSULTANT will also support the CITY on local construction permits including the clear and grade permit and ROW permit. The CONSULTANT will complete NPDES Notice of Intent submittal (online). The CONSULTANT will complete the following for 6(f) compliance:

- Review 6(f) related work conducted by CITY to date.
- Facilitate communication with the Recreation Conservation Office (RCO) planner to identify needs, approvals, timelines, and documentation that may be required.
- Prepare a project 6(f) compliance narrative which highlights project features and identifies how the project complies with the 6(f) requirements. The narrative will also identify measures intended to avoid or minimize impacts to the 6(f) resource.
- Organize up to 2, 1-hr long phone meetings with RCO and project staff. Send them project updates and materials to keep in good standing with the Section 6(f) federal funding obligations.

CONSULTANT will provide permit acquisition support and maintain periodic contact with the reviewers after application submittal, coordinate responses to agency comments from the design team, and work to make sure any conditions of approval are incorporated into the design set.

CITY Responsibilities:

- Provide existing project data or environmental reports prepared during the previous project work in the area.
- Provide signature and concurrence on all permit packages, including the JARPA.
- Provide timely review of all deliverables and a consolidated list of review comments to the CONSULTANT, in accordance with the project schedule.
- CITY will pay all permit fees associated with Permit submittals and permit issuance.
- Mailing lists and postage fees will be provided by the CITY.
- Public notification mailing, distribution, posting at public facilities (library, City Hall, county facilities etc.), on-site posting as required will also be handled by the CITY.
- Coordination and payment for the public notice in the local newspapers for the NPDES Notice of Intent and any other required public notices will be handled by the CITY.

Assumption(s):

- Current mitigation assumption is that any mitigation will be handled by in lieu fee or mitigation banking. Mitigation design for permanent impacts is not included in this scope of work.
- Mitigation design for temporary impacts is included in this scope of work.
- Each document is limited to two review and revision cycles by CITY and Natural Resource Agencies.
- Changes to the project description and/or project area may necessitate modifications to this scope of services; such changes will be considered as Extra Work.
- Coordination Check-in's with the USACE and King County and RCO will occur once per month for up to a 12 month duration. Check-in's will be via phone call or email correspondence, and will not exceed 0.5 hours per check-in.
- Up to ten (10) JARPA supporting graphics will be prepared.

Deliverable(s):

- Draft and Final JARPA for Corps
- Draft and Final 6(f) compliance documentation
- Draft and Final CITY Clear and Grade Permit
- Draft and Final CITY Right of Way Permit
- Draft and Final King County Clear and Grade Permit
- Draft and Final NPDES Notice of Intent

Task 11. 30% DESIGN**11.1 30% Design Plans**

CONSULTANT will advance the design of the Preferred Alternative from the work completed under Task 9 of the PROJECT. The Preliminary Design effort established the PROJECT footprint for roadway improvements, basic channelization, and conceptual design for utility and drainage systems (including BMP tools). Sheet list for 30% plans is shown at the end of task 11.

Assumption(s):

- Symbols used by the CONSULTANT in the plans shall follow APWA standards. If the symbols are not in the APWA standards, then WSDOT standard symbols shall be used.
- Each sheet shall contain design elements, with line work for items detailed on other sheets screened back or drawn in light pen weight. The CONSULTANT is expected to the Industry Standard of Care in the design planning and layout, with elements shown as close as possible to where they are to be installed.
- General Construction Notes will be noted on plan sheets. General Notes will be numerically ordered and consistent throughout the plan set. Note and leader shall call out unique Construction Notes. Bubbles with leaders will be acceptable only for recurring Construction Notes and wiring notes for Signal and Illumination plans as they are numerically ordered and consistent throughout the applicable sheets.
- If additional detail is required to provide clarity, the Plans and Details shall include an exploded view. Cross-sections and profiles shall reflect existing features and proposed facilities, both above and below ground.

Deliverable(s):

- 30% Design Plan Sheets

11.2 Drainage Design and Preliminary Drainage Design Report

CONSULTANT shall prepare a 30% Preliminary Drainage Design Report in accordance with the requirements of the 2016 KCSWDM. The 30% Preliminary Drainage Design Report will document the minimum stormwater management requirements that apply to the project; BMP selection; calculations to support 30 percent complete BMP; and a summary of long-term operations and maintenances plan components.

CONSULTANT will evaluate and select Best Management Practices (BMPs) to provide permanent stormwater management for the project in accordance with the CITY requirements. Where feasible, LID techniques that promote stormwater infiltration will be used and may include but is not limited to pervious pavement, bioretention facilities, other infiltration and/or dispersion BMPs, , and proprietary BMPs. LID techniques will be

the preferred BMPs to provide on-site stormwater flow control and water quality treatment. In areas of poorly drained soils or where full infiltration is not feasible, partial infiltrating BMPs that utilize under drains may be used. Traditional flow control and water quality treatment BMPs, such as surface detention ponds or flow-through cartridge treatment devices, will be considered only in areas where infiltrating BMPs are not feasible or not desirable.

BMP selection will be based on infiltration capacity, topography, the amount of space available within the right of way, life-cycle cost and aesthetic considerations, maintenance considerations, and the CITY's overall sustainability goals for the project.

Hydrologic modeling will be performed using the MGSFlood or other such Ecology approved hydrologic models to size BMPs and evaluate the expected performance of each in terms of meeting Core Requirements from the King County Surface Water Design Manual, as they apply to the project. Results from the modeling will be used to locate and size BMPs needed to meet the applicable minimum requirements along the project corridor.

The CONSULTANT will develop drainage design plans to a 30% level utilizing the sizing and spacing information outputs developed during the creation of the drainage report.

Assumption(s):

- There will be only one version of the Preliminary Draft Drainage Design Report
- The 30% Draft Drainage Design Report will be subject to one round of CITY review. The CITY will provide one consolidated set of synthesized comments on the draft report to the CONSULTANT. The CONSULTANT will incorporate the CITY's comments, as applicable, in the Draft and Final Drainage Design Report submitted during the 90% Design Submittal.
- MGS Flood Pro or WWHM4Pro modeling software will be used.
- The default rainfall gage with a site specific correction factor and model parameters will be used.
- Model calibration or validation will not be performed.
- Standard model output reports (text files) will be included as an attachment to the draft and final Drainage Design Report. Electronic model files will not be provided.
- Stormwater management BMP selection and locations will be coordinated with critical areas/wetlands management and mitigation activities.
- StormCAD will be used to complete conveyance calculations.
- Stormwater report format will follow KCSWDM requirements.

Deliverable(s):

- Draft 30% Preliminary Drainage Design Report.

11.3 Roadway Design

Typical Roadway Sections

CONSULTANT will prepare preliminary typical roadway section plans not to scale (NTS) for the mainline and cross streets. The sections will denote roadway widths, sidewalks, side slopes, and landscape areas.

Paving

CONSULTANT will prepare preliminary paving plans for the selected alternative and cross streets. The plans will show dimensions for roadway outlines and sidewalks and will include the profile at the proposed centerline. The plans will also show curb returns, tapers, intersection layouts, and proposed driveway accesses. A preliminary layout of property conform limits will be developed and shown in the form of cut/fill lines.

Intersection grading is not to be shown at the 30% design level. Paving will utilize grind and overlay in current pavement area, full depth paving outside existing paved limits.

A roundabout will be designed at the Endeavour Elementary School intersection.

Pavement Marking

CONSULTANT will prepare preliminary pavement marking plans for the selected alternative and cross streets. The plans will show dimensions for lanes, crosswalks, stop bars, pavement marking symbols and tapers.

Pedestrian / Bicycle Intersection Design

Based on the pedestrian and bicycle work developed as part of the preliminary design, CONSULTANT will develop intersection channelization plans including widths of intersection features – including sidewalk, crosswalk, and bicycle channelization and paving elements. This input will either be in the form of design comments to be incorporated into the paving and/or pavement marking plan sets, the creation of project specific detail sheets, or special project specifications.

Assumption(s):

- CONSULTANT will utilize its own standard design criteria worksheet to tabulate design criteria.
- CONSULTANT will not produce cross sections at 30%.
- Endeavour Elementary School intersection preferred alternative is assumed to be a roundabout. Intersections at Beaver Lake Road and Duthie Hill Road are assumed to be signalized.

Deliverable(s):

- Design Criteria Table

11.4 Traffic Design

This task involves the preliminary planning of traffic signal modifications including confirmation with the CITY of design standards to be used with a signal modification design memo, Plans and Engineer's estimates of traffic signal modifications and street illumination up to 30% design.

CONSULTANT will meet with CITY to determine the desired system requirements and coordination across jurisdictions to identify the major system components, significant conflicts and challenges (if any), and other items that have the potential to significantly affect construction costs.

Inventory Signal Equipment

A complete inventory of the existing traffic signal systems at Issaquah Beaver Lake Road will be conducted.

The inventories will include: the length of mast arms and existing signal head locations, signal head configurations, push button and pedestrian head locations, existing phasing, existing controller and cabinet types and their ability to operate in changed configurations. We will also evaluate the existing conduit and wiring to determine if major reconstruction will be necessary to implement revised phasing or pole relocations. Location and condition of existing safety lighting and street lighting will be documented. ADA deficiencies will be observed and documented.

Signal Design

CONSULTANT will design, calculate, and document signal system replacement at the SE Issaquah-Beaver Lake Road and a new signal at the SE Duthie Hill Rd intersection. It is expected that all existing equipment at Issaquah-

Beaver Lake Road intersection will be replaced with the project. Traffic signal design as part of the 30% design package will include:

- Pole location
- Vehicle and non-motorized detection type
- Emergency vehicle preemption type
- Traffic Signal Cabinet locations
- Service Cabinet Locations
- Traffic signal interconnect if required

CONSULTANT will locate one (1) HAWK pedestrian signal along the corridor, expected to be in the vicinity of the Endeavour Elementary School.

Illumination Design

CONSULTANT will prepare preliminary illumination design plans as part of the 30% design package. The street lighting design will meet the Illuminating Engineers Society (IES) standards for a principle arterial roadway.

The illumination design will be based on the width of the roadway and the potential for placing luminaires on the outside of the roadway along the corridor segment. CONSULTANT will work with the CITY to determine general layout, configuration, and type of light fixture(s) for the roadway lighting to be used on the project and match previously completed projects along the corridor. CONSULTANT will model photometric that match the chosen fixtures using AGi32 software. The use of LED lighting will be considered.

CONSULTANT will provide a preliminary lighting design (1) that shows the spacing of luminaires, meeting lighting requirements. The preliminary design layout will show the lane configuration, type of luminaire configuration, and the light level results. Plan sheets will indicate luminaire locations. CONSULTANT will summarize the analysis, for the CITY, in an Illumination Design Memorandum.

Deliverable(s):

- Illumination Design Memorandum
- Existing Sign Inventory

11.5 Retaining Wall Design

This task involves preliminary structural engineering work to evaluate structures alternatives and to identify preferred structure types for the purpose of selecting retaining wall concepts to be carried forward into final design. This work will build on the wall location and type selection work that occurred during 10% design.

Structures Technical Memorandum

A brief Retaining Wall Memorandum that documents the justification for the preferred alternative wall type determined by the CITY in coordination with the CONSULTANT shall also be prepared and submitted. The considerations listed below shall be addressed in the Report where applicable and the Report shall discuss how these factors led to the preferred alternative and show how the constraints eliminated or supported the alternatives. The memorandum will also assess the corridor for existing rockeries and viability of tying PROJECT improvements to the rockeries or making modifications to the rockeries.

- Aesthetics
- Cost Estimates
- Right-of-way Impacts

- Geometric Constraints
- Project Staging and Stage Construction Requirements (if applicable)
- Feasibility of Construction
- Structural and Foundation Constraints
- Long-term Structure Maintenance

CONSULTANT will provide plan and profiles of the selected retaining walls in the 30% design package.

Deliverable(s):

- Retaining Wall Type Selection Memorandum

11.6 Landscaping

CONSULTANT will develop a planting palette to utilize in mitigation restoration and planter areas as identified on the 30% plans. Planting palette will be reviewed by the CITY and modified for use in the 60% design plans.

Deliverable(s):

- Planting Palette

11.7 Utility Design

CONSULTANT will develop a utility corridor plan showing the location of the existing utilities within the roadway corridor. The utility corridor plan will identify potential utility conflict locations and be provided to affected utilities to aid in potholing efforts. CONSULTANT will coordinate with affected utilities to identify type, size and location of future utilities. CONSULTANT will not perform any utility design work – all utility design work will be done by the affected utility owners. Utility relocations will be shown in the design plans at later stages of design. Relocations of Sammamish Plateau water may be designed by the CONSULTANT and included in the project, but would be completed in a separate interagency agreement outside this scope of work. No upgrades of water or sewer facilities is anticipated in this scope of work. Only revisions to systems impacted by the widening will be designed for relocation.

CONSULTANT will schedule joint utility coordination meetings with franchises within the project limits. Two (2) meetings will occur in the 30% design phase. Meetings will be held at CITY office.

Assumption(s):

- Utility Franchises may include:
 - Puget Sound Energy – Distribution Power
 - Puget Sound Energy – Natural Gas
 - Comcast – Cable TV / Fiber Optics
 - Century Link – Telephone Communications/Fiber Optic
 - Verizon – Telephone Communications / Fiber Optic
 - Sammamish Plateau Water
 - Wave – Telephone Communications/Fiber Optic
 - Zayo – Fiber Optic
- Utility coordination meetings will last two (2) hours in length maximum.
- Up to three (3) CONSULTANT staff will attend utility coordination meetings.

Deliverable(s):

- Existing Utility Basemap and Conflict Table

- Meeting Agendas, Materials, and Meeting Notes

11.8 Engineer's Opinion of Cost

The CONSULTANT's Engineer's Estimate and backup calculations (including quantity takeoff sheets), showing assumptions made in determining quantities for each bid item, shall be made available upon request. Backup calculations shall specifically include items measured by the appropriate unit. The Engineer's Estimate will include an itemized list in tabular form, describing; section, item, and number of units (quantity), estimated unit costs, and total cost, with the understanding that any cost opinion or Engineer's Estimate provided by the CONSULTANT will be on the basis of experience and judgment. The estimate shall be prepared using standard unit costs and lump sum prices.

Deliverable(s):

- 30% Engineer's Opinion of Costs

11.9 30% Submittal

CONSULTANT shall compile 30% design documents contained in all of task 11 for submittal to the City. Consultant shall provide electronic copies of all documents for upload by the CITY to their file sharing and reviewing system.

Assumption(s):

- All deliverables will be delivered electronically via One Drive or Flash Drive.

Deliverable(s):

- Compiled deliverables contained in task 11 as a single package.

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work

HDR

The anticipated sheet list is:

Sheet Description	# Sheets Included in Each Submittal
30% Submittal Sheet List	
	30%
Cover Sheet with Vicinity Map and Index	1
Legend, General Notes, Abbreviations, and Project Keymap	2
Roadway Typical Sections	2
ROW Plans	16
Site Preparation Plans	-
Temporary Erosion & Sedimentation Control (TESC) Notes	-
TESC Plans	-
TESC Details	-
Paving and Profile Plans	16
Paving Details	-
Intersection & Curb Ramp Grading Details	-
Pedestrian / Bicycle Details	-
Driveway & Property Interface Grading	-
Drainage Plans	16
Drainage Profiles	-
Drainage Details	-
Retaining Wall Notes	-
Retaining Wall Plan and Profiles	8
Retaining Wall Details	-
Pavement Marking & Signing Plans	16
Pavement Marking Details	-
Signing Schedule & Details	-
Signals, Illumination & ITS Plans	16
Signal Details	-
Illumination Schedule & Details	-
ITS Details	-
Landscaping Plans	-
Landscaping Details	2
Irrigation Plans	-
Irrigation Details	-
Utility Plans	16
Staging and Traffic Control Sequencing Notes	-
Staging and Traffic Control Plans	-
Total # Sheets	111

Task 12. FINAL DESIGN - PS&E

The CONSULTANT shall follow the guidelines set forth in the CITY's Design Standards when preparing the 60%, 90%, and 100%/Ad-Ready plans, specifications, and estimate.

Assumption(s):

- The level of effort and fee estimate for this task is based on the number of sheets for each discipline as shown in the sheet list provided. The sheet list was prepared based on CONSULTANT's current knowledge of the project scope and anticipated work elements.
- CONSULTANT shall consult with the CITY prior to developing any sheets if the actual number of required sheets varies from the original sheet count estimate. If the CITY and CONSULTANT concur that total number of sheets required to detail the project exceeds the original estimate, the budget for this task may be amended.

12.1 Survey, Control and Alignment

CONSULTANT will prepare a set of alignment tables and plan sheets for survey control, monumentation, and alignments. The alignment tables will list necessary curve details for both existing and proposed centerline alignments. The plan sheets will include alignment centerlines, and horizontal and vertical control.

Deliverable(s):

- Alignment Plans

12.2 Typical Roadway Sections

Roadway sections will be developed for the Project denoting roadway widths, right-of-way widths, sidewalks, medians, landscaping, pavement design, and traffic lanes. It is assumed that all cross street work will be minor and will be able to be built using plan and detail sheets only – no roadway section will be required.

Deliverable(s):

- Typical Section Plans

12.3 Site Preparation

CONSULTANT will define the site prep and demolition activities, including items to be abandoned, salvaged, recycled or removed, and identify facilities that need to be protected during construction. Site Prep plans will include surface feature items, such as pavements (by type), sidewalk, curbs, walls, and miscellaneous structures. Demolition required for utilities, drainage features, signing, signalization and illumination will not be included in these drawings and will be shown on the relevant discipline drawings. Cut/fill lines will be shown on the site preparation plans.

Deliverable(s):

- Site Preparation Plans

12.4 Temporary Erosion and Sedimentation Control (TESC)

CONSULTANT will prepare temporary erosion control details which show erosion and sedimentation controls measures to be used for this project. Cut/Fill lines will be shown on the TESC plans.

The TESC drawings will be prepared in accordance with the CITY requirements and by reference the requirements written in the 2016 King County Surface Water Design Manual and will also be included with the SWPPP.

Deliverable(s):

- TESC Plans

12.5 Roadway Profiles and Superelevation

CONSULTANT will prepare vertical profile drawings within the PROJECT area. Superelevation rates and transitions will be shown in cross-slope diagrams and will be included on the profiles. Gutter flow line elevations (LT and RT) will be shown at bottom of profiles for control. Profiles will be shown on the Paving Plan in Plan/Profile configuration.

Deliverable(s):

- None.

12.6 Paving

CONSULTANT will prepare roadway paving plans that will show dimensions for roadway outlines and sidewalks. The plans will also show curb returns, tapers, intersection layouts, proposed driveway access, and other pertinent surface features. The Paving Plan sheets will include centerline profiles as described in task 12.5.

Deliverable(s):

- Paving Plans and Details

12.7 Intersection Grading / Roundabout Design

CONSULTANT will design intersection grading to tie into the existing cross street's terrain. Intersection curb radii will be designed including curb radii tables with locations and elevations for PC, PT, quarter points, low points, and curvature staking information including radius, length of curve, tangent, and delta. Curb ramp grading will be performed for each curb ramp in the corridor and will be designed on curb ramp detail sheets to meet ADA requirements.

It is assumed that an ADA Maximum Extent Feasible (MEF) documentation will be required on this PROJECT at up to eight (8) curb ramps.

CONSULTANT will complete design for up to two intersection as a roundabouts. CONSULTANT will perform design criteria evaluation including speed checks for all movements with selected design vehicle. If preferred alternative intersections are signals or continuous Green-T designs those are included in this scope of work.

Deliverable(s):

- Intersection Grading and Curb Ramp Plans
- Roundabout Plans and Details

12.8 Pedestrian / Bicycle Details

Based on the pedestrian and bicycle work developed and 30% design, the CONSULTANT will further develop detail sheets for the project for ramping bike lanes onto and off of the sidewalk at intersections and roundabouts where required.

Deliverable(s):

- Bicycle Facility Details

12.9 Driveway & Property Interface Grading & Details

CONSULTANT will design grading to tie into the existing terrain at private properties adjacent to the corridor. This includes driveway grading to reconnect into existing properties. Driveway surfacing will match existing materials. Profiles will be created for each of these locations with accompanying plan view at a scale of 1"=5'. Cut and fill lines will be shown on the driveway and property interface plans.

Assumption(s):

- Up to nineteen (19) driveways will be included in the driveway plan design.

Deliverable(s):

- Driveway Plans

12.10 Drainage System Plans & Details

The abbreviated draft drainage design report from the 30% submittal will be updated and completed to a full drainage report level including documenting the updated drainage design at the 90% design submittal, including facility sub-basin level BMP sizing and conveyance calculations.

Assumption(s):

- No facilities requiring power will be required.
- MGS Flood will be used for BMP facility sizing
- StormShed will be used for conveyance sizing

Deliverable(s):

- Drainage Design Plans, Details, and Profiles
- 90% Drainage Report
- Final Drainage Design Report

12.11 Retaining Wall Plan, Profile & Details

This task involves final design and contract documentation preparation for retaining walls designs and miscellaneous structures, including signal pole foundation structures. Plan, profiles and details will be included in the plans, including the excavation limits required to construct each of the structures.

Assumption(s):

- The project will include up to 2,400' of retaining walls.
- No more than 60' of soldier pile wall
- Structural earth walls with block facing or wire facing exterior are assumed for any non-soldier pile walls.
- Cast in place walls are not included in this scope of work.
- Structural earth wall systems are manufacturer designed. CONSULTANT design provides design parameters facilitating manufacturer final design using a variety of patented structural earth wall systems.

Deliverable(s):

- Retaining Wall Plans and details

- Retaining Wall Calculation package (at 90% design)

12.12 Pavement Marking, Signing Plans, Schedules & Details

CONSULTANT will prepare plans and details for the channelization, including lane and edge stripes, stop bars, pavement markings, crosswalks, and geometry of striped medians and turn pockets. Limits of channelization will match paving limits. CONSULTANT will include signing information that show the location of new signs and associated sign design details. Signing will conform to the current edition of the MUTCD and the CITY'S signing guidelines.

Deliverable(s):

- Pavement Marking and Signing Plans and Details

12.13 Signals, Illumination, & ITS

CONSULTANT will prepare the signal modification plans, and details showing proposed locations for the signal equipment, electrical hardware, and wiring diagrams for the intersection(s) located within the PROJECT limits:

- SE Issaquah-Beaver Lake Road
- SE Duthie Hill Road
- Endeavour Elementary School
- One (1) HAWK signal

CONSULTANT will prepare the illumination plans, and details. CONSULTANT will submit to the CITY a set of illumination plans showing proposed locations for the new illumination, wiring diagrams, illumination base type and electrical hardware.

CONSULTANT will coordinate the illumination plan design with PSE to determine service point locations.

CONSULTANT will include ITS elements per direction from CITY staff and CITY standards. The CITY will provide standard details and specifications for the ITS system components. It is assumed the design will include interconnect from Klahanie Drive to Issaquah-Beaver Lake Road.

CONSULTANT will prepare up to four (4) PSE power service applications for illumination, signal, and ITS systems for the CITY to submit to PSE.

Signal Construction Phasing Design

CONSULTANT will review construction phasing and design temporary signal plan sheets for up to 2 locations as necessary to accommodate construction phasing. CONSULTANT will coordinate with CITY traffic engineer for signal construction phasing approval.

Deliverable(s):

- Signal Plans and Details
- Illumination Plans and Details
- ITS Plans and Details
- Update to Illumination Design Memorandum
- PSE power service application(s)

12.14 Landscape Restoration and Irrigation

CONSULTANT will develop restoration plans for landscaped areas impacted by construction and wetland restoration for temporarily impacted areas along Issaquah-Fall City Road. CONSULTANT will develop landscape plans for planter strips and center medians within the project area.

Landscape plans shall include tree placement, size and species, areas where shrubs and groundcover shall be planted, slope stabilization measures and stream enhancement, where applicable. Details and schedules for planting shall be included.

Irrigation shall be designed for all planter strips within roadway limits. Outside roadway limits irrigation design is limited to property restoration and temporary irrigation to support the restoration of the wetland area if needed.

Deliverable(s):

- Landscaping Plans and Details
- Irrigation Plans and Details

12.15 Traffic Control

CONSULTANT will develop project specific traffic control plans to meet the requirements in the latest versions of the WSDOT Work Zone Traffic Control Guidelines for Maintenance Operations and the 2009 Manual on Uniform Traffic Control Devices (MUTCD) . The traffic control plans will provide a single concept for staging the project and maintaining 2-way traffic throughout construction. The traffic control plan will provide basic information to facilitate contractor prepared detailed traffic control plans. No detour plans will be provided based on the assumption that 2-way traffic is to be maintained throughout the entire duration of the project.

Assumption(s):

- No detours will be required for this project
- CONSULTANT will submit to the City for approval through the ROW permit

Deliverable(s):

- Traffic Control Plan Sheets

12.16 Utility Design

CONSULTANT will develop a potholing program to verify existing utility location, depth and size. Critical utility pothole locations will be determined during the design phase and coordinated with the various utility owners. Potholing will be the responsibility of the Franchise Utilities. No potholing will be performed by the CONSULTANT.

CITY will subcontract with utility pothole company to perform utility locates for any stormwater facilities that need to be located and are not accessible for the surveyor from the surface.

Potholing will be performed after the 30% submittal. Utility information either gathered from pothole data or from utility as-built plans will be used to identify conflict locations as well as shown in the drainage profiles. Utility data and any franchise utility relocations will be incorporated into the 60% plans and profiles and updated at each submittal. All utility design work will be done by the affected utility owners.

Up to eight (8) utility coordination meetings will be held as a part of this task. Utility coordination meetings will be held at CITY hall.

Utility Plans will be included in overall Project Plan for Contractor awareness, scheduling, and coordination purposes.

Deliverable(s):

- Utility Plans
- Review and Comment on submitted Utility Relocation Plans
- Meeting Agendas, Materials, and Meeting Notes

12.17 60% Submittal

The CONSULTANT will use the 30% design plans and progress to the 60% design and plan level. The CONSULTANT will take into consideration the 30% design review comments from the CITY while advancing to the 60% level.

60% Plans

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work

HDR

The anticipated sheet list for final design includes:

60%, 90%, 100%/Ad-Ready Submittal Sheet List

Sheet Description	60%	90%	100%/AD
Cover Sheet with Vicinity Map and Index	1	1	1
Legend, General Notes, Abbreviations, and Project Keymap	2	2	2
Roadway Typical Sections	2	2	2
ROW Plans	18	18	18
Site Preparation Plans	16	16	16
Temporary Erosion & Sedimentation Control (TESC) Notes	1	1	1
TESC Plans	16	16	16
TESC Details	2	2	2
Paving and Profile Plans	16	16	16
Paving Details	2	2	2
Intersection & Curb Ramp Grading Details / Roundabouts	8	12	12
Pedestrian / Bicycle Details	-	2	2
Driveway & Property Interface Grading	9	9	9
Drainage Plans	16	16	16
Drainage Profiles	16	16	16
Drainage Details	2	5	5
Retaining Wall Notes	1	1	1
Retaining Wall Plan and Profiles	8	8	8
Retaining Wall Details	4	6	6
Pavement Marking & Signing Plans	16	16	16
Pavement Marking Details	1	1	1
Signing Schedule & Details	3	3	3
Signals, Illumination & ITS Plans	20	20	20
Signal Details (3 Intersections)	3	6	6
Illumination Schedule & Details	2	2	2
ITS Details	4	4	4
Landscaping Plans	16	16	16
Landscaping Details	4	4	4
Irrigation Plans	16	16	16
Irrigation Details	-	2	2
Utility Plans	16	16	16
Staging and Traffic Control Sequencing Notes	1	1	1
Staging and Traffic Control Plans	36	36	36
Total # Sheets	278	294	294

60% Specifications

The CITY will supply the CONSULTANT with the current version of the CITY’s Special Provisions. The CITY’s boilerplate specifications are supplied in a Microsoft Word format. CONSULTANT will be required to create a

“run-list” and edit the boilerplate version by supplementing project specific information. Since the CITY updates the boilerplate specifications, the CONSULTANT shall keep a current project “run-list” and rerun the batch program prior to each plan submittal.

60% Engineer’s Opinion of Cost

CONSULTANT’s Engineer’s Estimate and backup calculations (including quantity takeoff sheets), showing assumptions made in determining quantities for each bid item, shall be made available upon request. Engineer’s Opinion of Cost will be updated to match the 60% Design level.

60% Project Cross Sections

CONSULTANT will develop a 3-dimensional model of the project improvements. This model will reflect the approximate top surface of the improvements between the left and right wall/fill/cut match limits at the roadway edge. CONSULTANT will display cross sections showing existing and proposed finished grades in exhibit form for delivery with the submittal. These cross sections will be displayed every 50-feet O.C. of the project alignment for mainline and side streets. It is anticipated that 30 11x17 exhibit sheets will be required to display the sections.

Assumption(s):

- CONSULTANT shall participate in up to one “Designer Tour” event to walk the project with the CITY while reviewing the 60% Plans.

Deliverable(s):

- 60% PS&E
- 60% TIN surface (AutoCAD Civil 3D file)
- 60% Cross Section Exhibits

12.18 90% Submittal

The CONSULTANT will use the 60% design plans and progress to the 90% design and plan level. The CONSULTANT will take into consideration the 60% design review comments from the CITY while advancing to the 90% level.

90% Plans

The CONSULTANT will further develop the 60% plans to a 90% plan level matching the plan sheets listed in the 12.17 Table.

90% Specifications

The CONSULTANT will update the project specifications to match the 90% design level.

90% Engineer’s Opinion of Cost

CONSULTANT’s Engineer’s Estimate and backup calculations (including quantity takeoff sheets), showing assumptions made in determining quantities for each bid item, shall be made available upon request. Engineer’s Opinion of Cost will be updated to match the 90% Design level.

90% Project Cross Sections

CONSULTANT will update the project 3-dimensional model and cross section exhibits to reflect the 90% design.

Assumption(s):

- CONSULTANT shall participate in up to one “Designer Tour” event to walk the project with the CITY while reviewing the 90% Plans.

Deliverable(s):

- 90% PS&E
- 90% TIN surface (AutoCAD Civil 3D file)
- 90% Cross Section Exhibits

12.19 100%/Ad-Ready Submittal

CONSULTANT will use the 90% design plans and progress to the 100% /Ad-Ready design and plan level. The CONSULTANT will take into consideration the 90% design review comments from the CITY while advancing to the 100%/Ad-Ready level.

100%/Ad-Ready Plans

The CONSULTANT will further develop the 90% plans to a 100%/Ad-Ready plan level without the addition of any new sheets.

100%/Ad-Ready Specifications

The CONSULTANT will update the project specifications to match the 100%/Ad-Ready design level.

100%/Ad-Ready Engineer’s Opinion of Cost

CONSULTANT’s Engineer’s Estimate and backup calculations (including quantity takeoff sheets), showing assumptions made in determining quantities for each bid item, shall be made available upon request. Engineer’s Opinion of Cost will be updated to match the 100%/Ad-Ready Design level.

100%/Ad-Ready Project Cross Sections

CONSULTANT will update the project 3-dimensional model and cross section exhibits to reflect the 100%/Ad-Ready design.

Deliverable(s):

- 100%/Ad-Ready PS&E
- 100%/Ad-Ready TIN surface (AutoCAD Civil 3D file)
- 100%/Ad-Ready Cross Section Exhibits

12.20 Advertisement Submittal

The CONSULTANT will update the PS&E package to address CITY review comments from the 100%/Ad-Ready Submittal. This deliverable will be utilized for advertisement of the Project.

Deliverable(s):

- Advertisement PS&E
- Advertisement Cross Section Exhibits

Task 13. CONSTRUCTABILITY ANALYSIS

The CONSULTANT shall perform a constructability review work to improve the staging and sequencing of work as well as provide lessons learned guidance from previous projects applicable to this Project. Constructability

reviews will include participation at the preliminary design workshop and providing input to selection of the preferred alternative, and constructability reviews at the 30% and 90% design stages. CONSULTANT shall review the constructability, construction requirements, forward compatibility, and estimated cost of the Project at both the 30% and 90% design stages.

CONSULTANT shall develop a construction schedule for the project at the 30% design stage and update the schedule at the 90% design stage. CONSULTANT shall develop a critical path method construction schedule. The Construction Schedule shall show the sequencing and durations of major construction activities. All constraints, such as wet weather conditions, utility work coordination, etc., shall be identified and factored in the schedule. The number of working days for the construction contract shall be based on the overall construction duration shown in the schedule.

The CONSULTANT shall conduct a constructability review meeting with CITY at each submittal to review the findings and steps forward in project delivery.

Assumption(s):

- CONSULTANT has budgeted 40 construction engineer hours to provide review at the 30% stage of design.
- CONSULTANT has budgeted 80 construction engineer hours to provide review at the 90% stage of design.

Deliverable(s):

- Construction Schedule (30%), Construction Schedule Update (90%)
- Preliminary Design Workshop Participation
- 30% Design Constructability Comments / Memo
- 90% Design Constructability Comments / Memo

Task 14. BIDDING PHASE ASSISTANCE

The objective of this task is to provide assistance to the CITY during the advertisement for construction and bidding phase in order to provide information to prospective bidders to support a competitive bidding environment.

CONSULTANT will provide written responses to questions and requests for clarifications to the contract documents submitted to the CITY during the bidding period. Responses will be provided in Microsoft Word format and submitted to the CITY for inclusion in contract addenda.

CONSULTANT will evaluate Bidder requests for alternative (“or equal”) approvals during the bidding phase.

CONSULTANT will assist the CITY in preparing all addenda.

CITY Responsibilities:

Record, consolidate and deliver Bidder questions and requests for contract document interpretations to the CONSULTANT in timely fashion.

CITY will issue all addenda.

Assumption(s):

- This PROJECT will be bid as one construction project.
- No Pre-Bid Meeting will be conducted with the project.

Deliverable(s):

- Written responses to Bidders’ questions and requests for interpretations and evaluation of acceptable alternates (“or equals”).
- Pre-bid addenda.
- Conformed set of contract documents.

Task 15. FUNDING SUPPORT

The CONSULTANT will provide support to the CITY in identifying, evaluating competitiveness, and applying for grant applications to seek additional project funding.

Project and Funding Gap Analysis

The CONSULTANT will develop a cash flow diagram for the project based on the latest funding data the CITY has documented. The CONSULTANT will create projections for when funding is required based on Design costs, real estate acquisition costs, construction costs, and life-cycle O&M costs. The projections will include a set of assumptions developed through coordination between the CONSULTANT and CITY staff to allow the model to display sensitivity to a number of risk factors.

Grant Identification and Evaluation

The CONSULTANT will identify up to five (5) local funding sources and up to three (3) federal funding sources that may be applicable to this project. The CONSULTANT will develop a matrix to evaluate the scoring criteria for the grants for this Project. The CONSULTANT will develop a funding schedule which will include each of the identified grants and the application/award dates. The CONSULTANT will meet with the CITY to discuss the relative probability of funding from the identified grants and formulate a grant application plan.

Application Development

The CONSULTANT will assist with grant writing for up to three (3) grant applications (one federal funding grant and two local grants), including:

- Compiling supporting data and documentation.
- Attending Project Sponsor Meeting
- Developing the application narrative
- Prepare up to six (6) graphics supporting each grant application.

Assumption(s):

- The CITY will submit all applications and pay all fees associated with submittals.
- The CITY will work with the CITY Manager to setup Project Sponsor meetings if required.
- Each application is limited to one review and revision cycle by CITY.
- The two local grant application are anticipated to be from the following list:
 - Transportation Improvement Board (TIB) – Urban Arterial Program or Complete Streets Program
 - Department of Ecology
 - Safe Routes to School
 - Pedestrian and Bicycle Safety Grant
- The one Federal grant application is anticipated to be the Surface Transportation Block Grant (STBG).
- Additional Project requirements from receiving a grant, such as grant reporting, are not included in this scope of work.

Deliverable(s):

- Project Funding Gap Analysis Memorandum
- Grant Identification and Evaluation Memorandum
- Grant Application(s)

Task 16. REAL ESTATE SERVICES

The objective of this task is to assist the CITY in acquiring the necessary ROW to construct the roadway improvements. CONSULTANT shall coordinate acquisition efforts with the CITY and the WSDOT H&LP office in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act (URA), applicable State and local laws, and CITY administrative rules, to facilitate the acquisition of identified properties. This Project is assumed to be federally funded and real estate acquisition process will follow the federal requirements.

16.1 Real Estate Services Management

CONSULTANT will provide overall management for all appraisal and Real Estate Services (RES) work on the Project, including ongoing coordination, administration direction, and guidance for the CONSULTANT staff

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work**HDR**

working on this project. CONSULTANT will provide monthly project updates on progress of work. CONSULTANT will also perform management and administration for the following real estate services tasks as follows:

- Provide review of ROW Plans
- Prepare a monthly status report in excel format beginning when appraisals are commenced on the project.
- Attend periodic RES project status meetings.
- Oversee production of the Project Funding Estimate.
- Prepare and provide a landowner contact list.
- Provide quality control and quality assurance for work products.
- Establish clear lines of communication with the CITY in order to determine and document the appropriate decision making process to achieve project goals.
- Setup and conduct introductory project informational meeting with each of 10 parcels to talk about schedule, the improvements, and potential for ROW acquisition needs. CONSULTANT PM and CITY PM to attend meeting with CONSULTANT Real Estate lead.
- CONSULTANT will coordinate directly with WSDOT representative for ROW certification and review meetings.

CITY Responsibilities:

- Provide CONSULTANT with a copy of the CITY's WSDOT approved ROW acquisition procedures.
- Review and approve landowner contact list.
- Review and approve ROW Plans.
- CITY will pay all costs for WSDOT review and certification of acquisition process.

Assumption(s):

- Up to two (2) CONSULTANT staff will attend a conference call to discuss PFE development and schedule.
- Up to two (2) CONSULTANT staff will attend up to ten (10) property owner introductory meetings. Staff time commitment is estimated at three (3) hours per staff and per meeting for preparation, participation in the meeting, and notes.
- All meetings are anticipated to be held at the City of Sammamish or the landowner's property.
- Property Acquisition will follow WSDOT requirements for federally funded projects.

Deliverable(s):

- Land owner contact list
- Property owner introductory meeting notes.

16.2 Title Report Facilitation

CONSULTANT will coordinate and request title reports for the twenty-eight (28) parcels required to be evaluated with the project. CONSULTANT will:

- Select the title company which will be used for title report requests and closing/recording of the acquisition documents.
- Request title reports for project from Title Report Company. This will occur at the beginning of the project to inform design and start ROW plan development.

CITY Responsibilities:

- Provide direct payment to the title company of invoices for title reports delivered for the properties identified in the corridor, and any additional title reports needed to complete the Project Funding Estimate.

Assumption(s):

- Title Reports will be requested for up to twenty-eight (28) parcels.
- Title Report Company will be responsive and deliver title report information in a timely manner.
- Title report updates for up to 10 parcels will be requested in 16.3 Property Descriptions and Valuations.

Deliverable(s):

- Title Reports on up to twenty-eight (28) parcels

16.3 Property Descriptions and Valuations

CONSULTANT will manage the preparation of a PFE, AOS reports, Appraisals, Legal descriptions and exhibits including acquisitions, permanent and temporary easements for up to 10 parcels. Including the following:

- Review ROW plans with the WSDOT local agency coordinator.
- Obtain up to 10 updated title reports for all properties identified in needed to complete the PROJECT.
- Review and quality control (QC) legal descriptions and exhibits for the transfer of the property rights needed for construction, including acquisitions, permanent and temporary easements, for use by the ROW acquisition team.
- Prepare an appraisal schedule for delivery of a PFE, AOS reports, and appraisal reports.
- Assemble all needed appraisal data and appraisal scope for each assigned parcel.
- Send out landowner contact letters to all affected parcels to be appraised in advance of the appraisal.
- Acquisition agents and/or Real Estate Lead will attend appraisal inspections, where possible.
- Prepare QC checklist for PFE and appraisal reports.
- Manage the delivery of a PFE, AOS reports, appraisals, legal descriptions and exhibits.

Issaquah-Fall City Road (Phase 2) | Exhibit A-1 Scope of Work**HDR**

- Manage delivery of appraisal reviews if necessary.

CITY Responsibilities:

- Review and approve the PFE, AOS reports and appraisal reports.

Assumption(s):

There will be a maximum of 10 parcels impacted by this project with up to 10 parcel valuations prepared under the following assumptions:

- One draft and one final PFE shall be prepared including worksheets for up to ten 10 parcels.
- All valuation services will be performed by a WSDOT certified independent appraiser to WSDOT LAG manual standards.
- One draft and one final Project Funding Estimate (PFE) will be completed.
- It is anticipated that the appraisal process will include two (2) complex appraisals, three (3) non-complex appraisals, and five (5) AOS's. If the preliminary funding estimate identifies more than five (5) parcels where the value of the acquisition is anticipated to be more than \$25,000, this scope of work and the budget will be amended to proceed with those appraisals.
- Any additional appraisals or additional complex appraisals are not included in this scope of work.
- Notice to Proceed (NTP) for PFE, AOS reports and appraisals will be the date sufficient right of way plans or exhibits are provided with title and landowner contact info to the appraiser. This is scheduled to be between the 30% and 60% project design submittals and will occur once the CITY approves the ROW Plan.
- NTP for the appraisal reviews will be the day the appraisals are delivered to the reviewer.
- The anticipated delivery date for all appraisals is up to 90 days from NTP and for all reviews is 45 days from NTP.

Deliverable(s):

- Appraisal management schedule.
- Landowner Contact letters.
- PFE & AOS reports, legal descriptions, exhibits and QC Checklist.
- Appraisal Reports, Appraisal Reviews and Appraisal QC Checklists.
- PFE, AOS reports and appraisal reports.

16.4 Right-of-Way Acquisitions and Negotiations

CONSULTANT will prepare offer packages, legal descriptions, present offers and negotiate purchases, prepare administrative settlement memos and condemnation packages, and prepare executed documents for agency approval and processing for a maximum of 10 parcels. All acquisition files will be transmitted to the CITY with all original documents at the completion of negotiations. CONSULTANT will conduct the following:

- Review ROW plans and survey exhibits and legal descriptions to ensure property interests are appropriately identified and the plans and exhibits match.
- Prepare and provide all documents required for the assigned parcels including Offer Letters, Deeds, Easements, W 9's, Real Property Vouchers, Real Estate Tax Affidavits, Escrow Agreements, and Negotiator Diaries.
- Provide encumbrance risk list for up to ten (10) parcels for the City to review.
- Manage escrow for up to five (5) parcels and manage closing for up to five (5) acquisitions.
- Act as the agent for CITY in all negotiations.
- Provide justification in the negotiators diary for any settlement above the approved offering price.
- Secure up to 5 voluntary possession and use agreements and transmit to the City for processing.
- Prepare administrative settlement recommendation memos and condemnation packages for up to 10 parcels.
- Transmit completed files to CITY at the completion of negotiations.
- Coordinate with WSDOT Local Agency Coordinator and City to assist the CITY with Right-of-Way pre-certification file review and final Right-of-Way Certification by preparing final certification-ready files and overview spreadsheet, attend a maximum of three (3) certification meetings with WSDOT and the CITY (as necessary).

CITY Responsibilities

- Provide CONSULTANT with a copy of WSDOT approved Right-of-Way acquisition procedures.
- Approve the reporting form and content of the status reports.
- Attend all RES project status meetings.
- Approve all documents and deed forms to be used by the CONSULTANT.
- Review and make a determination for clearing of encumbrances.
- Review and approve all administrative settlements.
- Make prompt payment to the Escrow Company for all approved acquisitions.
- Review and approve all transmitted files.
- Review and approve all transmitted files and documents prepared by CONSULTANT for any required WSDOT right-of-way pre-certification and certification reviews.

Assumption(s)

- The CONSULTANT shall follow the Uniform Relocation Act, WSDOT Local Agency Guidelines (LAG) manual, all applicable State and local laws, and CITY administrative rules for right of way acquisition for all real estate services provided for this project.
- CITY shall approve all real estate forms the CONSULTANT will use and those forms shall be consistent with CITY acquisition practice.
- CITY will provide the CONSULTANT with available project information such as but not limited to the CITY's State approved ROW procedures, and environmental documentation.
- For real estate services the CONSULTANT's title review responsibilities shall be to identify the correct vesting from the title report and inputting that information into the appropriate acquisition documents.
- The CONSULTANT shall make the initial offer to purchase and will be delivered in person if possible, or by certified mail.
- The CONSULTANT shall make three good faith attempts at negotiations for each parcel assigned with those attempts being defined as an in-person visit with landowner, a detailed phone conversation or a substantive correspondence or email exchange.
- If negotiations cannot be concluded within 90 days of the offer date on any given parcel or if an appraisal is requested by a landowner of any AOS parcel then the budget to complete acquisitions on those parcels will be negotiated and amended to this scope of work.
- Acquisition activities on any given parcel shall be deemed completed if any of the following occurs; a negotiated settlement is reached, the offer is rescinded, the parcel is transmitted for condemnation or the 90 day negotiation period has been exceeded, provided the minimum number of good faith attempts were completed.
- The CONSULTANT shall complete voluntary possession and use agreements on up to 5 parcels during the course of the negotiations. CONSULTANT shall coordinate completion of signatures from property owner.
- The Consultant will contract directly with the same escrow company that provided the title reports for closing. When the CITY receives acceptable documents from the CONSULTANT, they will be signed by the CITY and returned to the Consultant.
- The Consultant will forward the acceptable closing documents, including encumbrance risk determination to the title/escrow company for processing, recording and closing. The escrow company will be responsible for the preparation and receipt of all signatures for all documents such as Waivers of Compensation, Requests for Partial Re-conveyance, and satisfaction of all liens and encumbrances for each acquisition.
- The CONSULTANT will transmit completed files at the time or immediately after signed documents are submitted to the CITY for processing or when a file is returned to CITY at completion of negotiations as defined within this scope with any documents or other information needing to be added to the file noted in a checklist at the time of transmittal.
- It is anticipated that there will be a maximum of twelve (12) RES status meetings to be held in person or via conference call, with a maximum of two CONSULTANT staff participating in each conference

call/meeting. Staff time commitment is estimated at 2 hours per conference call for preparation, participation in the call and notes.

- The CONSULTANT shall have a minimum of one and a maximum of three staff attending any scheduled meetings.
- All meetings are anticipated to be held at the City of Sammamish or the Project site on the parcel that is being negotiated.

Deliverables

- RES Status Reports (A maximum of 12).
- Meeting summary notes (electronic PDF).
- Legal descriptions for right of way or easement documents needed for improvements with an exhibit detailing the area for each description.
- Completed acquisition documents.
- Negotiation Services documentation.
- Encumbrance list for up to ten (10) parcels.
- Administrative Settlement Memos.
- Process executed acquisition documents.
- Completed files or condemnation packages.

16.5 Right-of-Way Certification (WSDOT)

The CONSULTANT shall prepare all files for certification to the standards of the Washington State Department of Transportation LAG manual and prepare a certification memo for CITY. CONSULTANT will conduct the following:

- Prepare Post Acquisition Files for Certification.
- Prepare Draft Certification Memo.
- Participate in LPA Certification Reviews.

CITY Responsibilities:

- CITY shall supply all ROW documentation needed for parcel files to CONSULTANT in advance of all WSDOT reviews.
- Review files prior to post-acquisition certification WSDOT review.
- Review and approve draft certification memo.
- Transmit final certification memo(s) to WSDOT and Local Programs.
- Participate in WSDOT LPA certification reviews.

Assumptions:

- A maximum of 10 acquisition files shall be prepared for certification.
- There will be a maximum of one draft certification memo prepared.
- There will be a maximum of two certification review meetings of a maximum of three (3) hours duration each for post-acquisition file review.
- The post-acquisition file review meeting will occur at WSDOT NW Region office.

Deliverables:

- WSDOT ROW Certification Memorandum including corresponding file packages.

FEE ESTIMATE

City of Sammamish: Issaquah-Fall City Road Phase 2 Design



Task #	Task Description	Total Labor	Total Escalation	Total Expenses	Total Subconsultants	Total
1	PROJECT MANAGEMENT & ADMINISTRATION	\$ 81,318.34	\$ 1,626.37	\$ -	\$ 71,420.00	\$ 154,364.71
2	QUALITY ASSURANCE / QUALITY CONTROL	\$ 71,096.48	\$ 1,421.93	\$ -	\$ 26,383.00	\$ 98,901.41
3	DATA COLLECTION / REVIEW OF EXISTING INFORM	\$ 11,123.42	\$ 222.47	\$ -	\$ 6,860.00	\$ 18,205.89
4	SURVEY AND MAPPING	\$ 7,905.57	\$ 158.11	\$ -	\$ 119,495.00	\$ 127,558.68
5	GEOTECHNICAL ENGINEERING	\$ 7,770.74	\$ 155.41	\$ -	\$ 70,140.00	\$ 78,066.15
6	PUBLIC INVOLVEMENT	\$ 33,631.08	\$ 672.62	\$ -	\$ 82,049.00	\$ 116,352.70
7	TRAFFIC ANALYSIS	\$ 105,744.70	\$ 2,114.89	\$ -	\$ -	\$ 107,859.59
8	KLAHANIE COORDINATION	\$ 6,357.57	\$ 127.15	\$ -	\$ 5,754.00	\$ 12,238.72
9	PRELIMINARY ENGINEERING	\$ 75,289.02	\$ 1,505.78	\$ -	\$ 44,230.00	\$ 121,024.80
10	ENVIRONMENTAL DOCUMENTATION & PERMITTING	\$ 107,422.82	\$ 2,148.46	\$ -	\$ 20,281.00	\$ 129,852.28
11	30% DESIGN	\$ 166,144.51	\$ 3,322.89	\$ -	\$ 39,925.00	\$ 209,392.40
12	FINAL DESIGN - PS&E	\$ 564,755.64	\$ 11,295.11	\$ -	\$ 131,120.00	\$ 707,170.75
13	CONSTRUCTABILITY ANALYSIS	\$ 10,538.05	\$ 210.76	\$ -	\$ 23,020.00	\$ 33,768.81
14	BIDDING PHASE ASSISTANCE	\$ 8,910.06	\$ 178.20	\$ -	\$ 8,515.00	\$ 17,603.26
15	FUNDING SUPPORT	\$ 98,374.46	\$ 1,967.49	\$ -	\$ 7,950.00	\$ 108,291.95
16	REAL ESTATE SERVICES	\$ 153,352.01	\$ 3,067.04	\$ -	\$ 57,500.00	\$ 213,919.05
17	Expenses	\$ -	\$ -	\$ 7,654.40	\$ 86,833.00	\$ 94,487.40
						\$ 2,349,058.55

LABOR ESTIMATE, HDR ENGINEERING STAFF

City of Sammamish: Issaquah-Fall City Road Phase 2 Design



		Ferrier, Paul A	Johnson, Lawrence S	Harper, Jennifer K	Haddeland, Ryan T	Frye, Jeffrey L	Danielski, Lisa C	Story, Tobin M	Gifford, Marissa A	Weich, Ian D	Wang, Mengqing	Rijal, Shashwat (Sashi)	Johnson, Ty M	Sammon, Jensen Sterling	Wang, Hua	Quach, Katherine
	Project Role	PIC	Project Manager	Civil Lead	Roadway EIT	CAD Lead	Environmental Lead	Biologist	Permit Specialist	Sr. Biologist	Traffic Operations Engineer	Traffic Engineer	Utility Lead	Utility EIT	Traffic Operations	Structures EIT
	Billing Rate	335.33	214.49	159.07	111.34	157.03	155.35	103.39	129.33	132.21	122.38	129.99	191.99	117.72	198.68	104.04
1	PROJECT MANAGEMENT & ADMINISTRATION	9	175	96	0	2	19	0	0	0	0	0	8	3	2	0
	1.1 Project FTP Site, Project Setup, Management Plan, HASP	2	8	4												
	1.2 Progress Meetings		88	32			16						8			
	1.3 Project Schedule	1	12	8												
	1.4 Progress Reporting and Invoicing	2	22	22												
	1.5 Subconsultant Coordination	2	32	16												
	1.6 Project Closeout	2	8	4												
	1.7 Project Kickoff Meeting		5	10		2	3							3	2	
2	QUALITY ASSURANCE / QUALITY CONTROL	2	20	48	0	16	12	0	0	0	8	10	16	8	0	0
	2.1 Quality Assurance / Quality Control	2	20	48		16	12				8	10	16	8		
3	DATA COLLECTION / REVIEW OF EXISTING INFORMATION	0	8	16	0	8	4	0	8	0	4	0	2	2	2	0
	3.1 Data Collection / Review of Existing Information		8	16		8	4		8		4		2	2	2	
4	SURVEY AND MAPPING	0	3	10	8	22	0	0	4	0	0	0	0	4	0	0
	4.1 Research and Existing Data Compilation															
	4.2 Survey and Construction Geodetic and Cadastral Control					2										
	4.3 Field Surveying and Base Mapping															
	4.4 Right-of-Way, Legal Descriptions, and Exhibits		1	4	8	8										
	4.5 Office Processing and Deliverable		1	4		8			4					4		
	4.6 Supplemental Surveys		1	2		4										
5	GEOTECHNICAL ENGINEERING	0	6	14	0	2	2	0	2	0	0	0	0	0	0	0
	5.1 Explorations (Pavement Coring) & Data Collection:		2	2												
	5.2 Geotechnical Design Services		4	12		2	2		2							
6	PUBLIC INVOLVEMENT	0	56	36	16	32	4	0	0	0	16	0	0	0	0	0
	6.1 Community Engagement Plan		2													
	6.2 Stakeholder Interviews		16	8		8										
	6.3 Open Houses		18	12	16	24	4									
	6.4 Mailers, Materials, and Social Media Presence		2	4												
	6.5 Council		18	12							16					
7	TRAFFIC ANALYSIS	0	18	8	0	0	0	0	0	0	564	0	0	0	96	0
	7.1 Traffic Forecasting		2								84				16	
	7.2 Operations and Safety Analyses		16	8							480				80	
8	KLAHANIE COORDINATION	0	9	18	6	0	0	0	0	0	0	0	0	0	0	0
	8.1 Community Briefings		9	18	6											
9	PRELIMINARY ENGINEERING	2	46	88	140	120	12	0	16	0	0	0	4	0	4	0
	9.1 Preliminary Engineering	1	26	52	80	70	8		16				4		4	
	9.2 10% Design	1	20	36	60	50	4									
10	ENVIRONMENTAL DOCUMENTATION & PERMITTING	0	26	28	24	20	102	168	246	84	0	0	0	0	0	0
	10.1 Organize an Environmental Kick-off meeting and site visit		4				6	4	6							
	10.2 Permitting Stakeholder Meetings		8	4			18		16							
	10.3 Wetlands, Wildlife & Habitat Baseline Fieldwork		1					20		20						
	10.4 Wetland and Stream Delineation Report		1				4	40		12						
	10.5 Cultural Resources Assessment								4							
	10.6 Endangered Species Act Compliance						8	8	8	40						
	10.7 NEPA Documentation and Approval		8	4			20	8	48	8						
	10.8 Environmental Justice Documentation						4		20							
	10.9 Hazardous Materials Documentation						2	20	4							
	10.10 Critical Area Report		1	4			4	40	24	4						
	10.11 SEPA Checklist		1	4			8	8	24							
	10.12 Stormwater Pollution Prevention Plan (SWPPP)			4					12							



	Ferrier, Paul A	Johnson, Lawrence S	Harper, Jennifer K	Haddeland, Ryan T	Frye, Jeffrey L	Danielski, Lisa C	Story, Tobin M	Gifford, Marissa A	Weich, Ian D	Wang, Mengqing	Rijal, Shashwat (Sash)	Johnson, Ty M	Sammon, Jenson Sterling	Wang, Hua	Quach, Katherine
10.13 Permit Support, Including JARPA		2	8	24	20	28	20	80							
11 30% DESIGN	5	86	146	232	188	0	0	0	0	0	122	18	84	0	128
11.1 30% Design Plans	2	2	4	24	100										
11.2 Drainage Design and Preliminary Drainage Design Report		4	4		4										
11.3 Roadway Design		32	80	200	16										
11.4 Traffic Design		4	8		8					120					
11.5 Retaining Wall Design		4	4		20										120
11.6 Landscaping		2	2		4										
11.7 Utility Design		16	4		8						16		80		
11.8 Engineer's Opinion of Cost	1	2	16	8	4						2	2	4		8
11.9 30% Submittal	2	20	24		24										
12 FINAL DESIGN - PS&E	7	177	336	844	702	44	8	4	0	0	364	56	250	0	400
12.1 Survey, Control and Alignment		2	4		24										
12.2 Typical Roadway Sections		2	8	32	8										
12.3 Site Preparation		4	16	88	16										
12.4 Temporary Erosion and Sedimentation Control (TESC)		1	2		8										
12.5 Roadway Profiles and Superelevation		2	16	60	12										
12.6 Paving		4	32	160	40										
12.7 Intersection Grading / Roundabout Design		4	16	220	60										
12.8 Pedestrian / Bicycle Details		1	8	20	16										
12.9 Driveway & Property Interface Grading & Details		6	24	88	24										
12.10 Drainage System Plans & Details		2	2		8										
12.11 Retaining Wall Plan, Profile & Details		4	8		88										380
12.12 Pavement Marking, Signing Plans, Schedules & Details		4	32	128	32					10					
12.13 Signals, Illumination, & ITS		2	8		32					240					
12.14 Landscape Restoration and Irrigation		1	4		62	8	8	4							
12.15 Traffic Control		2	4		16					92					
12.16 Utility Design		24	4		16						44		238		
12.17 60% Submittal	2	32	44	16	80	8				8	4		4		8
12.18 90% Submittal	2	32	44	16	80	8				8	4		4		8
12.19 100%/Ad-Ready Submittal	2	32	44	8	48	16				4	2		2		4
12.20 Advertisement Submittal	1	16	16	8	32	4				2	2		2		
13 CONSTRUCTABILITY ANALYSIS	1	8	16	0	16	0	0	0	0	0	16	0	0	0	0
13.1 Constructability Analysis	1	8	16		16						16				
14 BIDDING PHASE ASSISTANCE	0	6	16	4	8	2	0	0	0	0	0	4	0	0	0
14.1 Bidding Phase Assistance		6	16	4	8	2						4			
15 FUNDING SUPPORT	2	32	80	0	20	16	0	0	0	16	0	0	0	8	0
15.1 Funding Support	2	32	80		20	16				16				8	
16 REAL ESTATE SERVICES	4	41	62	40	40	0	0	0	0	0	0	0	0	0	0
16.1 Real Estate Services Management	2	4	4												
16.2 Title Report Facilitation		1	2												
16.3 Property Descriptions and Valuations		4	16	40	40										
16.4 Right-of-Way Acquisitions and Negotiations	2	24	40												
16.5 Right-of-Way Certification (WSDOT)		8													
Task Total Hours	32.00	717.00	1018.00	1314.00	1196.00	217.00	176.00	280.00	84.00	608.00	512.00	108.00	351.00	112.00	528.00
Task Total Fee	\$ 10,730.56	\$ 153,789.33	\$ 161,933.26	\$ 146,300.76	\$ 187,807.88	\$ 33,710.95	\$ 18,196.64	\$ 36,212.40	\$ 11,105.64	\$ 74,407.04	\$ 66,554.88	\$ 20,734.92	\$ 41,319.72	\$ 22,252.16	\$ 54,933.12

LABOR ESTIMATE, HDR ENGINEERING STAFF

City of Sammamish: Issaquah-Fall City Road Phase 2 Design



		Gurrad, Matthew C	Golburr, Graham	Anders, Eric J	Vo, John-Viet T	Chambers, Krista Ray	Pauly, Sarah C	Ahrens, Leah Maite	Tidwell, Charles R	French, Cameron C	Andrews, Frederick L	Raaberg, Leanne N	Rouse, Eric C	Kramer, Fredrikus H (Fred)	Total Labor Hours	Total Labor Dollars
Project Role	Landscape Lead	Landscape Coordinator	Traffic Lead	Structures Lead	ROW Lead	ROW Document Specialist	Project Controls	QC	Roundabout Lead	Structures QC	Graphics	Funding - Analysis	Funding - Applications			
Billing Rate	149.31	88.68	168.91	168.67	179.09	103.62	100.10	155.73	124.06	228.79	114.91	361.80	308.04			
1	PROJECT MANAGEMENT & ADMINISTRATION	2	0	3	11	11	0	148	0	4	0	0	0	0	493	\$ 81,318.34
	1.1 Project FTP Site, Project Setup, Management Plan, HASP						8			4					22	\$ 3,823.66
	1.2 Progress Meetings				8	8									164	\$ 31,265.20
	1.3 Project Schedule														21	\$ 4,181.77
	1.4 Progress Reporting and Invoicing						132								178	\$ 22,102.18
	1.5 Subconsultant Coordination														50	\$ 10,079.46
	1.6 Project Closeout						8								22	\$ 3,823.66
	1.7 Project Kickoff Meeting	2		3	3	3									36	\$ 6,042.41
2	QUALITY ASSURANCE / QUALITY CONTROL	12	0	32	20	0	0	0	132	24	60	0	0	0	420	\$ 71,096.48
	2.1 Quality Assurance / Quality Control	12		32	20				132	24	60				420	\$ 71,096.48
3	DATA COLLECTION / REVIEW OF EXISTING INFORMATION	4	0	4	4	0	0	0	0	4	0	0	0	0	70	\$ 11,123.42
	3.1 Data Collection / Review of Existing Information	4		4	4					4					70	\$ 11,123.42
4	SURVEY AND MAPPING	0	0	2	0	0	0	0	0	0	0	0	0	0	53	\$ 7,905.57
	4.1 Research and Existing Data Compilation														0	\$ -
	4.2 Survey and Construction Geodetic and Cadastral Control														2	\$ 314.06
	4.3 Field Surveying and Base Mapping														0	\$ -
	4.4 Right-of-Way, Legal Descriptions, and Exhibits														21	\$ 2,997.73
	4.5 Office Processing and Deliverable			2											23	\$ 3,433.03
	4.6 Supplemental Surveys														7	\$ 1,160.75
5	GEOTECHNICAL ENGINEERING	0	0	0	20	0	0	0	0	0	0	0	0	0	46	\$ 7,770.74
	5.1 Explorations (Pavement Coring) & Data Collection:				2										6	\$ 1,084.46
	5.2 Geotechnical Design Services				18										40	\$ 6,686.28
6	PUBLIC INVOLVEMENT	8	0	0	0	4	0	0	0	0	0	40	0	0	212	\$ 33,631.08
	6.1 Community Engagement Plan														2	\$ 428.98
	6.2 Stakeholder Interviews														32	\$ 5,960.64
	6.3 Open Houses	8				4						20			106	\$ 16,150.26
	6.4 Mailers, Materials, and Social Media Presence														6	\$ 1,065.26
	6.5 Council											20			66	\$ 10,025.94
7	TRAFFIC ANALYSIS	0	0	36	0	0	0	0	0	0	0	56	0	0	778	\$ 105,744.70
	7.1 Traffic Forecasting			4								8			114	\$ 15,482.70
	7.2 Operations and Safety Analyses			32								48			664	\$ 90,262.00
8	KLAHANIE COORDINATION	6	0	0	0	0	0	0	0	0	0	0	0	0	39	\$ 6,357.57
	8.1 Community Briefings	6													39	\$ 6,357.57
9	PRELIMINARY ENGINEERING	4	0	14	28	12	0	0	0	8	0	0	0	0	498	\$ 75,289.02
	9.1 Preliminary Engineering			6	16	8				8					295	\$ 44,327.19
	9.2 10% Design	4		8	12	4									203	\$ 30,961.83
10	ENVIRONMENTAL DOCUMENTATION & PERMITTING	8	0	0	0	0	0	0	0	0	0	124	0	0	830	\$ 107,422.82
	10.1 Organize an Environmental Kick-off meeting and site visit														20	\$ 2,979.60
	10.2 Permitting Stakeholder Meetings														46	\$ 7,217.78
	10.3 Wetlands, Wildlife & Habitat Baseline Fieldwork														41	\$ 4,926.49
	10.4 Wetland and Stream Delineation Report											16			73	\$ 8,396.57
	10.5 Cultural Resources Assessment														4	\$ 517.32
	10.6 Endangered Species Act Compliance											8			72	\$ 9,312.24
	10.7 NEPA Documentation and Approval											20			116	\$ 15,850.04
	10.8 Environmental Justice Documentation														24	\$ 3,208.00
	10.9 Hazardous Materials Documentation														26	\$ 2,895.82
	10.10 Critical Area Report											32			109	\$ 12,917.65
	10.11 SEPA Checklist											8			53	\$ 6,943.89
	10.12 Stormwater Pollution Prevention Plan (SWPPP)														16	\$ 2,188.24



	Gurrad, Matthew C	Golbuff, Graham	Anders, Eric J	Vo, John-Viet T	Chambers, Krista Ray	Pauly, Sarah C	Ahrens, Leah Marie	Tidwell, Charles R	French, Cameron C	Andrews, Frederick L	Raaberg, Leanne N	Rouse, Eric C	Kramer, Fredrikus H (Fred)	Labor Hours	Labor Dollars
10.13 Permit Support, Including JARPA	8										40			230	\$ 30,069.18
11 30% DESIGN	14	22	84	36	0	0	0	4	0	0	0	0	0	1169	\$ 166,144.51
11.1 30% Design Plans														132	\$ 20,111.08
11.2 Drainage Design and Preliminary Drainage Design Report														12	\$ 2,122.36
11.3 Roadway Design														328	\$ 44,369.76
11.4 Traffic Design			80											220	\$ 32,498.36
11.5 Retaining Wall Design				32										180	\$ 22,517.08
11.6 Landscaping	12	20												40	\$ 4,940.56
11.7 Utility Design														124	\$ 17,813.80
11.8 Engineer's Opinion of Cost	2	2	4	4				4						63	\$ 9,224.65
11.9 30% Submittal														70	\$ 12,546.86
12 FINAL DESIGN - PS&E	134	382	204	244	0	0	0	0	0	0	0	0	0	4156	\$ 564,755.64
12.1 Survey, Control and Alignment														30	\$ 4,833.98
12.2 Typical Roadway Sections														50	\$ 6,520.66
12.3 Site Preparation														124	\$ 15,713.48
12.4 Temporary Erosion and Sedimentation Control (TESC)														11	\$ 1,788.87
12.5 Roadway Profiles and Superelevation														90	\$ 11,538.86
12.6 Paving														236	\$ 30,043.80
12.7 Intersection Grading / Roundabout Design														300	\$ 37,319.68
12.8 Pedestrian / Bicycle Details														45	\$ 6,226.33
12.9 Driveway & Property Interface Grading & Details														142	\$ 18,671.26
12.10 Drainage System Plans & Details														12	\$ 2,003.36
12.11 Retaining Wall Plan, Profile & Details				200										680	\$ 89,218.36
12.12 Pavement Marking, Signing Plans, Schedules & Details			20											226	\$ 29,902.78
12.13 Signals, Illumination, & ITS			110											392	\$ 56,504.20
12.14 Landscape Restoration and Irrigation	108	360												555	\$ 61,224.15
12.15 Traffic Control			32											146	\$ 20,941.94
12.16 Utility Design														326	\$ 44,761.44
12.17 60% Submittal	8	8	16	16										254	\$ 40,536.34
12.18 90% Submittal	12	8	16	16										258	\$ 41,133.58
12.19 100%/Ad-Ready Submittal	4	4	8	8										186	\$ 30,655.32
12.20 Advertisement Submittal	2	2	2	4										93	\$ 15,217.25
13 CONSTRUCTABILITY ANALYSIS	0	0	0	8	0	0	0	0	0	0	0	0	0	65	\$ 10,538.05
13.1 Constructability Analysis				8										65	\$ 10,538.05
14 BIDDING PHASE ASSISTANCE	2	0	4	6	0	0	0	2	0	0	0	0	0	54	\$ 8,910.06
14.1 Bidding Phase Assistance	2		4	6				2						54	\$ 8,910.06
15 FUNDING SUPPORT	0	0	0	0	0	0	0	0	0	0	80	80	100	434	\$ 98,374.46
15.1 Funding Support											80	80	100	434	\$ 98,374.46
16 REAL ESTATE SERVICES	0	0	0	0	422	454	0	0	0	0	0	0	0	1063	\$ 153,352.01
16.1 Real Estate Services Management					88	20								118	\$ 19,997.22
16.2 Title Report Facilitation					4	4								11	\$ 1,663.47
16.3 Property Descriptions and Valuations					80	20								200	\$ 30,537.48
16.4 Right-of-Way Acquisitions and Negotiations					210	400								676	\$ 91,238.12
16.5 Right-of-Way Certification (WSDOT)					40	10								58	\$ 9,915.72
Task Total Hours	194.00	404.00	383.00	377.00	449.00	454.00	148.00	138.00	40.00	60.00	300.00	80.00	100.00	10380.00	
Task Total Fee	\$ 28,966.14	\$ 35,826.72	\$ 64,692.53	\$ 63,588.59	\$ 80,411.41	\$ 47,043.48	\$ 14,814.80	\$ 21,490.74	\$ 4,962.40	\$ 13,727.40	\$ 34,473.00	\$ 28,944.00	\$ 30,804.00		\$ 1,509,734.47

SUBCONSULTANTS

City of Sammamish: Issaquah-Fall City Road Phase 2 Design

 SUBCONSULTANTS		Shannon & Wilson	1 Alliance	Tierra ROW	Lingeman Valuation and Consulting	Duncan Associates	Perteet	Envirolssues	Title Company	Total Subconsultants	Sub Markup	Total Subconsultants + Markup
											0.00%	
1	PROJECT MANAGEMENT & ADMINISTRATION											
	Task Total	\$14,810.00	\$6,256.00	\$0.00	\$0.00	\$0.00	\$39,800.00	\$10,554.00	\$0.00	\$71,420.00	\$0.00	\$71,420.00
2	QUALITY ASSURANCE / QUALITY CONTROL											
	Task Total	\$0.00	\$2,148.00	\$0.00	\$0.00	\$0.00	\$24,235.00	\$0.00	\$0.00	\$26,383.00	\$0.00	\$26,383.00
3	DATA COLLECTION / REVIEW OF EXISTING INFORMATION											
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,860.00	\$0.00	\$0.00	\$6,860.00	\$0.00	\$6,860.00
4	SURVEY AND MAPPING											
	Task Total	\$0.00	\$119,495.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$119,495.00	\$0.00	\$119,495.00
5	GEOTECHNICAL ENGINEERING											
	Task Total	\$70,140.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$70,140.00	\$0.00	\$70,140.00
6	PUBLIC INVOLVEMENT											
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,725.00	\$79,324.00	\$0.00	\$82,049.00	\$0.00	\$82,049.00
7	TRAFFIC ANALYSIS											
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
8	KLAHANIE COORDINATION											
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,754.00	\$0.00	\$5,754.00	\$0.00	\$5,754.00
9	PRELIMINARY ENGINEERING											
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$44,230.00	\$0.00	\$0.00	\$44,230.00	\$0.00	\$44,230.00
10	ENVIRONMENTAL DOCUMENTATION & PERMITTING											
	Task Total	\$0.00	\$0.00	\$10,021.00	\$0.00	\$0.00	\$10,260.00	\$0.00	\$0.00	\$20,281.00	\$0.00	\$20,281.00
11	30% DESIGN											
	Task Total	\$2,155.00	\$0.00	\$0.00	\$0.00	\$0.00	\$37,770.00	\$0.00	\$0.00	\$39,925.00	\$0.00	\$39,925.00
12	FINAL DESIGN - PS&E											
	Task Total	\$6,720.00	\$0.00	\$0.00	\$0.00	\$0.00	\$124,400.00	\$0.00	\$0.00	\$131,120.00	\$0.00	\$131,120.00
13	CONSTRUCTABILITY ANALYSIS											
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$23,020.00	\$0.00	\$0.00	\$23,020.00	\$0.00	\$23,020.00
14	BIDDING PHASE ASSISTANCE											
	Task Total	\$1,205.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,310.00	\$0.00	\$0.00	\$8,515.00	\$0.00	\$8,515.00
15	FUNDING SUPPORT											
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,950.00	\$0.00	\$0.00	\$7,950.00	\$0.00	\$7,950.00
16	REAL ESTATE SERVICES											
	Task Total	\$0.00	\$0.00	\$0.00	\$27,500.00	\$5,000.00	\$0.00	\$0.00	\$25,000.00	\$57,500.00	\$0.00	\$57,500.00
17	Expenses											
	Task Total	\$69,895.00	\$15,488.00	\$267.00	\$0.00	\$0.00	\$548.00	\$635.00	\$0.00	\$86,833.00	\$0.00	\$86,833.00
Total Subconsultants		\$ 164,925.00	\$ 143,387.00	\$ 10,288.00	\$ 27,500.00	\$ 5,000.00	\$ 329,108.00	\$ 96,267.00	\$ 25,000.00	\$ 801,475.00	\$ -	\$ 801,475.00

EXPENSES

City of Sammamish: Issaquah-Fall City Road Phase 2 Design

FD	OTHER DIRECT COSTS	POV Mileage/mile	Field Supplies	Bond Plots - B&W (per sq. ft.)	Bond Plots - Color (per sq. ft.)	Copies/Page 8.5x11 B&W	Copies/Page 8.5x11 Color	Tech Fees	Contingency	Total ODC	ODC Markup	Total ODC + Markup
		Travel	Field Equipment	Office Expenses	Office Expenses	Office Expenses	Office Expenses					
	Unit Cost	Each	Each	Each	Each	Each	Each					
1	PROJECT MANAGEMENT & ADMINISTRATION											
	Quantity							0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2	QUALITY ASSURANCE / QUALITY CONTROL											
	Quantity	0	0	0				0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3	DATA COLLECTION / REVIEW OF EXISTING INFORMATION											
	Quantity	0	0	0	0	0	0	0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4	SURVEY AND MAPPING											
	Quantity	0	0	0				0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5	GEOTECHNICAL ENGINEERING											
	Quantity	0	0	0	0			0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6	PUBLIC INVOLVEMENT											
	Quantity							0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
7	TRAFFIC ANALYSIS											
	Quantity	0	0	0	0	0	0	0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
8	KLAHANIE COORDINATION											
	Quantity		0	0	0	0	0	0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
9	PRELIMINARY ENGINEERING											
	Quantity		0	0	0	0	0	0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
10	ENVIRONMENTAL DOCUMENTATION & PERMITTING											
	Quantity			0	0			0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
11	30% DESIGN											
	Quantity	0	0	0				0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
12	FINAL DESIGN - PS&E											
	Quantity	0	0	0				0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
13	CONSTRUCTABILITY ANALYSIS											
	Quantity	0	0	0				0.00				

City of Sammamish: Issaquah-Fall City Road Phase 2 Design

Task Total		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
14	BIDDING PHASE ASSISTANCE											
	Quantity	0	0	0	0	0	0	0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
15	FUNDING SUPPORT											
	Quantity	0	0	0	0	0	0	0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
16	REAL ESTATE SERVICES											
	Quantity	0	0	0	0	0	0	0.00				
	Task Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
17	Expenses											
	Quantity	4680	24	1000	600	21600	4400	0.00				
	Task Total	\$2,714.40	\$1,200.00	\$140.00	\$540.00	\$1,080.00	\$1,980.00	\$0.00	\$0.00	\$7,654.40	\$0.00	\$7,654.40
Total ODC		\$ 2,714.40	\$ 1,200.00	\$ 140.00	\$ 540.00	\$ 1,080.00	\$ 1,980.00	\$ -	\$ -	\$ 7,654.40	\$ -	\$ 7,654.40

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Bid Award: 2020 Pavement Program - Overlay / Watson Asphalt Paving Co., Inc.	
DATE SUBMITTED:	May 06, 2020	
DEPARTMENT:	Public Works	
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
RECOMMENDATION:	Authorize the Interim City Manager to award and execute a contract with Watson Asphalt Paving Co., Inc. for construction of the 2020 Pavement Program - Overlay project in the amount of \$2,094,649.35 and to administer a ten percent (10%) project contingency.	
EXHIBITS:	1. Exhibit 1 - 2020 Pavement Program - Overlay Bit Tab 2. Exhibit 2 - 2020 Pavement Program - Overlay Vicinity Map 3. Exhibit 3 - 2020 Pavement Program - Overlay Bidder's Checklist	
BUDGET:		
Total dollar amount	\$2,304,114.28	<input checked="" type="checkbox"/> Approved in budget
Fund(s)	Overlay & Pavement Preservation - Roadway (101-000-542-30-48-51)	<input type="checkbox"/> Budget reallocation required <input type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:

Should the City of Sammamish enter into a contract with the apparent low bidder, Watson Asphalt Paving Co., Inc., for construction of the 2020 Pavement Program - Overlay project?

KEY FACTS AND INFORMATION SUMMARY:

The 2020 Pavement Program - Overlay project was publicly advertised for construction in April/May, 2020. Three (3) contractors submitted proposals for the project. Bid proposals were opened on May

5th, 2020. Watson Asphalt Paving Co., Inc. has been verified as the lowest responsive and responsible bidder.

Background:

The 2020 Pavement Program - Overlay project provides pavement rehabilitation through Hot Mix Asphalt (HMA) overlays and localized pavement patching. This project overlays approximately 12 lane miles of roadway through 9 different sites throughout the City (shown on the attached map), with additional localized patching.

These 2020 overlay streets were selected based on pavement condition records from the City’s ongoing computerized pavement management program, which takes into account the maintenance history, age of streets, condition of pavement, and visual inspections. According to 2016 pavement condition records, the average rating for the entire City roadway network is 82 out of a possible 100. The average modeled 2020 rating of the roads in this proposed contract to be rehabilitated is 64, which is at a level recommending preventative maintenance.

More information about the project can be viewed at the City’s [project webpage](#).

Additional background about the City’s pavement management program was provided at the [March 13, 2018 City Council Meeting](#).

Summary:

The 2020 Pavement Program - Overlay Project features work along the following roadways as shown on the attached map;

- Heritage Hills - 220th Pl NE, between NE 25th Way and NE 23rd St (Site 1);
- Deer Park - 233rd Ave NE, between NE 25th Way and NE 22nd St Rd (Site 2);
- Autumn Wind - NE 15th Pl/233rd Pl, between 236th Ave NE and NE 14th St (Site 3);
- 228th Ave SE, between SE 8th St and SE 24th St (Site 5);
- East Lake Sammamish Pl, off East Lake Sammamish Parkway (Site 6);
- SE 24th Way, between East Lake Sammamish Parkway and Pavement Change (Site 7);
- East Beaver Lake Drive, between SE 28th St and Iss-Beaver Lake Rd and Pvmt Change to Beaver Lk Way SE (Site 8);
- Summerwood and Hunter's Ridge neighborhoods (Site 9);
- Various Citywide Patching (Site 10);

Note: Site numbers are tied to curb ramp retrofit site locations. There is no Site 4 for the overlay project.

FINANCIAL IMPACT:

The construction low bid is \$2,094,649.35 and an additional construction contingency of \$209,464.93 will be funded through the Overlay & Pavement Preservation Roadway budget, for a project estimate of \$2,304,114.28.

OTHER ALTERNATIVES CONSIDERED:

Failure to award this contract will result in lowering the condition of our roadway network. When necessary roadway preventative maintenance is neglected, it results in the City needing to spend more money on larger roadway rebuild projects.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Transportation Comprehensive Plan](#)

- **Goal T.3:** Operations, Maintenance, Management and Safety



Bid Opening

City of Sammamish Public Works Department

Project: **2020 PAVEMENT PROGRAM - OVERLAY**

Bid Date & Time: **MAY 5, 2020, 10:15 AM**

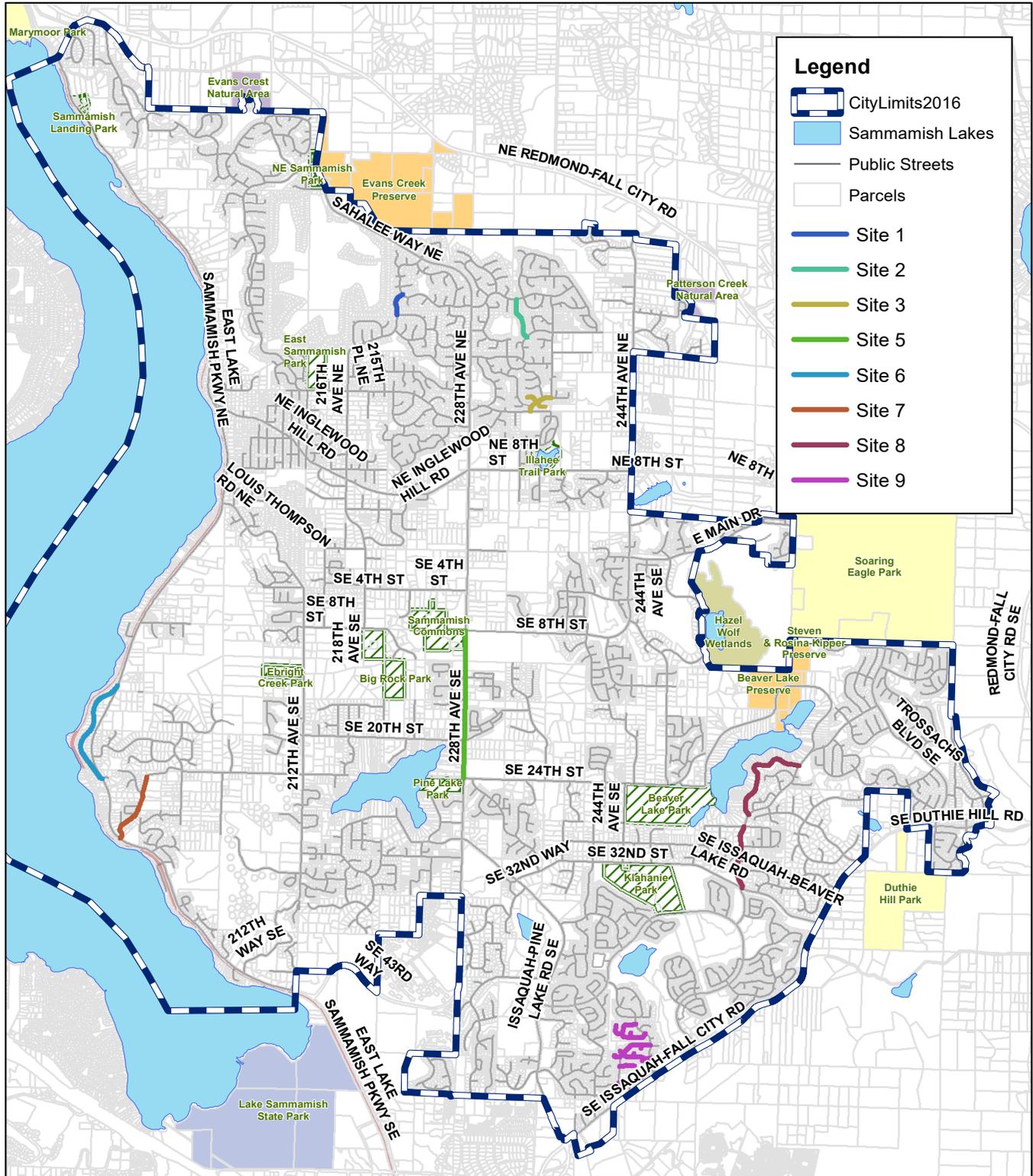
Bidder		Signed Proposal Schedule of Prices Bid Security Form Acknowledgement of Receipt of Addenda Bidder Information and Signature Non-Collusion and Debarment Affidavit Minimum Wage Affidavit Form ¹ List of Subcontractors (if bid is over \$1,000,000) ² Statement of Bidder's Qualifications ² Responsible Bidder Criteria										Total Bid Price
1	Lakeside Industries	X	X	X	X	X	X	X	X	X	X	\$2,174,264.80
2	Waston Asphalt Paving Co., Inc.	X	X	X	X	X	X	X	X	X	X	\$2,094,649.35
3	Cadman Materials Inc.	X	X	X	X	X	X	X	X	X	X	\$2,655,157.15
4												
5												
6												
7												
8												
9												
10												

Engineer's Estimate: \$2,336,701.00

¹Form must be submitted within one hour after published bid submittal time.

²Form must be submitted within 48 hours after the published bid submittal time.

budget:



0 0.25 0.5 1 1.5 Miles

2020 Pavement Program - Overlay Vicinity Map
Date Created: 5/6/2020

BIDDER'S CHECKLIST

1. REQUIRED FORMS

The Bidder shall submit the following forms as part of the proposal. The forms must be executed in full and submitted with the Proposal.

- Proposal
- Schedule of Prices
- Bid Security Form
- Acknowledgement of Receipt of Addenda
- Bidder Information and Signature
- Non-Collusion and Debarment Affidavit
- Minimum Wage Affidavit Form

Every prime contract bidder shall submit with the bid or within one hour after the published bid submittal time, the names of subcontractors. (Only required if the project is expected to cost one million dollars or more.)

- List of Subcontractors

The two lowest bidders shall submit the following forms within 48 hours after the bid opening. Failure to submit these forms may result in the Contracting Agency refusal to accept the Bid.

- Statement of Bidder's Qualifications
- Responsible Bidder Criteria

2. AGREEMENT FORMS

The following forms (a., b., and c.) are to be executed and the following Certificates of Insurance (d. and e.) are to be provided after the Contract is awarded and prior to Notice to Proceed.

- a. Agreement
- b. Performance Bond
- c. Labor and Material Payment Bond
- d. Certificate of Insurance
- e. Certificate of Builder's Risk "All Risk" Insurance
- f. City of Sammamish Business License

**PART 2
PROPOSAL**

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

PROPOSAL

Honorable mayor and Council
 City of Sammamish
 801 228th Avenue NE
 Sammamish, WA 98075

This work provides for the improvement of various City of Sammamish streets by planing, patching, leveling, overlaying with HMA pavement, adjusting utility structures, pavement marking striping, and other work, all in accordance with the Contract Plans, Contract Provisions, and the Standard Specifications.

All bidding and construction shall be performed in compliance with the Notice to Contractors, Bid Proposal, Plans, Specifications, and Contract for this project and any addenda issued thereto which are on file at the office of the City Clerk, City Hall, City of Sammamish, Washington.

It is understood herein that after the date and hour set for the opening of bids, no Bidder may withdraw its Proposal, unless the award of the Contract is delayed for a period exceeding sixty (60) consecutive calendar days.

The undersigned has examined the site(s), local conditions, Addenda, Contract Provisions, Plans, and all applicable laws and ordinances covering the Work contemplated. In accordance with the terms, provisions, and requirements of the foregoing, all of their respective terms and conditions are incorporated herein by this reference and the following unit and lump sum prices are tendered as an offer to perform the Work and furnish the equipment, materials, appurtenances, and guarantees, complete in place, in good working order.

The undersigned freely states that it is familiar with the provisions of the competitive bidding statutes of the State of Washington, and specifically the provisions of RCW Chapter 9.18, and certifies that with respect to this Proposal, there has been no collusion or understanding with any other person, persons, or corporation, to prevent or eliminate full and unrestricted competition among Bidders on this Project.

The undersigned agrees that in the event of contract award, it shall employ only Contractor and Subcontractors duly licensed by the State of Washington.

The undersigned agrees that the Owner reserves the right to reject any or all bids and to waive any minor informalities.

The undersigned hereby agrees that the Owner reserves the right to award the contract to the lowest responsible, responsive bidder whose Proposal is in the best

**2020 PAVEMENT PROGRAM - OVERLAYS
 CITY OF SAMMAMISH**

**PART 2
 PROPOSAL**

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

interest of the Owner. The Owner will determine at the time of award of the Project which additives, if any, will be included in the Contract.

The undersigned agrees that the Owner is authorized to obtain reports from all references included herein.

I, the undersigned, hereby certify, under penalty of perjury under the laws of the State of Washington, on behalf of the firm identified below that, to the best of my knowledge and belief, this firm has NOT been determined by a final and binding citation and notice of assessment issued by the Washington State Department of Labor and Industries or through a civil judgment entered by a court of limited or general jurisdiction to have willfully violated, as defined in RCW 49.48.082, any provision of RCW chapters 49.46, 49.48, or 49.52 within three (3) years prior to this project's bid solicitation date.

Very Truly Yours,

WATSON ASPHALT PAVING CO., INC.

Print Company Name

By (Print Name) Rick Schroeder

By (Signature) 

Title President

Date 8/5/20

Redmond, WA
Place of Execution Date

SCHEDULE OF PRICES

NOTE:

- Unit prices for all items, all extensions, and the total amount bid must be shown.
- The project must be in its entirety, including all bid items and any bid additive bid items as specifically listed in the Proposal, in order to be considered a responsive bid.
- Where conflict occurs between the unit price and the total amount named for any item the unit price shall prevail, and totals shall be corrected to conform thereto.
- All entries must be typed or printed and entered in ink. Award of the Contract shall be based on the lowest, responsive bid.

(Standard Specifications and Special Provision references shown are provided for information only to assist bidders in the preparation of their proposal. Bidders shall not rely on this information and must thoroughly examine the contract requirements during the preparation of their proposal.)

Item No.	Item With Unit Priced Bid	Unit	Approx. Quantity	Unit Price	Amount
1	MINOR CHANGE (SS 1-04)	CALC	1.00	\$ 25,000.00	\$ 25,000.00
2	SPCC PLAN (SS 1-07)	L.S.	1.00	\$ 500.00	\$ 500.00
3	MOBILIZATION (SS 1-09)	L.S.	1.00	\$ 94,300.00	\$ 94,300.00
4	OTHER TEMPORARY TRAFFIC CONTROL (SS 1-10)	L.S.	1.00	\$ 65,000.00	\$ 65,000.00
5	FLAGGERS (SP 1-10)	HR	2100.00	\$ 63.00	\$ 132,300.00
6	TRAFFIC CONTROL SUPERVISOR (SS 1-10)	L.S.	1.00	\$ 23,000.00	\$ 23,000.00
7	PORTABLE CHANGEABLE MESSAGE SIGN (SP 1-10)	DAY	120.00	\$ 85.00	\$ 10,200.00

2020 PAVEMENT PROGRAM - OVERLAYS
CITY OF SAMMAMISH

ADDENDUM No. 1

Item No.	Item With Unit Priced Bid	Unit	Approx. Quantity	Unit Price	Amount
8	UNIFORMED POLICE OFFICER (SP 1-10)	CALC.	1.00	\$ 20,000.00	\$ 20,000.00
9	SITE 1 PREPARATION (SP 2-01)	EA	1.00	\$ 1,000.00	\$ 1,000.00
10	SITE 2 PREPARATION (SP 2-01)	EA	1.00	\$ 300.00	\$ 300.00
11	SITE 3 PREPARATION (SP 2-01)	EA	1.00	\$ 1,000.00	\$ 1,000.00
12	SITE 5 PREPARATION (SP 2-01)	EA	1.00	\$ 4,500.00	\$ 4,500.00
13	SITE 6 PREPARATION (SP 2-01)	EA	1.00	\$ 3,000.00	\$ 3,000.00
14	SITE 7 PREPARATION (SP 2-01)	EA	1.00	\$ 3,000.00	\$ 3,000.00
15	SITE 8 PREPARATION (SP 2-01)	EA	1.00	\$ 3,500.00	\$ 3,500.00
16	SITE 9 PREPARATION (SP 2-01)	EA	1.00	\$ 3,000.00	\$ 3,000.00
17	SITE 10 PATCHING PREPARATION (SP 2-01)	EA	1.00	\$ 200.00	\$ 200.00
18	PERMEABLE BALLAST (SP 4-04)	TON	160.00	\$ 80.00	\$ 12,800.00
19	CRUSHED SURFACING TOP COURSE (SS 4-04)	TON	30.00	\$ 80.00	\$ 2,400.00
20	PAVEMENT REPAIR EXCAVATION, INCL. HAUL (SS 5-04)	S.Y.	9,300.00	\$ 10.00	\$ 93,000.00
21	ANTI-STRIPPING ADDITIVE (SS 5-04)	EST.	1.00	\$ 10,000.00	\$ 10,000.00
22	PLANING BITUMINOUS PAVEMENT (SS 5-04)	S.Y.	49,000.00	\$ 3.10	\$ 151,900.00
23	HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22 (SS 5-04)	TON	1,950.00	\$ 112.00	\$ 218,400.00
24	HMA CL. 3/8 IN. PG 58H-22 (SS 5-04)	TON	2,800.00	\$ 79.60	\$ 222,880.00
25	HMA CL. 1/2 IN. PG 58H-22 (SS 5-04)	TON	8,000.00	\$ 79.60	\$ 636,800.00
26	HMA WIDE THICKENED EDGE (SP 5-04)	L.F.	1,000.00	\$ 0.50	\$ 500.00
27	DRIVEWAY EDGE PLANING INCL. HAUL (SP 5-04)	L.F.	2,050.00	\$ 2.40	\$ 4,920.00

2020 PAVEMENT PROGRAM - OVERLAYS
CITY OF SAMMAMISH

ADDENDUM No. 1

Item No.	Item With Unit Priced Bid	Unit	Approx. Quantity	Unit Price	Amount
28	ASPHALT COST PRICE ADJUSTMENT (SP 5-04)	CALC	1.00	\$ 20,000.00	\$ 20,000.00
29	ADJUST MANHOLE (SS 7-05)	E.A.	13.00	\$ 470.00	\$ 6,110.00
30	ADJUST MANHOLE – NESSWD (SP 7-05)	E.A.	19.00	\$ 470.00	\$ 8,930.00
31	ADJUST MANHOLE – SPWSD (SP 7-05)	E.A.	77.00	\$ 470.00	\$ 36,190.00
32	ADJUST CATCH BASIN (SS 7-05)	E.A.	22.00	\$ 470.00	\$ 10,340.00
33	ADJUST CATCH BASIN - RISER (SP 7-05)	E.A.	10.00	\$ 175.00	\$ 1,750.00
34	LOWER UTILITIES – 228TH AVE SE (SP 7-05)	L.S.	1.00	\$ 41,500.00	\$ 41,500.00
35	ADJUST VALVE BOX – NESSWD (SP 7-12)	E.A.	1.00	\$ 370.00	\$ 370.00
36	ADJUST VALVE BOX – SPWSD (SP 7-12)	E.A.	105.00	\$ 370.00	\$ 38,850.00
37	INLET PROTECTION (SS 8-01)	E.A.	187.00	\$ 35.00	\$ 6,545.00
38	CUL-DE-SAC ISLAND RESTORATION (SP 8-02)	E.A.	9.00	\$ 500.00	\$ 4,500.00
39	TOPSOIL/SEEDED LAWN INSTALLATION (SP 8-02)	S.Y.	1300.00	\$ 9.90	\$ 12,870.00
40	EXTRUDED CURB (SS 8-04)	L.F.	845.00	\$ 7.70	\$ 6,506.50
41	PRECAST DUAL FACED SLOPED MOUNTABLE CURB (SS 8-04)	L.F.	870.00	\$ 21.50	\$ 18,705.00
42	RAISED PAVEMENT MARKER TYPE 2 (SS 8-23)	HUND	7.80	\$ 440.00	\$ 3,432.00
43	RAISED PAVEMENT MARKER TYPE 3 (SS 8-23)	HUND	0.60	\$ 600.00	\$ 360.00
44	FLEXIBLE GUIDE POST (SS 8-10)	E.A.	33.00	\$ 70.00	\$ 2,310.00
45	ADJUST MONUMENT CASE AND COVER (SP 8-13)	E.A.	10.00	\$ 370.00	\$ 3,700.00
46	ADJUST MONUMENT CASE AND COVER – RISER (SP 8-13)	E.A.	52.00	\$ 80.00	\$ 4,160.00
47	DETECTABLE WARNING SURFACE (SS 8-14)	S.F.	80.00	\$ 60.00	\$ 4,800.00

Item No.	Item With Unit Priced Bid	Unit	Approx. Quantity	Unit Price	Amount
48	REPLACE INDUCTION LOOPS (SP 8-20)	E.A.	107.00	\$ 750.00	\$ 80,250.00
49	ADJUST JUNCTION BOX (SP 8-20)	E.A.	1.00	\$ 470.00	\$ 470.00
50	ADJUST COMMUNICATION MANHOLE - LOWER (SP 8-20)	E.A.	5.00	\$ 1,000.00	\$ 5,000.00
51	PAINT LINE (SS 8-22)	L.F.	21,620.00	\$ 0.32	\$ 6,918.40
52	PAINTED WIDE LINE (SS 8-22)	L.F.	3,940.00	\$ 0.38	\$ 1,497.20
53	PLASTIC WIDE LINE (SS 8-22)	L.F.	1,755.00	\$ 2.90	\$ 5,089.50
54	PLASTIC CROSSWALK LINE (SS 8-22)	S.F.	1,967.00	\$ 3.45	\$ 6,786.15
55	PLASTIC STOP LINE (SS 8-22)	L.F.	518.00	\$ 4.95	\$ 2,564.10
56	PLASTIC TRAFFIC ARROW (SS 8-22)	E.A.	42.00	\$ 60.00	\$ 2,520.00
57	PLASTIC TRAFFIC LETTER (SS 8-22)	E.A.	17.00	\$ 110.00	\$ 1,870.00
58	TEMPORARY PAVEMENT MARKINGS - SHORT DURATION (SS 8-23)	LF	42,370.00	\$ 0.15	\$ 6,355.50

TOTAL CONSTRUCTION COST \$ 2,094,649.35

**Note: Contractor is advised to be familiar with Washington State Revenue Rule 171 as no separate, distinct sales tax monies will be reimbursed to the Contractor. See Special Provisions 1-07.2(1)*

PROPOSAL – Continued

Watson Asphalt Paving Co., Inc.
Print Contractor Name

BID SECURITY FORM

Herewith find deposit in the form of a certified check, cashier's check, cash, or bid bond in the amount of \$ _____ which amount is not less than five percent of the total bid.

Sign here _____

Know All Men by These Presents:

That we, Watson Asphalt Paving Co., Inc., as Principal, and Travelers Casualty and Surety Company of America as Surety, are held and firmly bound unto the City of Sammamish, as Obligee, in the penal sum of Five Percent (5%) of Total Amount Bid Dollars, for the payment of which the Principal and the Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, by these presents.

The condition of this obligation is such that if the Obligee shall make any award to the Principal for 2020 Pavement Program - Overlay according to the terms of the proposal or bid made by the Principal therefor, and the Principal shall duly make and enter into a contract with the Obligee in accordance with the terms of said proposal or bid and award and shall give bond for the faithful performance thereof, with Surety or Sureties approved by the Obligee; or if the Principal shall, in case of failure to do so, pay and forfeit to the Obligee the penal amount of the deposit specified in the call for bids, then this obligation shall be null and void; otherwise it shall be and remain in full force and effect and the Surety shall forthwith pay and forfeit to the Obligee, as penalty and liquidated damages, the amount of this bond.

SIGNED, SEALED AND DATED THIS 5th DAY OF May, 20 20

Watson Asphalt Paving Co., Inc.

[Signature]
Principal

Travelers Casualty and Surety
Company of America

[Signature]
Surety Theresa A. Lamb, Attorney-in-Fact

Received return of deposit in the sum of \$ _____

	Travelers Casualty and Surety Company of America Travelers Casualty and Surety Company St. Paul Fire and Marine Insurance Company
---	--

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Julie M. Glover, S.M. Scott, Michael A. Murphy, Jim W. Doyle, Andy D. Prill, Jim S. Kuich, Chad M. Epple, Steve Wagner, Theresa A. Lamb, Carl M. Lovested III, Patti White, Teresa Glombecki, and Maxwell Martin**, of Bothell, Washington, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017 .



State of Connecticut

City of Hartford ss.

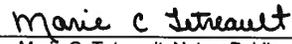
By: 
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2021




Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

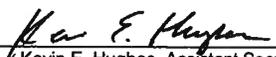
FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 5th day of May, 2020




Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDA

By signing below, Bidder acknowledges receipt and understanding of the following Addenda to the Contract Documents:

Addendum No.	Date of Receipt	Signature
1	4/30/20	
2		
3		
4		
5		
6		

NOTE:
Failure to acknowledge receipt of Addenda may be considered as an irregularity in the Bid Proposal and the City reserves the right to determine whether the Bid will be disqualified.

CONTRACT ADDENDUM NO. 1
CITY OF SAMMAMISH
2020 PAVEMENT PROGRAM - OVERLAYS

Date of Issue: April 30th, 2020
 Bids Due: May 5th, 2020 at 10:00am

Notice to All Plan Holders:

This Addendum No. 1, containing the following revisions, additions, deletions and/or clarifications is hereby made part of the Proposal, Plan and Contract Provisions for the above-named project. Bidders shall take this Addendum into consideration when preparing and submitting their bids. Bidders shall acknowledge the receipt of Addendum No. 1 in the space provided in the Bid Proposal. Failure to do so may disqualify the bid from consideration.

PUBLIC OPENING INFORMATION

Here is the information to enter the online public bid opening:

Sammamish's 2020 Pavement Program - Overlay Bid Opening
 Tue, May 5, 2020 10:10 AM - 10:40 AM (PDT)

Please join my meeting from your computer, tablet or smartphone.
<https://global.gotomeeting.com/join/143733253>

You can also dial in using your phone.
 United States: [+1 \(786\) 535-3211](tel:+17865353211)

Access Code: 143-733-253

New to GoToMeeting? Get the app now and be ready when your first meeting starts:
<https://global.gotomeeting.com/install/143733253>

SPECIAL PROVISIONS

1. (Modified SP)
7-05.5 Payment
 Replace Special Provision paragraph 2 with the following:

The unit contractor price per lump sum for "Lower Utilities – 228th Ave SE", shall be full pay for all costs necessary to lower all utilities on 228th Ave SE, unless covered in a sperate bid item, during grinding and paving to avoid any utilities from being above the pavement grade outside of work hours.

2. (New Item)

Section 8-20, Illumination, Traffic Signal Systems, and Electrical

Supplement Section 8-20.3 with the following:

(*****)

All utility lowering must be completed before traffic lanes are allowed to open after planning.

Supplement Section 8-20.4 with the following:

(*****)

Measure for lowering communications manholes will be per each.

Supplement Section 8-20.5 with the following:

(*****)

“Adjust Communication Manhole – Lower”, per each. The unit price per each for “Adjust Communication Manhole – Lower” shall be full pay for all materials, labor, tools, and equipment necessary to adjust the existing manholes below planning elevation.

PROPOSAL

SCHEDULE OF PRICES

Delete the Schedule of Prices and replace with the attached Schedule of Prices labeled in Addendum No. 1

1. Special Provision number updated.
 - a. Item 49, Adjust Junction Box. Changed callout to SP 8-20 from SP 8-22
2. New Bid Item:
 - a. Item 50, Adjust Communication Manhole – Lower (SP 8-20)

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

BIDDER INFORMATION AND SIGNATURE

The Bidder proposes to accept as full payment for the Work proposed herein, the amount computed under the provisions of the Contract Provisions. The undersigned Bids for the following described Project:

2020 PAVEMENT PROGRAM - OVERLAY

The party by whom this Bid is submitted and by whom the Contract will be entered into, in the event the award is made to this party, is:

<p><u>WATSON ASPHALT PAVING CO., INC.</u> Contractor (Firm Name)</p> <p><u>P.O. Box 845, Redmond, WA</u> Address <u>98073</u></p> <p><u>425-868-4377</u> Phone Number</p> <p><u>WA-TS-0A P256PB</u> Contractor's Washington State License Number</p>	<p> Signature</p> <p><u>Rick Schroeder, President</u> Name (Print) & Title</p> <p><u>5/5/20</u> Date of Signing</p> <p><u>Corporation</u> (Indicate whether contractor is partnership, joint venture, corporation, or sole proprietorship)*</p>
--	---

*If Bidder is a corporation, write State of Incorporation under signature. If partnership, give full names of all partners.

The name of the President, Treasurer, and/or Manager of the Bidding corporation, or the names of all persons and parties interested in this Bid as partners or principals, are as follows:

Name	Address
<u>Rick Schroeder, Pres</u>	<u>WATSON ASPHALT PAVING CO INC</u>
<u>Mike Schroeder, Sec/Treas</u>	<u>P.O. BOX 845</u>
	<u>REDMOND, WA 98073-0845</u>

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

IF SOLE PROPRIETOR OR PARTNERSHIP

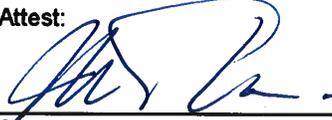
IN WITNESS hereto, the undersigned has set his (its) hand this _____ day of _____, 20____.

Signature of Bidder

Title

IF CORPORATION

IN WITNESS WHEREOF, the undersigned corporation has caused this instrument to be executed by its duly authorized officers this 5th day of May, 2020.

Attest:


Secretary

WATSON ASPHALT PAVING CO., INC.

Name of Corporation
by 

President
Title

Sworn to me before me this 5th day of May, 2020.
Notary Public in and for the State of Washington Residing at Kirkland



NOTES:
If the Bidder is a co-partnership, give firm name under which business is transacted; Proposal must be executed by a partner. If the Bidder is a corporation, Proposal must be executed in the corporate name by the president or vice-president (or any other corporate officer accompanied by evidence of authority to sign).

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

NON-COLLUSION AND DEBARMENT AFFIDAVIT

* STATE OF WASHINGTON)
)
** COUNTY OF King)

I, the undersigned, an authorized representative of ***Watson Asphalt Paving, being first duly sworn on oath do hereby certify that said person(s), firm, association or corporation has (have) not either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.

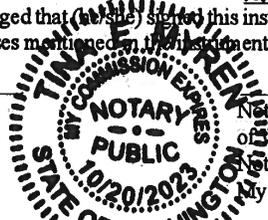
I further certify that, except as noted below, the firm, association or corporation or any person in a controlling capacity associated therewith or any position involving the administration of federal funds, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded or determined ineligible by any federal agency within the past 3 years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against said person, firm, association or corporation by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

I further acknowledge that by signing the signature page of the proposal, I am deemed to have signed and have agreed to the provisions of this affidavit.

2020 Pavement Program - Overlay
Name of Project
WATSON ASPHALT PAVING CO., INC.
Name of Bidder's Firm
[Signature], President
Signature of Authorized Representative of Bidder
Rick Schroeder
Printed Name of Authorized Representative of Bidder
5/5/20
Date

I certify that I know or have satisfactory evidence that Rick Schroeder is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in this instrument.

Dated 5/5/20
Notary Public in and for the State of Washington residing at Kirkland
Notary (print): Tina E Myron
My appointment expires: 10/20/23



NOTE: Exceptions will not necessarily result in disqualification, but will be considered in determining bidder responsibility. For any exception noted, indicate above to whom it applies, including agency, and dates of action. Providing false information may result in criminal prosecution or administrative sanctions.

- * A suspending or debarment official may grant an exception permitting a debarred, suspended, or excluded person to participate in a particular transaction upon a written determination by such official stating the reason(s) for deviating from the Presidential policy established by Executive order 12549... (49 CFR Part 29 Section 29.215).
- * If notarization of proposal takes place outside of Washington State, DELETE WASHINGTON, and enter appropriate State.
- ** Fill in county where notarization of proposal takes place.

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

MINIMUM WAGE AFFIDAVIT FORM

STATE OF WASHINGTON)
) SS
COUNTY OF KING)

I, the undersigned, having been duly sworn, deposed, say and certify that in connection with the performance of the work of this project, I will pay each classification of laborer, workman, or mechanic employed in the performance of such work; not less than the prevailing rate of wage or not less than the minimum rate of wages as specified in the principal contract; that I have read the above and foregoing statement and certificate, know the contents thereof and the substance as set forth therein is true to my knowledge and belief.

2020 Pavement Program - Overlay
Name of Project

WATSON ASPHALT PAVING CO., INC.

Name of Bidder's Firm

[Signature]
Signature of Authorized Representative of Bidder

Rick Schroeder
Printed Name of Authorized Representative of Bidder

5/5/20
Date

I certify that I know or have satisfactory evidence that Rick Schroeder is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.

Dated 5/5/20



[Signature]
Notary Public in and for the State
of Washington residing at

Notary (print): Tina E Myren

My appointment expires: 10/20/23

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

SUBCONTRACTOR LIST

RCW 39.30-060 requires that for all public works contracts expected to cost \$1,000,000 or more, the bidder shall submit the names of all subcontractors performing HVAC and/or electrical work. If the subcontractors' names are not submitted with the bid, or within one hour of the bid, the bid shall be considered non-responsive and, therefore, void. (Check Appropriate Box)
 Complete one of the following for contracts that exceed \$1,000,000:

- There are no subcontractors proposed whose subcontract amount exceeds 10 percent of the contract price.
- The following subcontractor(s) subcontract amount exceeds 10 percent of the contract price: (list subcontractor and bid item)

Work to be Performed Electrical (Items 48 & 49)
 Subcontractor Name G & G Inc
 Address 18044 SE 224th St, Kent, WA 98042
 Phone No. 425-432-1325 State Contractor's License No 66602# 08144

Work to be Performed _____
 Subcontractor Name _____
 Address _____
 Phone No. _____ State Contractor's License No _____

Work to be Performed _____
 Subcontractor Name _____
 Address _____
 Phone No. _____ State Contractor's License No _____

Work to be Performed _____
 Subcontractor Name _____
 Address _____
 Phone No. _____ State Contractor's License No _____

PROPOSAL - Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

STATEMENT OF BIDDER'S QUALIFICATIONS

Name of Firm: WATSON ASPHALT PAVING CO INC

P.O. BOX 845
REDMOND, WA 98073-0845

Address: _____

Telephone No. 425-868-4377

Contact Person for this Project: Rick Schroeder

Number of years the Contractor has been engaged in the construction business under the present firm name, as indicated above: 56

Gross dollar amount of work currently under contract: \$ 7.5 million

Gross dollar amount of contracts currently not completed: \$5.5 million

General character of work performed by the firm: Placing of HMA & Grinding

List all of the projects over one million dollars total of a similar nature which have been completed by the Contractor within the last five (5) years and the gross dollar amount of each project, together with the Owner's name and phone number, and the Engineer's name. see Attached

Project Name	Amount	Owner	Phone	Engineer's Name

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

List five major pieces of equipment which are anticipated to be used on this project by the Contractor and note which items are owned by the Contractor and which are to be leased or rented from others: See Attached

1. _____
2. _____
3. _____
4. _____
5. _____

Bank Reference: US Bank 1420 5th Ave Seattle, WA Business Chating

How many general superintendents or other responsible employees in a supervisory position do you have at this time, and how long have they been with the firm?

(3) All with 20+ yrs

Identify who will be the general superintendent or project superintendent on this Project and list the number of years with the firm.

Rick Schroeder - 25+ yrs, Sam Schroeder - 25+ yrs

Have you changed bonding company within the last three (3) years? no

If so, why? _____

Have you ever been sued or engaged in arbitration by the Owner or have you ever sued or demanded arbitration from an Owner on any public works contract for a special utility district, private utility company, municipality, county or state

government? no For what reason? _____

Disposition of case, if settled: _____

Do you have any outstanding payments due to the Department of Revenue? _____

If yes, explain: _____

Bidder agrees that the Owner shall retain the right to obtain any and all credit reports.

Yes: X No _____

PROJECT REFERENCES AND EQUIPMENT LIST

WATSON ASPHALT AS GENERAL CONTRACTOR: 2015 to 2019

OWNER – PROJECT NAME	APPROX AMOUNT	CONTACT NAME	PHONE NUMBER
City of Sammamish – 2019 Pavement Pro	\$2,043,000	Ben Ressler	425-295-0574
City of Shoreline – NE 175 th St Pavement	\$1,669,000	Eduardo Aban	206-801-2474
City of Kirkland – 2019 Street Overlay	\$1,036,000	George Minassian	425-587-3829
City of Redmond – 187 th Ave NE Pavement	\$710,000	Bassam Al-Ali	425-556-2743
City of Sammamish – 2018 Patching	\$387,000	Ben Ressler	425-295-0574
City of Bellevue – 2018 Overlay Program	\$6,457,000	Teresa Becker	425-452-7942
City of Sammamish – 2018 Overlay	\$2,472,000	Ben Ressler	425-295-0574
City of Bothell – Beardslee Blvd. Paving	\$1,082,000	Lauren Freist	425-806-6827
City of Mercer Is – 2018 Arterial & Res	\$497,800	Clint Morris	206-275-7807
City of Clyde Hill – 2018 Street Overlay	\$353,268	Arnie Clark	425-453-7800
City of Sammamish – 2017 Patching	\$223,300	Ben Ressler	425-295-0574
City of Sammamish – 2017 Overlay	\$2,250,000	Ben Ressler	425-295-0574
City of Redmond – 148 th Ave NE & NE 51	\$1,850,000	Patty Criddle	425-556-2830
City of Newcastle – 2017 Roadway Reh	\$600,000	Kerry Sullivan	425-649-4143
City of Bellevue – Overlay & Pavement Re	\$560,000	Shawn Riley	425-452-4320
City of Sammamish – Inglewood Hill Road	\$460,000	Ben Ressler	425-295-0574
City of Redmond – 2017 Pavement Repair	\$326,000	Tricia Thompson	425-260-2952
WSDOT – SR202&SR203 – Contract 8866	\$3,329,000	Aleta Borschowa	206-768-5601
City of Sammamish – 2016 Pavement Pro	\$3,043,000	Samuel Park	425-295-0538
City of Kirkland – 2016 Street Overlay	\$2,277,000	George Minassian	425-587-3829
City of Clyde Hill – 2016 Overlay Project	\$448,000	Mitch Wasserman	425-453-7800
City of Bellevue – 2015 Overlay Program	\$4,046,000	Teresa Becker	425-452-7942
City of Kirkland – 2015 Street Overlay	\$1,948,000	George Minassian	425-587-3829
Snohomish County – Rural Roads Pres	\$844,000	Fred Bushby	425-388-3488
City of Newcastle – 2015 Roadway Reh	\$355,600	Kerry Sullivan	425-649-4444
City of Duvall – 2015 Overlay Program	\$173,000	Alana McCoy	425-939-8045
WSDOT – SR 203 Contract 8536	\$4,285,000	Mark Sawyer	425-225-8799

EQUIPMENT	MAKE	NO.	YEAR
Paver – P385 TA	Weiler	1	2017
Paver – AP 655 F	CAT	1	2015
Paver – AP 1055 E	CAT	1	2014
Paver – Super 700	Vogele	1	2007
Paver – AP-655C	Barber Green	1	2003
Paver – BG 2455C	Barber Green	1	1999
Grinder – W210i	Wirtgen	1	2015
Grinder – W1000F	Wirtgen	1	1999
Roller – HD 070	Hamm	1	2010
Roller – HD 090V	Hamm	1	2006
Roller – HD 120VO	Hamm	1	2009
Roller – HD13VT Combo	Hamm	1	2013
Roller – CB-334 E	CAT	1	2005
MTV – Shuttle Buggy	Roadtec	1	2002

NOTE – All equipment listed above is owned by Watson Asphalt Paving

PROPOSAL – Continued

WATSON ASPHALT PAVING CO., INC.

Print Contractor Name

RESPONSIBLE BIDDER CRITERIA

In accordance with RCW 39.04, before award of a Public Works Contract, a Bidder must meet the following responsibility criteria to be considered a responsible Bidder and qualified to be awarded a Public Works Project. The Bidder must:

- 1. At the time of Bid submittal, have a certificate of registration in compliance with chapter 18.27 RCW
- 2. Have a current state unified business identifier (UBI) number
- 3. If applicable, have industrial insurance coverage for the Bidder’s employees working Washington as required in Title 51 RCW
- 4. If applicable, have an employment security department number as required in Title 50 RCW
- 5. If applicable, have a state excise tax registration number as required in Title 82 RCW
- 6. Not be disqualified from Bidding on any Public Works Contract under RCW 39.06.010 or 39.12.065(3)

In accordance with RCW 39.06, a Public Works Contractor must verify responsibility criteria for each first tier Subcontractor, and a Subcontractor of any tier that hires other Subcontractors must verify responsibility criteria for each of its Subcontractors, Verification shall include that each Subcontractor, at the time of Subcontract execution, meets the responsibility criteria and possesses an electrical contractor license, if required by RCW 19.28, or an elevator contractor license, if required by RCW 70.87. This verification requirement, as well as the responsibility criteria, must include every Public Works Contract and subcontract of every tier.

Providing the following information is **MANDATORY** in order to meet “Responsible Bidder” requirements. Failure to provide this information may disqualify your Bid as being “Non-Responsive”. *If your business is not required to have one of the following numbers, provide an explanation.*

- 1. State of Washington Contractor Registration No. WA-TS-0A P256PB
- 2. State of Washington Unified Business Identifier No. 179 017 188
- 3. Employment Security Department No. 278807-00-9
- 4. State Excise Tax Registration No. 179 017 188
- 5. Is the payment of Worker’s Compensation (Industrial Insurance) Premiums current? If your business does not have a Worker’s Comp account with the WA State Dept. of Labor & Industry please explain why.
 - Yes
 - No (If No, you are not eligible to bid on this project
 - No Account – Explain why: _____
- 6. Are you disqualified from Bidding on Public Works Projects in the State of Washington?
 - Yes (If Yes, you are not eligible to Bid on this Project)
 - No

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Bid Award: Neighborhood Ditch and Drainage Maintenance / Iron Creek Construction, LLC	
DATE SUBMITTED:	April 27, 2020	
DEPARTMENT:	Public Works	
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
RECOMMENDATION:	Authorize the City Manager to award and execute a contract with Iron Creek Construction, LLC for ditch and drainage maintenance projects in the amount of \$183,212.50 and administer a 10% construction contingency in the amount of \$18,321.25.	
EXHIBITS:	1. Exhibit 1 - Summary of Bids 2. Exhibit 2 - Project Location Map 3. Exhibit 3 - Scope of Work 4. Exhibit 4 - Iron Creek Construction Bid	
BUDGET:		
Total dollar amount	\$201,533.75	<input checked="" type="checkbox"/> Approved in budget
Fund(s)	Surface Water Mgmt Fund - M&O Professional Svs (408-000-531-35-41-00); Drainage Capital Resolutions (438-413-595-40-63-00); Loree Estates Outfall Diversion (438--475--595--40--63--00)	<input type="checkbox"/> Budget reallocation required <input type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:		
<input type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input checked="" type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:

Shall City Council authorize the City Manager to award and execute a contract with Iron Creek Construction, LLC for ditch and drainage maintenance projects throughout the City?

KEY FACTS AND INFORMATION SUMMARY:

The Neighborhood Ditch and Drainage Maintenance project was publicly advertised for construction in April 2020. Two (2) contractors submitted a bid proposal for this project. Bid proposals were opened April 24, 2020. Iron Creek Construction, LLC was verified as the lowest responsive and responsible bidder.

Background

In 2016, City Council approved the *Storm and Surface Water Management Comprehensive Plan* which included the identification of enhanced levels of service to provide proactive ditch and culvert maintenance (Action G.5.2.A). Staff executed the East Lake Sammamish Parkway (Phase 1 North Segment) and Louis Thompson Road Ditch and Culvert Maintenance contract in 2017, the East Lake Sammamish Parkway (Phase 2 South Segment) contract in 2018, and Plateau Estates and SE 16th Place (between 215th Place SE and 216th Avenue SE) neighborhoods plus six additional maintenance projects in 2019. For 2020, work will include cleaning the ditch and culvert systems in Pacific Estates, on 222nd Pl NE (south of NE 9th Dr), 247th Ave SE and SE 30th St, and the Plateau Estates cul-de-sacs.

Surface water generated in these neighborhoods is conveyed via a roadside ditch network with culverts providing conveyance under driveways and periodically under and across streets. These open water ditches are integral to the City's stormwater conveyance system. In addition to conveyance, these ditches can provide other functions such as water quality treatment through vegetative growth in the ditches (e.g., filtering pollutants and sediment). However, the ditches require maintenance when they become overgrown with vegetation, filled with sediment or debris, or experience erosion. This project will clean out sediment, mow vegetation, and otherwise re-establish ditches to their original functions. Culvert maintenance (e.g., cleaning, removing debris) is also included.

In addition, this contract will make minor drainage improvements at eight locations in the City. This list was generated from facility deficiencies noted during routine city inspections and Citizen Action Requests. City maintenance crews do not have the capacity to complete maintenance at these locations in calendar year 2020.

FINANCIAL IMPACT:

The construction low bid is \$183,212.50 and an additional construction contingency of \$18,321.25 will be funded through the Surface Water Management Fund Operations and Maintenance Professional Services and Drainage Capital Resolutions budgets, for a total project estimate of \$201,533.75. Project costs are within the budgeted amounts for both budget line items.

OTHER ALTERNATIVES CONSIDERED:

Failure to award this contract is not consistent with the City's Storm and Surface Water Management Comprehensive Plan and the Comprehensive Plan which support proper maintenance of our storm drainage system. Poorly maintained ditches can also cause flooding.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:**City Comprehensive Plan:**

Environment and Conservation

- Goal EC.5 Maintain and protect surface water and groundwater resources that serve the community and enhance the quality of life.

City of Sammamish Storm and Surface Water Management Comprehensive Plan (2016)

- Objective G.5.2 – Identify maintenance projects that improve the functionalist of the surface and stormwater system.
- Action G.5.2.A Ditch and Culvert Maintenance – Conduct ditch and culvert maintenance on up to 2 miles of the City’s ditch system per year.



City of Sammamish
Public Works

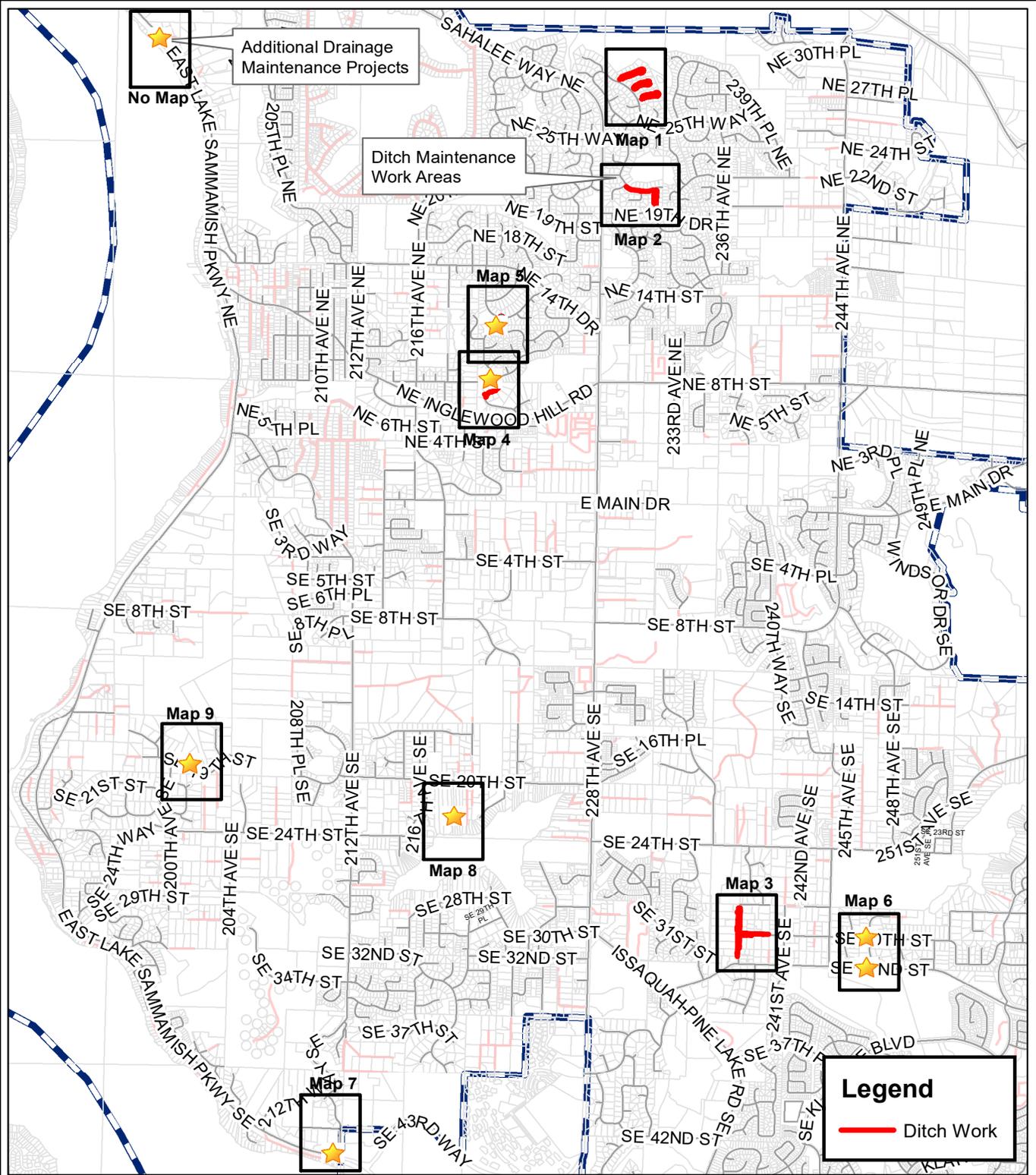
BID OPENING

April 24, 2020
2:00 PM (local time)

2020 Ditch and Drainage Maintenance

BIDDER	Form #1 Submittal	Form #2 Qualifications	Form #3 Responsible Criteria	Form #4 References	Form #5 Addendum N/A	Form #6 Non-Collusion	Signatures	Total Bid Amount
1. Iron Creek Construction, LLC	X	X	X	X	X	X	X	\$ 183,212.50
2. Swofford Excavating and More, LLC	X	X	X	X	X	X	X	\$ 189,785.00
3.								\$
4.								\$
5.								\$
6.								\$
7.								\$
8.								\$
9.								\$
10.								\$
								\$

“The apparent low bidder is Iron Creek Construction, LLC for \$ 183,212.50”



0 550 1,100 2,200 3,300 4,400 Feet

**2020 Ditch and Drainage Contract
Ditch Work and Maintenance
Vicinity Map**
Date Created: 4/10/2020

2020 Ditch and Drainage Maintenance **Scope of Work**

General

The City of Sammamish ("City") is soliciting your bid on a small works project for ditch and culvert maintenance in select neighborhoods, as well as several additional stormwater drainage maintenance projects in the City. Ditch and culvert maintenance work costs have been estimated based on quantity take-offs. The additional drainage maintenance projects will be implemented by force account. The work may occur in any order agreed upon by the contractor and City. All contract work is expected to be complete by 31 October 2020.

Best Management Practices

The work performed shall be completed in accordance with the best management practices identified in the [2014 Stormwater Management Manual for Western Washington](#) for maintenance of roadside ditches. Please refer to Volume IV, Chapter IV-2, [S416: BMPs for Maintenance of Roadside Ditches](#) which specifies how to properly dispose of soil and vegetative material removed from roadside ditches. For permanent seeding, please refer Volume II, Chapter II-4 for [C120: Temporary and Permanent Seeding](#).

Traffic Control

Any Contractor having employees working on or near a street shall comply with City of Sammamish and Washington State regulations pertaining to safety equipment, warning signs and traffic control. All employees involved with flagging or placing traffic control devices in the roadway shall possess a valid Washington State Flagging Card. Employees working on or near a street must wear an approved safety vest. Employees performing any overhead maintenance must wear an approved safety helmet. Failure to comply with proper safety procedures may result in termination of the Contract.

Safety Equipment

A minimum of two Class B size II fire extinguishers are required in vehicles working at/on City property. In addition, all contract employees shall be provided (by the contractor) and wear appropriate Personal Protective Equipment (PPE). Spill kits shall be provided by the contractor in each vehicle working on city property. That kit shall include at a minimum a container (e.g. bucket and plastic bags), oil absorbent pads, and oil absorbent booms (minimum of 3 inches in diameter).

Working Days

The first working day shall be the date of the Notice to Proceed, anticipated to be issued April 22nd. All the contract work for ditching and culvert maintenance in the select areas of the city shall be completed prior to the beginning of the wet season, 01 October 2020. The contract work for work performed under the force account shall be completed prior to 31 December 2020.

Construction Hours

Per Sammamish Municipal Code (SMC) 16.05.030:

Hours of construction are Monday through Friday: 7:00 a.m. to 8:00 p.m., Saturdays: 9:00 a.m. to 6:00 p.m. and no construction on Sundays or Holidays: No construction will be allowed on the following holidays – New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. Lane closures on East Lake Sammamish Parkway will be allowed only between 9:30 AM to 3:00 PM Monday through Friday.

Description of Work –Ditch Maintenance and Culvert Cleaning

The City requires a contractor to restore, clear debris from, and enlarge/deepen roadside ditches along the roadways in the following areas, please refer to maps of the areas in **Attachment B**.

1. Plateau Estates Cul-de-sacs (Map 1, 1.a, 1.b, and 1.c);
2. Pacific Estates (Map 2);
3. 238th Ave SE and SE 30th St (Map 3);
4. 222nd PI NE and NE 9th Dr (Map 4).

Ditch maintenance includes clearing and grubbing, excavation, grading, and stabilization of existing ditches. Areas cleared of debris and grass shall be stabilized by the contractor following Chapter 7.02 of the 2016 King County Roads Standards and best management practices (BMP) according to the 2014 Stormwater Management Manual for Western Washington, S416: Maintenance of Roadside Ditches and C120: Temporary and Permanent Seeding. There are ditch segments along some of the streets noted above where street stormwater cannot easily flow into the ditch because of areas that have been filled. Restoration of these ditches shall include grubbing of material to allow for positive drainage, hauling of removed material, and stabilization of the area.

The maps in **Attachment B** show the areas that require various types of maintenance. Ditch segments are classified as either, "Ditch Maintenance" or "No Work Needed." Culverts to be cleaned are noted as "Clean Culvert."

Some ditch segments have been rocked, or otherwise landscaped, by the adjacent property owner. The City will notify residents of the planned work and instruct residents to remove any materials, they wish to retain, from the ditch. The City Project Manager will contact residents directly where trees or other landscaping are planned for removal to provide an opportunity for residents to relocate vegetation they desire to keep.

Vegetation often overgrows into the City right-of-way, obstructing access for maintenance. Vegetation trimming and removal is noted on the maps in areas where trees or shrubs were observed and require maintenance. Trimming this vegetation shall be performed up to 14-feet high to allow access to the ditch system. Where trees require removal, the stumps shall remain.

Additionally, culverts in line with the ditches in City right-of-way are typically buried with sediment or obstructed by vegetation. They require vegetation removal, cleaning and jetting, minor excavation, and some culvert end protection to restore proper function. Culverts parallel to the above listed streets traverse under driveways, utility easements, and public and private streets. Culverts perpendicular to the above streets allow water to pass under the roadway. All culverts noted on the attached maps in Attachment B require cleaning and jetting. Culverts passing under streets require end protection (armoring) at the inlets and/or outlets, where appropriate, with 2- to 4-inch rock. Culverts passing under driveways, fire hydrants, and other utility easements, do not require end protection.

Description of Work – Force Account

The City has several small-scale stormwater drainage maintenance projects that City Maintenance Crews cannot complete this calendar year. The scope of work for this contract includes a force account to allow a private contractor to complete these projects. A brief description of each project is below. Additional projects may emerge prior to completion of the contract. Force account work will be based on the contractor’s estimated number of working days, cost for traffic control, mobilization, property restoration, and all labor, materials, and equipment to complete the work. The fee estimates for each project, including time and materials, must be provided to and approved by the City’s Project Manager in writing prior to commencing work. The City shall obtain all necessary permits, approvals, and easements when required to complete the work.

1. 222nd Place NE and NE 11th/12th St - Catch Basins Adjustment to Grade
2. 222nd Place NE and NE 9th Dr – Inlet Repair and Protection
3. 247th Ave SE and SE 32nd Street Culvert Replacement and Cleaning
4. 247th Ave SE and SE 30th Street Culvert Replacement and Cleaning
5. NE 30th Court and East Lake Sammamish Parkway NE – Slope Plantings
6. Peregrine Point - Inlet Berm Construction
7. Pine Lake Regional Drainage Facility Improvements
8. Loree Estates Temporary Tightline Pipe Installation

1. 222nd PI NE and NE 11th/12th St - Catch Basins Adjustment to Grade (Cost estimate: \$5,100)

This work will adjust two (2) catch basins located in 222nd Place NE within the intersections of NE 11th Place and NE 12th Place. The catch basins shall be uncovered (by removing approximately two inches of asphalt), raised, and covered with the existing lids. As specified by the City Project Manager, the existing manholes, catch basins, and inlets shall be adjusted to the finished grade. Rings and covers temporarily removed shall be stored by the Contractor in a safe place on the project site. Risers may be furnished by the City. Debris from adjusting the manholes, catch basins and inlets shall be removed from the project. The pavement surrounding the catch basin shall be restored with HMA in accordance with the City’s Public Works Standards.

Traffic control shall follow the City’s standard plans. Adjusting manholes, catch basins, or inlets will be measured per each unit adjusted to finish grade. The estimated fee shall be per each for “Adjust Catch Basin,” and shall be full pay for all costs necessary to make the adjustment including final adjustments, locating, asphalt removal, backfilling and restoration of adjacent areas in a manner acceptable to the Project Manager.

2. 222nd Place NE and NE 9th Dr - Inlet Repair and Protection (Cost estimate: \$4,600)

This work consists of repairing the culvert inlet under the driveway at 757-222nd PI NE. This inlet is frequently crushed, which is likely due to vehicles driving over the end of the pipe. To ensure proper drainage, the City proposes to cut open the end of the pipe, which is currently crushed, install an inlet extension, and install an asphalt berm to discourage traffic from crushing the pipe.

3. 247th Ave SE and SE 32nd Street Culvert Replacement (Cost estimate: \$16,800)

The City performed a video inspection of this culvert and found that it is broken and requires replacement. The break is located approximately eight (8) feet from the catch basin on the northwest corner of the intersection. The culvert was constructed in relatively short sections of 12-inch concrete pipe totaling approximately 50 feet in length. Video inspection was not performed from the other direction. Over time the break has caused sediment to collect in the pipe, and because the pipe was placed in sections settling has occurred, causing the pipe to no longer be level and preventing proper drainage. The existing culvert needs to be entirely

removed and replaced. Additionally, City efforts to clean the pipe resulted in equipment becoming lodged inside the culvert pipe. The City desires this equipment to be retrieved and returned to the City during this work. The new 12-inch concrete pipe to be installed will be furnished by the City for this project.

4. 247th Ave SE and SE 30th Street Culvert Replacement (Cost estimate: \$16,800)
 The City performed a video inspection of this culvert and found that it is sunken and requires replacement. The culvert was constructed in relatively short sections of 12-inch concrete pipe totaling approximately 50 feet in length. Over time settling has occurred, causing the pipe to no longer be level and preventing proper drainage. The existing culvert needs to be entirely removed and replaced. In addition, the elevation of the new pipe will need to be raised, requiring additional pipe bedding material to be installed and minor grading at the inlet and outlet to match the grade at the ditch line. The 12-inch concrete pipe will be furnished by the City for this project.

5. NE 30th Court and E Lake Sammamish Parkway NE - Slope Plantings (Cost estimate: \$12,600)

Concentrated runoff from East Lake Sammamish Parkway (ELSP) drained over erodible soils on the west side of ELSP, resulting in an over-steepened slough that occurred in 2017. The downstream slope was stabilized under the 2018 Ditching contract. The City requires a contractor to procure, install, and anchor a large rootwad, place 6 to 12-inch rounded cobbles around the rootwad and throughout the channel, and plant a minimum of 60 salal to complete the stabilization. Jute matting and topsoil currently exists at the site sitting atop quarry spill rock previously installed. New jute matting and additional topsoil is likely necessary.

Additionally, the culvert inlet requires grading to a maximum slope of 2:1, placement of 0.5 to 4-inch rounded cobbles within the ordinary high water line at and extending upstream of the inlet, and installation of biodegradable matting and native plantings throughout the disturbed area. This work shall follow the requirements of the Hydraulic Permit Approval.

6. Peregrine Point Inlet Berm (Cost estimate: \$4,800)
 During the 2019 Ditch and Drainage Contract, this ditch section was piped and filled to prevent water from overtopping the sidewalk and running onto ELSP. A beehive-type inlet was installed to allow surface runoff to enter the pipe system. This project will complete that work by installing a berm downstream of the inlet to ensure that the water is captured and conveyed into the stormwater system.

7. Pine Lake Regional Drainage Facility Improvements (Cost estimate: \$8,600)
 The City performs regular inspection of this regional drainage facility. Significant maintenance is needed to restore and maintain the function of this system. In particular, the 48-inch catch basin with a bird cage inlet is no longer capturing water effectively because natural deposits of organic material and sediment have filled the original ditch line. The inlet connects to a regional conveyance system, which includes five sections of structure and pipe, that conveys surface water runoff to Pine Lake. The project will clean the ditch and repair/restore the berm, as originally designed, located behind the inlet so that the water will drain properly. The goal is to reduce the potential for scour under the private driveway and ensure proper drainage.

8. Loree Estates Temporary Tightline Pipe Installation (\$32,600)

The City was notified of landsliding activity below the outfall from a City drainage facility located under SE 19th Street, in the Loree Estates neighborhood. The City has elected to temporarily tightline the outfall from the facility to the ordinary high water mark of the creek to eliminate the discharge of water onto the slope. This work will require clearing and grubbing, pipe installation with proper anchoring, and outfall installation at the creek. Approvals or easements required will be obtained by the City.

Questions

Any questions shall be in writing and emailed to the City Project Manager by Friday, April 17th, 2020, at 4:00 pm PDT. Responses will be provided via email sent to all bidders by 4:00 pm PDT on Tuesday, April 21st, 2020.

Bids Due and Contract Award

Please submit bids by email to ssullivan@sammamish.us by **2:00 pm PDT Friday, April 24th, 2020**. The bid will be awarded to the lowest responsive and responsible bidder. The City shall notify all bidders of apparent low bidder by **4:00 pm PDT Friday, May 1st**. The contract is expected to be awarded at the regular City Council Meeting scheduled for May 19th, 2020.

Contract Completion

The contract shall expire December 31st, 2020.

Bid Items:

1. Traffic Control

Traffic control shall be measured per lump sum.

The Contract price per lump sum shall be full compensation for all labor (e.g., flaggers), material, tools, equipment, and incidentals necessary to satisfactorily complete the traffic control work.

The Contractor is reminded that specifically included in the lump sum price for traffic control are all costs for:

- o Traffic Control Supervisor;
- o Certified trained flaggers;
- o Furnishing, installing, maintaining and removing temporary traffic control signage;
- o Furnishing, installing, maintaining and removing traffic cones, barrels, barricades.

Temporary traffic control shall be provided by the contractor consistent with current MUTCD and WSDOT Standard Plans and Details. A traffic control plan shall be submitted a minimum 48-hours prior to work to the City Project Manager for approval. Any lane closures on East Lake Sammamish Parkway will be allowed only between 9:30 AM to 3:00 PM Monday through Friday. School buses shall be treated as emergency vehicles. Maximum traffic queue shall be limited to 5 minutes. Minimum 10-ft travel lanes shall be provided. Full road closure shall not be allowed.

2. Mobilization

There is not an available bone yard in the right-of-way to stockpile along East Lake Sammamish Parkway, or in other City neighborhoods, so other arrangements will need to be made by the Contractor. Parking may be allowed in or adjacent to the right-of-way where not prohibited by signage or other restrictions. Arrangements have not been made by the City for parking/staging on private property.

3. Tree Limbing and Brush Removal, incl. Haul

Several areas have significant vegetation that impedes the City's ability to maintain stormwater ditches and culverts. The vegetation includes mature evergreen trees that require limbing up to 14 feet. Areas of vegetation maintenance and removal are noted on the maps in **Attachment B**. Removal of trees or other vegetation may be requested on a case-by-case basis. Tree limbing and vegetation removal will be paid by cubic yard hauled, this amount will include labor and haul.

4. Culvert End Protection Installation

Culvert end protection consists of clearing and grading and minor excavation of the inlet or outlet areas of a culvert. This work is for the culverts under street crossings identified in the scope of work provided on the project maps for the two neighborhoods. End protection will not be placed for driveway culverts, unless instructed by the City Project Manager. Contractor shall clear, grade, remove, haul out excess material, and place 2- to 4-inch rock as erosion stabilization of the culvert inlet or outlet. Rocks shall be placed into the side and headwalls of the ditch embankment and 3-feet into the channel, imbedded minimum 6-inches to provide adequate channel armoring and stabilization from erosive stormwater runoff. Some minor earthwork around the inlets and outlets may be required to provide positive drainage. The cost of rock material shall be included as a separate bid item, this bid item is for labor and equipment associated with installation.

5. Culvert Cleaning/Jetting, incl. Haul

Cleaning and jetting a culvert will consist of using a vacator truck to clean all debris and soil from the entire length of each culvert identified in the maps. Removed debris shall be hauled off-site to a Washington State Department of Ecology/County approved waste facility; there is no location in Sammamish to deposit waste material.

6. Complete Ditch Maintenance, incl. Haul

Ditch maintenance shall include clearing and grubbing, excavation, debris removal, hauling, grading, and stabilization of existing ditches. Excessive debris shall be removed from ditches such that the ditch has approximately a 3:1 side slope and a 2:1 backslope, where feasible and provides gravity drainage and conveyance of water through the existing ditch and culvert system. Costs for this bid item shall include minor surveying of relative culvert invert elevation as needed to verify drainage directions in the field. Debris includes, but is not limited to, branches, vegetation, soil, rock, and refuse. Removed debris shall be hauled off-site to a Washington State Department of Ecology/County approved waste facility; there is no location in Sammamish to deposit waste material. Payment for this bid item shall be established by measuring work completed by lineal foot. This bid item is called out as "Ditch Maintenance" on the attached maps in **Attachment B**.

Removed sediment may be contaminated with petroleum products or heavy metals and must be disposed of in accordance with local and state laws.

7. 2-to 4-inch Rock, Incl. Haul

Angular rock, 2-to 4-inches in diameter, for lining ditches as noted or directed by the City Project Manager, and culvert end protection in Bid Item 5.

8. Hydroseed

Areas where the contractor performed "Complete Ditch Maintenance" shall be seeded, or otherwise stabilized, as approved by the City Project Manager. Permanent seeding shall be performed within 30 days of completing ditch maintenance. Seed mix shall be submitted for approval prior to application. The optimum window for seeding is between September 1 and October 15. Seeding between July 1 and August 30 requires irrigation until 75 percent grass cover is established. Seeding between October 1 and March 30 requires a cover of mulch with straw or an erosion control blanket until 75 percent grass cover is established. Cost estimates for this contract are based upon seeding that occurs during the optimum window of September 1 and October 15.

9. Force Account

The estimated cost for the currently identified projects is \$101,900. The contractor shall not change this number on their bid submittal. Force account work and associated costs must be approved by the City's Project Manager in writing prior to work commencing and will be based on the contractor's estimated cost in time and materials based on the provided scope of work



Bid Checklist
Invitation to Bid: #20-
2020 Ditch and Drainage Maintenance

Vendor Name: IRON CREEK CONSTRUCTION

Bid Checklist

BID DUE DATE/TIME: Friday, April 24th, 2020 @ 2:00 PM

<input checked="" type="checkbox"/>	This Checklist
<input checked="" type="checkbox"/>	Form #1: Bid Submittal Sheet
<input checked="" type="checkbox"/>	Form #2: Bidder Qualifications
<input checked="" type="checkbox"/>	Form #3: Responsible Bidder Criteria
<input checked="" type="checkbox"/>	Form #4: Client References
<input checked="" type="checkbox"/>	Form #5: Acknowledgement of Addendum
<input checked="" type="checkbox"/>	Form #6: Non-Collusion Affidavit
<input checked="" type="checkbox"/>	Is Vendor Name on each sheet? Signatures where required?

Please return all the above forms to:

Email to Stephanie Sullivan at ssullivan@sammamish.us
Subject: 2020 Ditch and Drainage Bid Submittal

If the bid cannot be delivered by email, please contact Stephanie Sullivan at 425-295-0560 to arrange an alternate delivery method.



Invitation to Bid: #20-
2020 Ditch and Drainage Maintenance -

Vendor Name: IRON CREEK CONSTRUCTION LLC

Bid Submittal

1. The bid award will be based on the total bid regardless of actual awarded contract amount.
2. There is no guarantee that the full contract amount will be expended.
3. The Contractor shall provide and bear the expense of all equipment, materials, work and labor of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the Work provided for in this Contract, unless otherwise specified in the attached plans, specifications, or Scope of Work.

BID

Bid Items	Description	Quantity	Price per item	Total
1	Traffic control	1 LS	\$ 10,000.00 /LS	\$ 10,000.00 Per Bid Item
2	Mobilization	1 LS	\$ 20,000.00/LS	\$ 20,000.00 Per Bid Item
3	Tree Limbing and Brush Removal, incl. Haul	10 CY	\$ 50.00 /CY	\$ 500.00 Per Bid Item
4	Culvert End Protection Installation	8	\$ 500.00 /EA	\$ 4,000.00 Per Bid Item
5	Culvert Cleaning/Jetting, incl. Haul	2030 LF	\$ 5.00 /LF	\$ 10,150.00 Per Bid Item
6	Complete Ditch Maintenance, incl. Haul	4850 LF	\$ 6.25 /LF	\$ 30,312.50 Per Bid Item
7	2- to 4-inch rock, incl. Haul	5 CY	\$ 300.00 /CY	\$ 1,500.00 Per Bid Item
8	Hydroseed	19,400 SF	\$.25 /SF	\$ 4,850.00 Per Bid Item
9	Force Account	1 FA	\$ 101,900	\$ 101,900 Per Bid Item
SubTotal				\$
	WA State Sales Tax Exempt		0%	\$0
TOTAL				\$ 183,212.50

Signed: 

Dated: 4/24/20

Title: MEMBER

BID DUE DATE/TIME: Tuesday, April 24th, 2020 @ 2:00 PM PDT



Invitation to Bid: #20-
2020 Ditch and Drainage Maintenance

Vendor Name: IRON CREEK CONSTRUCTION

Form #2 – Statement of Bidder’s Qualifications

Name of Firm:	IRON CREEK CONSTRUCTION LLC
Address:	22525 SE 64 TH PI SUITE 2228 ISSAQUAH, WA 98027
Contact Person:	NATHAN DOBSON
Phone:	425-830-5979
Email:	nathan@ironcreekconstruction.com

Number of years the Contractor has been engaged in this business under the present firm name, as indicated above:	7 YEARS
Gross dollar amount of work currently under contract:	\$ 305,000
Gross dollar amount of contracts currently not completed:	\$ 177,000
General character of work performed by the firm:	EXCAVATION, UNDERGROUND UTILITIES, GRADING
List all of the projects of a similar nature which have been completed by the Contractor within the last five (5) years:	<ol style="list-style-type: none"> 1. CITY OF COVINGTON - 2019 WINTERWOOD DITCH MAINTENANCE <hr/> 2. VALLEY VIEW SEWER DISTRICT - 2019 S. 127TH STREET <hr/> 3. CITY OF SAMMAMISH - 2018 E. LY SAMM PKWY DITCH MAINTENANCE <hr/> 4. CITY OF NORTH BEND - 2017 NORTH BEND WAY <hr/> 5. CITY OF MILTON - 2016 EMERALD STREET DITCH

Attach to this form where applicable:

1. An inventory of equipment that you currently own, by make, size, year and condition.	SEE ATTACHED
2. A list of equipment by make and size that you plan to purchase within the next 12 months	NONE
3. A list of professional qualifications, licenses, certificates and years of applicable experience for all on-site supervisors and/or lead workers.	SEE ATTACHED

<p>4. A list of those individuals/firms that would perform 3% or more of the total amount of the bid. (A subcontractor is defined herein as one who contract with the vendor to furnish materials and labor for performance of the work at the site of the work) SEE ATTACHED</p>
<p>5. Specify the person to be the Contract Manager. The Contract Manager shall be the City's direct contact for the provisions within any contract(s) awarded from this ITB NATHAN DODSON - 425-830-5979 nathan@ironcreekconstruction.com</p>

List the Contract Manager's professional qualifications, licenses, certificates and years of applicable experience. The Contract Manager shall be the City's direct contact for the provisions within any contract(s) awarded from this ITB.

BACHELOR OF ARTS IN BUSINESS FINANCE - WASHINGTON STATE 2001

14 YEARS CIVIL CONSTRUCTION

20 YEARS CONSTRUCTION EXPERIENCE

Has the vendor had a contract terminated for default during the past five (5) years? "Termination for default" is defined as notice to stop performance due to the vendor's non-performance or poor performance, and the issue was either (a) not litigated; or (b) litigated and such litigation determined the vendor to be in default.

Yes No

If yes, please describe full details of all terminations for default experienced by the vendor during the past five (5) years, including the other party's name, address and telephone number. Present the vendor's position on the matter. Attach additional sheets if necessary.

N/A

Name(s) of companies that will share significant and substantive responsibilities with the Vendor in performing the scope of services under the Contract:

PRO-VAC

BRIAR GROUP



Invitation to Bid: 2020 Ditch and Drainage Maintenance -

Vendor Name: IRON CREEK CONSTRUCTION

Form #3 – Responsible Bidder Criteria

In accordance with RCW 39.04, before award of a Public Works Contract, a Bidder must meet the following responsibility criteria to be considered a responsible Bidder and qualified to be awarded a Public Works Project. The Bidder must:

1. At the time of Bid submittal, have a certificate of registration in compliance with chapter 18.27 RCW;
2. Have a current state unified business identifier (UBI) number;
3. If applicable, have industrial insurance coverage for the Bidder's employees working Washington as required in Title 51 RCW;
4. If applicable, have an employment security department number as required in Title 50 RCW;
5. If applicable, have a state excise tax registration number as required in Title 82 RCW;
6. Not be disqualified from Bidding on any Public Works Contract under RCW 39.06.010 or 39.12.065(3); and
7. As of July 1, 2019, according to RCW 39.04.350 awarding agencies must verify that a bidder has received training on prevailing wage and public works requirements – or that the bidder is exempt.

CRITERIA

In accordance with RCW 39.06, a Public Works Contractor must verify responsibility criteria for each first tier Subcontractor, and a Subcontractor of any tier that hires other Subcontractors must verify responsibility criteria for each of its Subcontractors,

Verification shall include that each Subcontractor, at the time of Subcontract execution, meets the responsibility criteria and possesses an electrical contractor license, if required by RCW 19.28, or an elevator contractor license, if required by RCW 70.87. This verification requirement, as well as the responsibility criteria, must include every Public Works Contract and subcontract of every tier.

Note: As of July 1, 2019 according to RCW 39.04.350 and pursuant to the requirement in RCW 39.06.020, a public works contractor must verify responsibility criteria for its first-tier subcontractors. A subcontractor of any tier hiring other subcontractors must verify responsibility criteria for each of its subcontractors.



Invitation to Bid: 2020 Ditch & Drainage Maintenance -

Vendor Name: IRON CREEK CONSTRUCTION

Providing the following information is **Mandatory** in order to meet "Responsible Bidder" requirements. Failure to provide this information may disqualify your Bid as being "**Non-Responsive**". *If your business is not required to have one of the following numbers, provide an explanation.*

State of Washington Contractor Registration #	IRONCCC874MN
State of Washington Unified Business Identifier #	603 286 177
Employment Security Department #	502607 - 005
State Excise Tax Registration #	603 286 177
Is the payment of Worker's Compensation (Industrial Insurance) Premiums current? If your business does not have a Worker's Comp account with the WA State Dept. of Labor & Industry please explain	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Required Prevailing Wage/Public Works Requirement Training (per RCW 39.04.350 effective 7/1/19)	Yes <input type="checkbox"/> Exempt <input checked="" type="checkbox"/>



Invitation to Bid: 2020 Ditch and Drainage Maintenance -
Form #4 - References

Vendor Name: ILWAC CREEK CONSTRUCTION

Reference #1

Reference Name	CITY OF COVINGTON
Contact Name	BOB LINDSKOV
Title	ENGINEER
Phone Number	253-480-2400
Contract Amount	\$190,000
Scope of Services Provided	DITCH EXCAVATION, GRADING-

Reference #2

Reference Name	TOWN OF YARROW PT
Contact Name	STACIA SCHROEDER
Title	ENGINEER
Phone Number	206-276-8922
Contract Amount	MULTIPLE CONTRACTS
Scope of Services Provided	EXCAVATION, GRADING, UNDERGROUND UTILITIES, CONCRETE WORK

Reference #3

Reference Name	CITY OF NORTH BEND
Contact Name	TOM MOHR
Title	DEPUTY PUBLIC WORKS
Phone Number	425-888-0486
Contract Amount	\$340,000
Scope of Services Provided	EXCAVATION, GRADING, UNDERGROUND UTILITIES, CONCRETE WORK

Reference #4

Reference Name	CITY OF ISSAQUAH
Contact Name	TONY NGUYEN
Title	ENGINEER
Phone Number	425-837-3400
Contract Amount	MULTIPLE
Scope of Services Provided	EXCAVATION, GRADING, UNDERGROUND UTILITIES, CONCRETE



Invitation to Bid: 2020 Ditch and Drainage Maintenance

Vendor Name: IRON CREEK CONSTRUCTION

Form #5: Acknowledgement of Addendum

The following form shall be completed and included in the bid submission.

Failure to acknowledge receipt of all addendum may cause the bid to be considered non-responsive to the solicitation. Acknowledged receipt of each addendum must be clearly established and included with the bid.

The undersigned acknowledges receipt of the following addendum to the documents:

Addendum #1	<u>— N/A —</u>	Dated: <u> </u>
Addendum #2		Dated: <u> </u>
Addendum #3		Dated: <u> </u>
Addendum #4		Dated: <u> </u>
Addendum #5		Dated: <u> </u>

Vendor Name: IRON CREEK CONSTRUCTION LLC

Address: 22525 SE 64TH PL SUITE 2228

City, State, Zip: ISSAQUAH, WA 98027

Signature of Authorized Representative: 

Title: MEMBER

Phone Number: 425-830-5979



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

Invitation to Bid: 2020 Ditch and Drainage Maintenance

Form #6: Non-Collusion Affidavit

State of WA)

)

County of KING)

I, the undersigned, being duly sworn, deposes and says that the person, firm, association, copartner ship or corporation herein named, has not either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in the preparation and submission of a Bid to the City of Sammamish for consideration in the award of a contract on the specifications contained.

I further acknowledge that by signing my signature, I am deemed to have signed and have agreed to the provisions of this affidavit.

Name of Project: 2020 DITCH & DRAINAGE MAINTENANCE

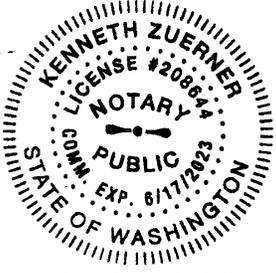
IRON CREEK CONSTRUCTION LLC
(Name of Firm)

BY: [Signature]
(Authorized Signature)

Title: MEMBER

Sworn to before me this 24th day of April 2020.

Notary Public [Signature]



CORPORATE SEAL:

Iron Creek Construction LLC

Lic. # IRONCCC874MN
 22525 SE 64th Pl Suite 2228 Issaquah, WA 98027
 Phone: (425) 557-5927 Fax: (425) 557-3605

Equipment Inventory List & Rates

Number	Type	Make and Model	Year	Item Description	Vin/Serial No	GVW
11	Truck	Mack RD688S	1988	350 HP Dump Truck	IM2P141C7JW006660	67,000
12	Trailer	Transfer Liner TL-40B	1998	Ramp Flatbed	1T9FS352XWA222154	40,000
13	Misc	Cany-Com	2007	22 HP Concrete Mud Buggy	2ZZ9020118	
14	Loader	CAT 930	1973	CAT 930 Wheel Loader	41K5646	
15	Air Compressor	Sullivan	1996	Sullivan 175 CFM Air Compressor	15365A	
17	Excavator	Kobelco SRDZ	2007	Kobelco SR 135 DZ Excavator	YY04-09109	
18	Excavator	Kobelco SR	2014	Kobelco SK 35 SR Excavator	PX15-23072	
20	Lift	Genie GS3246	2000	Genie Scissor Lift	34277	
21	Truck	Ford F-150	2014	Crew Cab Pick Up Truck	1FTFW1EF1EFC52565	7,400
25	Truck	Chevy 3500	1993	Chevy 3500 Flat Bed Truck	1GBHC34K2PE230034	10,000
26	Trailer	Olympic OM14-2E	2016	Tilt Deck Flatbed	1C9TF2021GT99134	14,000
27	Truck	Ford F450	2016	Ford F450 Flatbed Truck	1FDOX4GT8GEC70847	16,500
28	Truck	Mack RD688S	1988	350 HP Dump Truck	IM2P141C9JW006045	54,000
29	Truck	Ford F-150	2017	Ford F150 Crew Cab	1FTEW1EFXHKD02502	7,800
30	Roller	Wacker RD12A	2015	Wacker 1-Ton Double Drum Roller	85010062	2,491
31	Trailer	CargoMate	2016	Cargomate 8 x 16 Trailer	5NHUBL623HB461177	7,000
32	Saw	MultiQuip	2016	Walk Behind Concrete Saw		2,000
33	Truck	Chevy 3500	2002	Chevy 3500 Flat Bed Truck	1GBJC34U32E284860	14,000
34	Truck	Mack RD688S	1994	Mack Dump Truck	IM2P270CXRM020172	80,000
35	Truck	Ford F-350	2019	Pick Up Truck	1FT8W38T2KEGH45409	15,000

Iron Creek Construction LLC

LIC. # IRONCCC874MN

22525 SE 64th Pl Suite 2228

Issaquah, WA 98027

Phone: (425) 557-5927 Fax: (425) 557-3605

Key Personnel

Project Name: 2020 Ditch and Drainage Maintenance

Superintendent:	Paul Traverso	20 years experience - Owner	Cell Phone:	(206) 793-1988
Foreman:	Kirk Docstader	5 years experience	Cell Phone:	(425) 777-0068
Project Manager:	Nathan Dodson	14 years experience - Owner	Cell Phone:	(425) 830-5979

Iron Creek Construction LLC

LIC. # IRONCCC874MN

22525 SE 64th Pl Suite 2228

Issaquah, WA 98027

Phone: (425) 557-5927 Fax: (425) 557-3605

Subcontractors List

Project Name: 2020 Ditch and Drainage Maintenance

Bid Item: 5	Culvert Cleaning/Jetting Incl Haul	Pro-Vac	Puyallup, WA
Bid Item: 8	Hydroseeding	Briar Group	Edgewood, WA

Draft



MINUTES

City Council Regular Meeting

6:30 PM - May 5, 2020

City Hall Council Chambers, Sammamish, WA

Mayor Karen Moran called the regular meeting of the Sammamish City Council to order at 6:30 p.m.

Councilmembers Present:

Mayor Karen Moran
 Deputy Mayor Christie Malchow
 Councilmember Jason Ritchie
 Councilmember Kent Treen
 Councilmember Chris Ross
 Councilmember Ken Gamblin
 Councilmember Pam Stuart

All Councilmember attended via GoToMeeting.

Staff Present:

Interim City Manager David Rudat
 Director of Community Development David Pyle
 Interim Director of Parks, Recreation & Facilities Anjali Myer
 Park Project Manager Shelby Perrault
 Interim Director of Public Works Cheryl Paston
 Sr. Management Analyst Mike Sugg
 Community Services Coordinator Rita Badh
 Police Chief Dan Pingrey
 Assistant City Attorney Lisa Marshall
 City Clerk Melonie Anderson

ROLL CALL

Roll was called.

PLEDGE OF ALLEGIANCE

Mike Sugg, Senior Management Analyst led the pledge.

APPROVAL OF AGENDA

MOTION: Deputy Mayor Christie Malchow moved to approve the agenda as amended. Councilmember Kent Treen seconded. Motion carried 6-1 with Councilmember Pam Stuart dissenting.

Draft

MOTION: Councilmember Ken Gamblin moved to add an agenda item to discuss the details of the issuance of the concurrency certificates for phase 1 of the Town Center. Councilmember Kent Treen seconded. Motion carried 5-2 with Councilmember Jason Ritchie and Councilmember Pam Stuart dissenting.

EMERGENCY MANAGEMENT

Andrew Stevens, Emergency Manager, updated the Council on the COVID-19 pandemic.

PUBLIC COMMENT

Sam Rodabaugh, land use attorney, spoke regarding the moratorium. He urged Council to adopt Option 1.

Jan Bird, spoke regarding Big Rock Park Phase B. She urged Council to adopt the staff's recommendations for development of the park.

Doug Topp, explained how the moratorium is affecting his family financially. He asked the Council to exempt his project from the moratorium.

Jeff Innerson, spoke regarding the moratorium. He urged Council to consider either options 1 or 2.

Tom Hornish, former City Councilmember, spoke regarding the moratorium. Urged Council to consider directing a legal review of all the facts and circumstance surrounding the issuance of concurrency certificates after the adoption of the 2019 TIP.

Jeremy Welch, spoke regarding the building moratorium and how it has affected him.

Mary Wictor, spoke regarding the moratorium. She was supportive of Option 2.

Andrew McKenzie, spoke regarding the moratorium.

CONSENT CALENDAR

1. **Claims:** For Period Ending May 5, 2020 In The Amount Of \$844,062.52 For Check No. 56894 Through 56981
2. **Resolution:** Accepting The 2019 Citywide Guardrail Project As Complete R2020-881
3. **Approval:** Porter Brothers/Division 9: Defective Tilework at the Sammamish Community & Aquatic Center
4. **Approval:** Amended Lease for Reard House
5. **Minutes:** For the April 21, 2020 Regular Meeting

MOTION: Deputy Mayor Christie Malchow moved to approve the consent agenda. Councilmember Jason Ritchie seconded. Motion carried unanimously 7-0.

PRESENTATIONS / PROCLAMATIONS

None

Draft

PUBLIC HEARINGS

None

UNFINISHED BUSINESS

6. Discussion: Human Services Grant Funding in Response to Covid-19

Senior Management Analyst Mike Sugg gave the staff report. He explained the staff recommendation for allocating the funding as follows:

Organization	Service	Amount
St. Vincent de Paul	Rental Assistance	\$14,000
Eastside Friends of Seniors	Phone Support and Grocery Delivery	\$14,000
Issaquah Food & Clothing Bank	Food & Grocery Delivery	\$ 7,500
Hopelink	Food	\$ 7,500
	Total	\$43,000

MOTION: Deputy Mayor Christie Malchow moved to approve \$43,000 for allocation to community organizations in response to COVID-19. Councilmember Kent Treen seconded. Motion carried unanimously 7-0.

MOTION: Councilmember Jason Ritchie moved to amend the motion to include the City assemble an expert panel and to create a meaningful financial assistance plan. Councilmember Pam Stuart seconded. Motion failed 2-5 with Mayor Karen Moran, Deputy Mayor Christie Malchow, Councilmember Kent Treen, Councilmember Chris Ross, and Councilmember Ken Gamblin dissenting.

MOTION: Councilmember Pam Stuart moved to put item on the agenda for every regular council meeting until pandemic is over Councilmember Jason Ritchie seconded. Motion failed 2-5 with Mayor Karen Moran, Deputy Mayor Christie Malchow, Councilmember Kent Treen, Councilmember Chris Ross, and Councilmember Ken Gamblin dissenting.

Mayor Moran requested the City Manager add an update on Human Services at the first meeting of the month.

EXECUTIVE SESSION

To discuss pending litigation pursuant RCW 42.30.110(1)(i) and to discuss potential litigation pursuant to RCW 42.30.110(1)(iii).

Draft

Council retired to Executive Session at and returned at 7:43 pm and returned at 9:05 pm. They took the following action:

7. Discussion: Development Moratorium Refinement

MOTION: Deputy Mayor Christie Malchow moved to to rewrite the moratorium to only prohibit new concurrency certificates with the addition of an exemption for permits and approvals for education service uses as defined by 21A.15 and 21A.20” Councilmember Chris Ross seconded. Motion carried 6-1 with Councilmember Jason Ritchie dissenting.

NEW BUSINESS

8. Bid Award: Big Rock Park Site B - Phase I Improvements/Active Construction, Inc.

Anjali Myer, Interim Parks Director, gave the staff report.

MOTION: Deputy Mayor Christie Malchow moved to to award a construction contract with Active Construction, Inc for additives A-C and F for Phase 1 Improvements at Big Rock Park Site B in an amount not to exceed \$3,700.00. Councilmember Kent Treen seconded. Motion carried unanimously 7-0.

Mayor Moran requested Staff come back in 6 months to discuss the tree house ramp.

MOTION: Councilmember Pam Stuart moved to remove schedule F. Councilmember Jason Ritchie seconded. Motion failed 2-5 with Mayor Karen Moran, Deputy Mayor Christie Malchow, Councilmember Kent Treen, Councilmember Chris Ross, and Councilmember Ken Gamblin dissenting.

MOTION: Councilmember Pam Stuart moved to amend the contract amount to include additional funding for Schedules D and E in an amount not to exceed \$3.94 million. The Council would make a decision on those schedules at a later date. Councilmember Jason Ritchie seconded. Motion failed 2-5 with Mayor Karen Moran, Deputy Mayor Christie Malchow, Councilmember Kent Treen, Councilmember Chris Ross, and Councilmember Ken Gamblin dissenting.

MOTION: Deputy Mayor Christie Malchow moved to extend to 10:30 pm Councilmember Ken Gamblin seconded. Motion carried 6-1 with Councilmember Kent Treen dissenting.

9. Contract: Construction Management Services Big Rock Park Site B - Phase I Improvements/KPG

MOTION: Councilmember Pam Stuart moved to to authorize the City Manager to execute a contract with PKG Interdisciplinary Design for Construction Management Services in an amount not to exceed \$311.000 for additional services, if needed for the construction of Big Rock Park Phase B. Councilmember Jason Ritchie seconded. Motion carried unanimously 7-0.

10. Direction: School Resource Officer for Inglewood Middle School

Mike Sugg, Senior Management Analyst and Sammamish Police Chief Dan Pingrey gave the staff report.

Draft

MOTION: Councilmember Pam Stuart moved to direct the Interim City Manager to amend the budget to include funding for the this SRO position to cover the costs for the rest of the school year. Councilmember Ken Gamblin seconded. Motion carried unanimously 7-0.

MOTION: Deputy Mayor Christie Malchow moved to extend to 11:00 pm Councilmember Ken Gamblin seconded. Motion carried 6-1 with Councilmember Jason Ritchie dissenting.

11. Discussion: Termination of Lease Agreement with King County Sheriff's Office.

Ms. Myer gave the staff report.

MOTION: Deputy Mayor Christie Malchow moved to move to extend to 11:30 pm Councilmember Ken Gamblin seconded. Motion carried 4-3 with Councilmember Jason Ritchie, Councilmember Chris Ross, and Councilmember Pam Stuart dissenting.

MOTION: Councilmember Pam Stuart moved to authorize the Interim City Manager to sign a notice of intent to terminate the lease agreement between the City of Sammamish and King County Sheriff's Office. Councilmember Kent Treen seconded. Motion carried unanimously 7-0.

12. Town Center Concurrency Certificates.

MOTION: Councilmember Ken Gamblin moved to direct interim City Manager to investigate the circumstances leading to the issuance of the concurrency certificates for Phase 1 of the town center and determine the legal status of the certificates. Councilmember Kent Treen seconded. Motion failed 2-5 with Mayor Karen Moran, Deputy Mayor Christie Malchow, Councilmember Jason Ritchie, Councilmember Chris Ross, and Councilmember Pam Stuart dissenting.

MOTION: Deputy Mayor Christie Malchow moved to to amend the motion to read check with Peter Eglick, contract attorney, to see if investigation is warranted. Councilmember Kent Treen seconded. Motion failed 3-4 with Mayor Karen Moran, Councilmember Jason Ritchie, Councilmember Kent Treen, and Councilmember Ken Gamblin dissenting.

MOTION: Deputy Mayor Christie Malchow moved to direct the Interim City Manager to get advice from Peter Eglick whether it is advisable to proceed with an investigation. Councilmember Chris Ross seconded. Motion carried 5-2 with Councilmember Jason Ritchie and Councilmember Pam Stuart dissenting.

COUNCIL REPORTS/ CITY MANAGER REPORT

Interim City Manager reported that while parks are open, the parking lots, recreational areas and fishing will remain closed.

ADJOURNMENT

The meeting adjourned at 11:23 pm.

MOTION: Councilmember Pam Stuart moved to adjourn. Deputy Mayor Christie Malchow seconded. Motion carried unanimously 7-0.

Melonie Anderson, City Clerk

Karen Moran, Mayor

Draft

Draft



MINUTES

City Council Special Meeting

6:30 PM - May 11, 2020

City Hall Council Chambers, Sammamish, WA

Mayor Karen Moran called the regular meeting of the Sammamish City Council to order at 6:30 p.m.

Councilmembers Present:

Mayor Karen Moran
Deputy Mayor Christie Malchow
Councilmember Jason Ritchie
Councilmember Kent Treen
Councilmember Chris Ross
Councilmember Ken Gamblin
Councilmember Pam Stuart

Staff Present:

Interim City Manager David Rudat
Director of Community Development David Pyle
Deputy Director of Community Development Kellye Hilde
Interim Director of Parks, Recreation & Facilities Anjali Myer
Director of Finance & Risk Management; Assistant City Manager Aaron Antin
Deputy Director of Finance & Risk Management Chris Gianini
Interim Director of Public Works Cheryl Paston
City Engineer Andrew Zagars
Sr. Management Analyst Mike Sugg
City Attorney Michael Kenyon
Assistant City Attorney Lisa Marshall
City Clerk Melonie Anderson

ROLL CALL

Roll was called.

PLEDGE OF ALLEGIANCE

Mike Sugg, Senior Management Analyst led the pledge.

APPROVAL OF AGENDA

Draft

MOTION: Deputy Mayor Christie Malchow moved to approve the agenda. Councilmember Kent Treen seconded. Motion carried unanimously 7-0.

PUBLIC COMMENT

Randy Bannecker, Representing King County Realtors, asked that Council establish clarity about what projects will be allowed under the moratorium, although the preference is to end the moratorium.

Ramiro Valderrama, he spoke about his disappointment that Council is trying to invalidate the Town Center concurrency certificates. Showed a slide, available in the Document Center found [here](#).

PRESENTATIONS / PROCLAMATIONS - NONE

PUBLIC HEARINGS - NONE

UNFINISHED BUSINESS

Ordinance:Amending Section 2 Of Ordinance O2020-501 Imposing A Six Month Moratorium On The Acceptance Of Certain Applications For Land Use, Development, And Building Permits Or Approvals Within The City Of Sammamish, To Prohibit New Applications For Concurrency Certificates Under SMC Chapter 14A.10, And Adding An Exception For Education Services Uses Classified Under SMC 21A.20.050(A); Providing For Severability; Declaring An Emergency; And Establishing An Immediate Effective Date

David Rudat , Interim City Manager gave the staff report.

MOTION: Deputy Mayor Christie Malchow moved to to adopt the ordinance amending Ordinance 02020-500 as provided in option "B", The sentence in Section 2 should read as follows: modifying section 2 by adding the following language: "as authorized by the Growth Management Act RCW 36.70A.390 and by the Planning and Zoning Enabling Act RCW 35A.63.220 "and to strike the exemptions in Section 2 and create just one exemption for Public Agencies as defined in Sammamish Municipal Code 21A.15.915.

Councilmember Kent Treen seconded. Motion carried 6-1 with Councilmember Jason Ritchie dissenting.

Ordinance: Amending Sammamish Municipal Code Subsection 20.05.040.1(I) To Correct Code Sections And To Correct Terminology Citations; Providing For Severability; Declaring An Emergency; And Establishing An Immediate Effective Date

Mr. Rudat gave the staff report.

MOTION: Deputy Mayor Christie Malchow moved to to adopt the ordinance amending SMC Subsection 20.05.040.1(I). Councilmember Chris Ross seconded. Motion carried unanimously 7-0.

NEW BUSINESS - NONE

ADJOURNMENT

The meeting adjourned at 7:35 pm.

Draft

MOTION: Councilmember Pam Stuart moved to adjourn. Deputy Mayor Christie Malchow seconded. Motion carried unanimously 7-0.

Melonie Anderson, City Clerk

Karen Moran, Mayor

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Draft 2021-2026 Transportation Improvement Plan	
DATE SUBMITTED:	May 14, 2020	
DEPARTMENT:	Public Works	
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational	
RECOMMENDATION:	Review and provide input on the draft 2021-2026 Transportation Improvement Plan	
EXHIBITS:	1. Exhibit 1 - DRAFT 2021-2026 TIP 2. Exhibit 2 - 2021 vs 2020 TIP Comparison	
BUDGET:		
Total dollar amount	N/A	<input type="checkbox"/> Approved in budget
Fund(s)	340 Transportation Capital Improvement Fund	<input type="checkbox"/> Budget reallocation required <input checked="" type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:		
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input checked="" type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:
 Shall the Council review and provide input on the draft 2021-2026 Transportation Improvement Plan?

KEY FACTS AND INFORMATION SUMMARY:
 All cities are required by state law ([RCW 35.77.010](#)) to adopt a Transportation Improvement Plan (TIP) that covers the ensuing six years and to update it annually. These updates must be pursuant to one or more public hearings, be consistent with the City's Comprehensive Plan and be adopted by July 1st of each year. The annual TIP must be filed with the Secretary of Transportation no later than 30 days after adoption. Listing a project on the TIP makes it eligible to apply for State funding.

The TIP is a planning document that identifies transportation capital improvement programs and projects the City foresees undertaking over the next six years. The TIP by itself does not authorize projects to move forward, nor does it provide funding for any projects on the list; for that to occur individual projects and programs are approved and funded through the City's biennial budget process.

Background

State law requires an annual adoption of a six-year TIP. The attached draft 2021-2026 TIP (Exhibit 1) includes approximately \$49,270,000 in transportation improvement projects and programs. This year's TIP updates project costs and includes projects that address intersections which fail the City's intersection concurrency level of service (LOS) standards.

As a result of the Growth Management Hearing Board's (GMHB) ruling on the *Gerend v. Sammamish* case, the City's road segment and corridor Volume/Capacity LOS standards are invalid, making the current concurrency policies based solely on its intersection LOS standards until the City satisfactorily meets the GMHB's orders. Since Sahalee Way is the only corridor that was failing under the V/C LOS standard and the Council is still deliberating on its project scope, estimated costs for Sahalee Way Corridor Widening Improvements are removed from the draft 2021-2026 TIP. However, the two failing concurrency intersections on Sahalee Way, NE 36th St and NE 28th Pl are on the TIP. Staff projected to spend \$750,000 in design services in 2020 (which is shown on the draft TIP) prior to receiving the GMHB's decision and seeks Council direction with regards to how much additional budget, if any, to allocate to the corridor project for this year. About \$31,000 has been spent on the Sahalee project year-to-date.

Once the City achieves compliance with the GMHB's Orders and the Council provides direction on the Sahalee Way Corridor scope of work, staff will return with an updated TIP for Council approval. Alternatively, Council can elect to keep the Sahalee Way Corridor Widening projects on the proposed TIP but not show it as a concurrency project until the City comes into compliance with the Order if only to be eligible for grants.

Exhibit 2 compares the proposed cost estimates and schedule changes between the 2020-2025 TIP and the proposed 2021-2026 TIP. For example, for TR-8 Issaquah Fall City Rd Ph 2, we propose to change the expends over the next four years from what was estimated in the 2020 TIP.

No.	Project No.	Project	2021	2022	2023	2024
10	TR-08	Issaquah-Fall City Rd: Klahanie Dr SE to Issaquah-Beaver Lk Rd, Phase 2	2020 = \$1,500,000 2021 = 1,000,000	2020 = \$1,500,000 2021 = \$1,000,000	2020 = \$7,000,000 2021 = \$8,000,000	2020 = \$7,000,000 2021 = \$8,000,000

A summary of the major changes are as follows. Staff will review these with Council at the meeting in addition to noting updated project cost estimates and schedule changes.

- TR-48 Sahalee North City Limits to SR202 – Deleted
- TR-05 Sahalee Way NE: NE 25th Way to North City Limits – Deleted
- TR – New Sahalee Way NE: NE 12th Pl to NE 25th Way – Deleted

- TR- New Sahalee Way NE/NE 36th St – Added (failing concurrency intersection that was previously part of the Sahalee Way Widening project scope)
- TR-07 Issaquah Fall City Rd Ph 1 – adjusted expends
- TR-20 SE 14th St Extension – removed costs and delayed to beyond 2026 since it's not a priority. Will put back in future TIP if development occurs in area.
- TR-39 256TH Ave SE/E Beaver Lake Dr Roundabout (RAB) – reduced cost estimate since most of the work was done as part of the temporary RAB to mitigate the closure of IFCR
- TR-56 Issaquah Pine Lake Rd/230th Ln SE/231st Ln SE – Deleted as it's no longer a concurrency failure. Pine Lake Middle School reconstruction resolved the problem.
- 212th Ave SE/SE 16th St Replacement – New project added but with no costs. This will allow us to potentially apply for grants.

The preliminary revenue sources, cash flow and ending fund balances for the six-year period are also presented at the bottom of Exhibit 1. The estimated ending balance of \$264,000 in the 340 Fund is perilously low by the end of this year. If no changes are made to the proposed 2021-2026 TIP, and the estimated expenditures and financial assumptions are realized, there will be a deficit of approximately \$4.69M in the fund at the end of the next biennium. Public Works and Finance staff will present the draft TIP and financial projections to the Council for discussion at the meeting and will be available to answer questions and receive input on desired changes.

Next steps

Staff will return on June 2nd with a revised 2021-2026 TIP and draft resolution and request that the Council open a Public Hearing to receive public comment. Council is scheduled to close the Public Hearing on June 19th adopt the resolution.

FINANCIAL IMPACT:

The 6-year TIP is a planning document and as such does not commit the City to any financial obligations. Council may address the financial impacts when future budgets are approved and funding is appropriated for each individual project listed in the 6-year TIP. The Comprehensive Plan Transportation Element provides the following guidance in the event of revenue shortfalls.

Contingency Plans in the Event of Revenue Shortfall

Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, the motor vehicle registration fee, general obligation bonds, and mitigation payments (which have not been enacted), and which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the City has several options: add new sources of revenue or increase the amount of revenue from existing sources; require developers to provide such facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard.

In addition, the Comprehensive Plan Transportation Element Policy chapter provides nine financial policies that provide additional direction when prioritizing transportation investments. There are no financial impacts as a result of approving the 2021-2026 TIP since it is a plan.

OTHER ALTERNATIVES CONSIDERED:

There are no other alternatives. State law requires annual adoption of a six-year Transportation Improvement Plan that is consistent with the jurisdiction's Comprehensive Plan.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Comprehensive Plan Transportation Policy Chapter](#)

2021-2026 SIX-YEAR TRANSPORTATION CAPITAL IMPROVEMENT PLAN (Fund 340) - DRAFT
 Costs rounded to nearest \$10,000

		Concurrency intersection		FUND 340 PROJECT COSTS												
		Pipeline Concurrency Failure		2021	2022	2023	2024	2025	2026	6-Year Total	Projected 2020 Expend	2015-2019 Expend	Future Years	Fund 340 Total Costs	Fund 438 Total Costs	Total Project Costs
No.	Project No.	PROJECT														
1	TR-01	SE 4th Street: 218th Ave SE to 228th Ave SE Widen to 3 lanes with bike lanes, curb, gutter and sidewalk.		0	0	0	0	0	0	0	6,650,000	10,110,000	0	16,760,000	416,740	17,180,000
2	TR-02	Issaquah-Pine Lake Rd: Klahanie Blvd to SE 32nd, Ph 1 Widen to 3 lanes with bike lanes, curb, gutter, sidewalk, roundabout and ITS.		1,200,000	500,000	0	0	0	0	1,700,000	1,000,000	820,000	16,500,000	20,020,000	2,200,000	22,220,000
3	TR-03	Issaquah-Pine Lake Rd: SE 48th St to Klahanie Blvd, Ph 2 Widen to 5 lanes with bike lanes, curb, gutter and sidewalk.		0	0	0	0	0	0	0	0	0	29,512,000	29,512,000	3,000,000	32,510,000
4	TR-04	East Lake Sammamish Parkway SE / SE 24th Way Intersection Add turn pocket and acceleration lane on ELSP, separate turn lanes on SE 24th, mini roundabout or signal.		0	800,000	3,920,000	0	0	0	4,720,000	0	0	0	4,720,000	60,000	4,780,000
5	TR-48	Sahalee North City Limits to SR202								0		0		28,583,000		28,580,000
6	TR-05	Sahalee Way NE: NE 25th Way to North City Limits Widen to 3 lanes with bike lanes, curb, gutter and sidewalk one side, widened shoulder.		0	0	0	0	0	0	0	750,000	450,000	92,143,000	93,343,000	1,100,000	94,440,000
7	TR-__	Sahalee Way NE: NE 12th Pl to NE 25th Way Widen to 3 lanes with bike lanes, curb, gutter, turnlanes, sidewalk on one side. Signal Improvements at NE 14th and NE 19th Dr.		0	0	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
8	TR-__	SR202/Sahalee Way NE Intersection Study		0	0	0	0	0	0	0	0	0	0	0	0	0
9	TR-(New for 2021)	Sahalee Way NE/NE 36th St Construct signal and ITS		0	0	300,000	1,350,000	0	0	1,650,000	0	0	0	1,650,000	150,000	1,800,000
10	TR-34	228th Avenue SE: SE 8th Street & SE 10th Street Intersections Study Analyze widening/adding lanes or installing a roundabout to improve operations.		0	0	0	0	0	0	0	0	0	4,700,000	4,700,000	0	4,700,000
11	TR-07	Issaquah-Fall City Rd: 242nd Avenue SE to Klahanie Dr SE (Phase 1) Widen to 5 lanes with bike lanes, curb, gutter and sidewalk. Project will also construct TR-51, TR-52, and TR-39 (temp roundabout), whose costs are included here.		2,000,000	0	0	0	0	0	2,000,000	18,000,000	7,380,000	0	27,380,000	1,500,000	28,880,000
12	TR-08	Issaquah-Fall City Rd: Klahanie Dr SE to Issaquah-Beaver Lk Rd, Ph 2 Widen to 3 lanes with bike lanes, curb, gutter and sidewalk		1,000,000	1,000,000	9,500,000	9,000,000	0	0	20,500,000	1,000,000	0	0	21,500,000	1,000,000	22,500,000
13	TR-51	SE Issaquah Fall City Rd/247th Pl SE Construct roundabout as part of TR-07.		Costs incl in TR-07	0	0	0	0	0	0	0	0	0	0	0	0
14	TR-52	SE Issaquah Fall City Rd/Klahanie Dr S Construct roundabout as part of TR-07.		Costs incl in TR-07	0	0	0	0	0	0	0	0	0	0	0	0
15	TR-20	SE 14th Street Extension: Lawson Park Plat to 248th Ave SE Construct 2 lane roadway connection with walking path on north side of street		0	0	0	0	0	0	0	0	0	350,000	350,000	40,000	390,000
16	TR-19	Intelligent Transportation System (ITS) Ph 2 - 228th Ave/Sahalee Way Install ITS from NE 12th Pl to SR202, connect to WSDOT & Redmond traffic monitoring systems, construct Traffic Management Center at City Hall.		0	0	0	0	0	0	0	2,067,000	880,000	0	2,947,000	0	2,950,000
17	TR-__	Intelligent Transportation System (ITS), Ph 3 - Variable Message Signs & CCTV Cameras Install permanent realtime traffic VMS' on 228th near Inglewood and IPLR, and Closed Circuit TV cameras at ~40 intersections.		100,000	1,000,000	400,000	0	0	0	1,500,000	0	0	0	1,500,000	0	1,500,000
18	TR-18	SE 8th Street/218th Avenue SE: 212th Avenue SE to SE 4th Street Study Analyze capacity and safety improvements needed to accommodate increased traffic volumes and pedestrian use.		0	0	0	0	0	0	0	200,000	80,000	13,270,000	13,550,000	1,500,000	15,050,000
19	TR-42	218th Avenue SE/216th Avenue SE: SE 4th Street to Inglewood Hill Road NE Analysis Analyze capacity and safety improvements needed to accommodate increased traffic volumes and pedestrian use.		0	0	0	0	0	0	0	150,000	80,000	6,000,000	6,230,000	1,000,000	7,230,000
20	TR-39	256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Rd Construct permanent roundabout.		0	0	0	0	200,000	550,000	750,000	0	0	0	750,000	0	750,000
21	TR-45	SE 32nd St/244th Ave SE Intersection Improvement Install all-way stop control and pedestrian improvements.		150,000	0	0	0	0	0	150,000	0	0	0	150,000	0	150,000
22	TR-53	Sahalee Way/NE 28th Pl/223rd Ave NE Install signal and ITS.		0	0	250,000	1,360,000	0	0	1,610,000	0	0	0	1,610,000	150,000	1,760,000

Pipeline Concurrency Failure			FUND 340 PROJECT COSTS												
No.	Project No.	PROJECT	2021	2022	2023	2024	2025	2026	6-Year Total	Projected 2020 Expend	2015-2019 Expend	Future Years	Fund 340 Total Costs	Fund 438 Total Costs	Total Project Costs
23	TR-54	228th Ave/SE 40th Create center turn lane on 228th, modify median on SE 40th.	0	0	0	0	180,000	670,000	850,000	0	0	0	850,000	0	850,000
24	TR-55	242nd Ave NE/NE 8th St Add westbound right turn pocket, widen NE 8th	0	0	0	250,000	750,000	1,000,000	2,000,000	0	0	0	2,000,000	100,000	2,100,000
25	TR-56	Issaquah Pine Lake Rd/230th Ln SE/231st Lane SE Rechannelize/restripe 230th Ln & 231st Ln, extend WB left turn pocket on IPLR.	0	0	0	0	0	0	0	0	0	0	0	0	0
26	TR-New for 2021	212 Ave SE/SE 16th St Replacement Replace portion of SE 212th between SE 14th PL and SE 18th St damaged by highwater and flooding. Construct bridge and new roadway with walls.	0	0	0	0	0	0	0	0	0	15,000,000	15,000,000	250,000	15,250,000
27	TR-A	Public Works Trust Fund Loan Repayment 228th Ave NE Improvements	540,000	0	0	0	0	0	540,000	0	550,000	0	1,090,000	0	1,090,000
28	TR-B	Non-motorized Transportation Projects Sidewalks, trails, bikeways and paths, etc.	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000	0	0	Same annual funding	4,500,000	750,000	5,250,000
29	TR-C	Sidewalk Projects Various sidewalk projects, includes gap projects, extensions, safety improvements.	160,000	160,000	160,000	160,000	160,000	160,000	960,000	0	0	Same annual funding	960,000	150,000	1,110,000
30	TR-D	Intersection and Safety Improvements Intersection/other safety improvements, including channelization, signing, signalization, and/or other traffic control devices.	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	540,000	0	Same annual funding	1,200,000	150,000	1,350,000
31	TR-E	Neighborhood CIP Safety improvements including gap projects, bike routes, pedestrian safety and school zone safety.	100,000	100,000	100,000	100,000	100,000	100,000	600,000	0	0	Same annual funding	600,000	90,000	690,000
32	TR-F	Street Lighting Program Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting.	15,000	15,000	15,000	15,000	15,000	15,000	90,000	15,000	0	Same annual funding	90,000	0	90,000
33	TR-G	School Zone Safety Improvements In conjunction with Issaquah & Lake Washington School Districts, provide safety improvements in the City's various school zones.	50,000	50,000	50,000	50,000	50,000	50,000	300,000	50,000	40,000	Same annual funding	340,000	0	340,000
34	TR-H	Capital Contingency Reserve Placeholder Reserve fund for capital projects and to address other unforeseen circumstances that may arise.	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	0	0	Same annual funding	3,000,000	0	3,000,000
TOTAL			6,770,000	5,080,000	16,150,000	13,740,000	2,910,000	4,000,000	48,620,000	30,420,000	20,390,000	177,480,000	304,890,000	14,610,000	319,490,000
TOTAL TIP EXPENDITURES			6,770,000	5,080,000	16,150,000	13,740,000	2,910,000	4,000,000	48,620,000	30,420,000	20,390,000	177,480,000	304,890,000	14,610,000	319,490,000

TIP Funding Source	6 Year Projection					
	2021	2022	2023	2024	2025	2026
Beginning Fund Balance*	\$ 6,200,000	\$ 2,980,000	\$ 1,950,000	\$ (5,650,000)	\$ (15,340,000)	\$ (14,200,000)
Real Estate Excise Tax (REET)	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Impact Fees	500,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000
Interest	50,000					
Awarded Grants-ITS						
Awarded Grants-Iss-FC Road			1,500,000			
SE 4th TIB						
SE 4th Utility Reimbursement						
Anticipated Grants**			3,000,000			
Total	\$ 9,750,000	\$ 7,030,000	\$ 10,500,000	\$ (1,600,000)	\$ (11,290,000)	\$ (10,150,000)
Total Ending Fund Balance	\$ 2,980,000	\$ 1,950,000	\$ (5,650,000)	\$ (15,340,000)	\$ (14,200,000)	\$ (14,150,000)
Restricted Ending Fund Balance	\$ (5,836,439)	\$ (6,636,439)	\$ (7,686,439)	\$ (8,736,439)	\$ (9,786,439)	\$ (10,836,439)
Unrestricted Ending Fund Balance	\$ (2,856,439)	\$ (4,686,439)	\$ (13,336,439)	\$ (24,076,439)	\$ (23,986,439)	\$ (24,986,439)

**Other funding sources that could reasonably be expected include Grants (TIB, PSRC, etc.), Loans, Bonded Debt, and available resources from the General Fund.
 Restricted EFB = Impact and mitigation fees restricted to specific projects. For the 2021 to 2026 projection assumed only IPLR was eligible for impact fee funding at 50% of project costs.

Comparison Between Adopted 2020-2025 TIP and Draft 2021-2026 TIP - DRAFT

		2020 Numbers = Adopted 2020 -2025 TIP Plan 2021 Numbers = Draft 2021-2026 TIP Plan														
		Concurrency segment, corridor or intersection														
		Concurrency Failure		Fund 340 Project Costs												
No.	Project No.	Project	2021	2022	2023	2024	2025	2026	6-Year Total	Projected 2020 Expend	2015 – 2019 Expend	Future Years	Fund 340 Total Costs	Fund 438 Total Costs	Total Project Costs	
1	TR-01	SE 4 th Street: 218 th Avenue SE to 228 th Avenue SE						2021 = \$0	2020 = \$8,130,000 2021 = \$0	\$6,650,000	2020 = \$12,380,000 2021 = \$10,110,000		2020 = \$20,510,000 2021 = \$16,760,000		2020 = \$20,930,000 2021 = \$17,180,000	
2	TR-02	Issaquah Pine Lake Rd: Klahanie Blvd. to SE 32 nd , Phase 1						2021 = \$0	2020 = \$3,300,000 2021 = \$1,700,000	\$1,000,000	2020 = 1,170,000 2021 = \$820,000	2020 = \$14,440,000 2021 = 16,500,000	2020 = \$18,910,000 2021 = \$20,020,000	2020 = \$710,000 2021 = \$2,200,000	2020 = \$19,620,000 2021 = \$22,220,000	
3	TR-03	Issaquah-Pine Lake Rd: SE 48 th Street to Klahanie Blvd., Phase 2						2021 = \$0		\$0		2020 = \$25,070,000 2021 = \$29,512,000	2020 = \$25,070,000 2021 = \$29,512,000	2020 = \$750,000 2021 = \$3,000,000	2020 = \$25,820,000 2021 = \$32,510,000	
4	TR-04	East Lake Sammamish Parkway SE / SE 24 th Way Intersection		2020 = \$500,000 2021 = \$800,000				2021 = \$0	2020 = \$4,420,000 2021 = \$4,720,000	\$0			2020 = \$4,420,000 2021 = \$4,720,000		2020 = \$4,480,000 2021 = \$4,780,000	
5	TR-48	Sahalee North City Limits to SR202						2021 = \$0					2021 = \$28,583,000		2021 = \$28,580,000	
6	TR-05	Sahalee Way NE: NE 25 th Way to North City Limits			2020 = \$2,000,000 2021 = \$0	2020 = \$11,650,000 2021 = \$0	2020 = \$12,300,000 2021 = \$0	2021 = \$0	2020 = \$27,450,000 2021 = \$0	\$750,000	2020 = \$370,000 2021 = \$450,000	92,143,000	2020 = \$27,820,000 2021 = 93,343,000		2020 = \$28,920,000 2021 = \$94,440,000	
7	TR-___	Sahalee Way NE: NE 12 th Place to NE 25 th Way			2020 = \$2,000,000 2021 = \$0	2020 = \$10,550,000 2021 = \$0	2020 = \$11,650,000 2021 = \$0	2021 = \$0	2020 = \$25,700,000 2021 = \$0	\$0				2020 = \$25,700,000 2021 = \$0		2020 = \$26,700,000 2021 = \$1,000,000
8	TR-___	SR202 / Sahalee Way NE Intersection Study						2021 = \$0	2020 = \$250,000 2021 = \$0	\$0			2020 = \$250,000 2021 = \$0		2020 = \$250,000 2021 = \$0	
9	TR-___ (New for 2021)	Sahalee Way NE / NE 36 th Street			2021 = \$300,000	2021 = 1,350,000		2021 = \$0	2021 = \$1,650,000				2021 = \$1,650,000	2021 = \$150,000	2021 = \$1,800,000	
10	TR-34	228 th Avenue SE: SE 8 th Street and SE 10 th Street Intersections Study	2020 = \$600,000 2021 = \$0					2021 = \$0	2020 = \$600,000 2021 = \$0	\$0		2020 = \$4,100,000 2021 = \$4,700,000				
11	TR-07	Issaquah-Fall City Rd: 242 nd Avenue SE to Klahanie Dr SE (Phase 1)	2020 = \$7,000,000 2021 = \$2,000,000					2021 = \$0	2020 = \$19,000,000 2021 = \$2,000,000	\$18,000,000	2020 = \$9,000,000 2021 = \$7,380,000		2020 = \$28,000,000 2021 = \$27,380,000		2020 = \$29,500,000 2021 = \$28,880,000	
12	TR-08	Issaquah-Fall City Rd: Klahanie Dr SE to Issaquah-Beaver Lk Rd, Phase 2	2020 = \$1,500,000 2021 = 1,000,000	2020 = \$1,500,000 2021 = \$1,000,000	2020 = \$7,000,000 2021 = \$9,500,000	2020 = \$7,000,000 2021 = \$9,000,000		2021 = \$0	2020 = \$17,250,000 2021 = \$20,500,000	\$1,000,000	2020 = \$350,000 2021 = \$0		2020 = \$17,600,000 2021 = \$21,500,000		2020 = \$18,600,000 2021 = \$22,500,000	
13	TR-51	SE Issaquah Fall City Rd / 247 th Pl SE						2021 = \$0		\$0						
14	TR-52	SE Issaquah Fall City Rd / Klahanie Dr S						2021 = \$0		\$0						
15	TR-20	SE 14 th Street Extension: Lawson Park Plat to 248 th Avenue SE		2020 = \$350,000 2021 = \$0				2021 = \$0	2020 = \$350,000 2021 = \$0	\$0		2020 = \$0 2021 = \$350,000				
16	TR-19	Intelligent Transportation System (ITS) Phase 2 – 228 th Ave / Sahalee Way						2021 = \$0	2020 = \$2,000,000 2021 = \$0	\$2,067,000	2020 = \$0 2021 = \$880,000		2020 = \$2,000,000 2021 = \$2,947,000		2020 = \$2,000,000 2021 = \$2,950,000	
17	TR-___	Intelligent Transportation System (ITS), Phase 3 – Variable Message Signs & CCTV Cameras	2020 = \$1,000,000 2021 = \$100,000	2020 = \$400,000 2021 = \$1,000,000	2020 = \$0 2021 = \$400,000			2021 = \$0		\$0						
18	TR-18	SE 8 th Street / 218 th Avenue SE: 212 th Avenue SE to SE 4 th Street Study						2021 = \$0	2020 = \$190,000 2021 = \$0	\$200,000	2020 = \$100,000 2021 = \$80,000		2020 = \$13,560,000 2021 = \$13,550,000		2020 = \$15,060,000 2021 = \$15,050,000	
19	TR-42	218 th Avenue SE / 216 th Avenue SE: SE 4 th Street to Inglewood Hill Road NE Analysis						2021 = \$0	2020 = \$150,000 2021 = \$0	\$150,000	2020 = \$100,000 2021 = \$80,000		2020 = \$6,250,000 2021 = \$6,230,000		2020 = \$7,250,000 2021 = \$7,230,000	
20	TR-39	256 th Ave SE / East Beaver Lake Dr SE / Issaquah Beaver Lake Rd			2020 = \$1,550,000 2021 = \$0		2020 = \$0 2021 = \$200,000	2021 = \$550,000	2020 = 1,550,000 2021 = \$750,000	\$0	2020 = \$150,000 2021 = 0		2020 = \$1,700,000 2021 = \$750,000		2020 = \$1,700,000 2021 = \$750,000	
21	TR-45	SE 32 nd St / 244 th Ave SE Intersection Improvement						2021 = \$0		\$0						
22	TR-53	Sahalee Way / NE 28 th Pl / 223 rd Ave NE			2020 = \$230,000 2021 = \$250,000	2020 = \$1,080,000 2021 = \$1,360,000		2021 = \$0	2020 = \$1,310,000 2021 = \$1,610,000	\$0			2020 = \$1,310,000 2021 = \$1,610,000	2020 = \$0 2021 = \$150,000	2020 = \$1,310,000 2021 = \$1,760,000	
23	TR-54	228 th Ave / SE 40 th				2020 = \$140,000 2021 = \$0	2020 = \$670,000 2021 = \$180,000	2021 = \$670,000	2020 = \$810,000 2021 = \$850,000	\$0			2020 = \$810,000 2021 = \$850,000		2020 = 810,000 2021 = \$850,000	

2020 Numbers = Adopted 2020-2025 TIP Plan
 2021 Numbers = Draft 2021-2026 TIP Plan
 Concurrency segment, corridor or intersection
 Concurrency Failure

No.	Project No.	Project	2021	2022	2023	2024	2025	2026	Fund 340 Project Costs						Fund 438 Total Costs	Total Project Costs
									6-Year Total	Projected 2020 Expend	2015 – 2019 Expend	Future Year	Fund 340 Total Costs			
24	TR-55	242 nd Ave NE / NE 8 th St					2020 = \$630,000 2021 = \$750,000	2020 = \$0 2021 = \$1,000,000	2020 = \$880,000 2021 = \$2,000,000	\$0			2020 = \$880,000 2021 = \$2,000,000	2020 = \$0 2021 = \$100,000	2020 = \$880,000 2021 = \$2,100,000	
25	TR-56	Isaiah Pine Lake Rd / 230 th Ln SE / 231 st Lane SE					2020 = \$120,000 2021 = \$0	2020 = \$0 2021 = \$0	2020 = \$120,000 2021 = \$0	\$0			2020 = \$120,000 2021 = \$0		2020 = \$120,000 2021 = \$0	
26	TR-New for 2021	212 th Ave SE / SE 16 th St Replacement						2021 = \$0				2021 = \$15,000,000	2021 = \$15,000,000	2021 = \$250,000	2021 = \$15,250,000	
27	TR-A	Public Works Trust Fund Loan Repayment						2021 = \$0	2020 = \$1,080,000 2021 = \$540,000	\$0	2020 = \$1,100,000 2021 = \$550,000		2020 = \$2,180,000 2021 = \$1,090,000		2020 = \$2,180,000 2021 = \$1,090,000	
28	TR-B	Non-motorized Transportation Projects						2021 = \$750,000		\$0						
29	TR-C	Sidewalk Projects						2021 = \$160,000		\$0						
30	TR-D	Intersection and Safety Improvements						2021 = \$200,000		\$540,000						
31	TR-E	Neighborhood CIP						2021 = \$100,000		\$0						
32	TR-F	Street Lighting Program						2021 = \$15,000		\$15,000						
33	TR-G	School Zone Safety Improvements						2021 = \$50,000		\$50,000	2020 = \$0 2021 = \$40,000		2020 = \$300,000 2021 = \$340,000		2020 = \$300,000 2021 = \$340,000	
34	TR-H	Capital Contingency Reserve Placeholder						2021 = 500,000		\$0						

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Amended Lease for Reard House		
DATE SUBMITTED:	May 15, 2020		
DEPARTMENT:	Parks, Recreation & Facilities		
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational		
RECOMMENDATION:	Authorize the Interim City Manager to sign an amended lease for the Reard House, with the Sammamish Heritage Society.		
EXHIBITS:	1. Exhibit A: Amended Lease for Reard House - Revised		
BUDGET:			
Total dollar amount	N/A	<input type="checkbox"/>	Approved in budget
Fund(s)	N/A	<input type="checkbox"/>	Budget reallocation required
		<input checked="" type="checkbox"/>	No budgetary impact
WORK PLAN FOCUS AREAS:			
<input type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety		
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability		
<input type="checkbox"/> High Performing Government	<input checked="" type="checkbox"/> Culture & Recreation		
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability		

NEEDED FROM COUNCIL:

Should Council authorize the Interim City Manager to sign an amended lease for the Reard House, with the Sammamish Heritage Society?

KEY FACTS AND INFORMATION SUMMARY:

The City and Sammamish Heritage Society are updating the amended lease agreement for the historic Reard House, which was recently approved by [City Council on May 5, 2020](#). Approval of the amended lease was originally necessary to be able to award the Big Rock Park Site B - Phase I Improvements project. In addition, the duration of the lease was extended for the Sammamish Heritage Society to qualify for the Heritage Capital Projects grant from the Washington State Historical Society (WSHS) for the reconstruction of the addition to the Reard House.

The WSHS has requested additional changes to the Reard House Lease Agreement, as part of the Sammamish Heritage Society's obligations to the Heritage Capital Projects grant. Therefore, the amended lease, which Council previously approved on May 5, 2020, is being reintroduced to Council to add the provisions requested by WSHS. The City Attorney's Office has reviewed and agreed to add these provisions.

Additional provisions include:

- **Section 2 C.** currently states that the public use and operating policies of the House are to be consistent with the recommendations in the Big Rock Park Master Plan as adopted or amended by the City. We have added language to ensure that the public use and operating policies of the House are also to be consistent with the requirements of the Heritage Capital Projects grant from the WSHS or any other grant obtained by the Sammamish Heritage Society.
- **Section 5 K.** of the Lease states that the Society has received a grant from the WSHS to design and construct the exterior shell for an addition to the House. We have added language requiring the Sammamish Heritage Society to consult with WSHS before making changes to property control or any changes to the construction plans, prior to implementation.
- **Section 18** of the Lease notes that either party may terminate the Amended Lease with a sixty (60) day prior written notice. We have added language to note that should this lease be terminated, the City and the Sammamish Heritage Society shall notify all known grantors and ensure that contracts including but not limited to the Heritage Capital Project contract are transferred to the City so that the program purpose continues to be met.

The Sammamish Heritage Society has obtained multiple grants from King County 4Culture and the Washington State Historical Society, and should the Reard House lease be terminated or the Sammamish Heritage Society go defunct, it is likely that the City as the property owner, will have to honor some of the obligations for public access benefit as required by these grants, for their period of performance.

Typically, we wouldn't refer to a state agency (or any third party) in a contract unless that state agency is a party to the contract and agrees to be bound by its terms. Here, however, the state has control over the Sammamish Heritage Society's grant proceeds and is understandably interested in verifying that the Lease recognizes this fact.

FINANCIAL IMPACT:

There is no financial impact related to this agenda bill. The City has already committed a \$103,000 in-kind match for utility improvements that will support the Reard House.

OTHER ALTERNATIVES CONSIDERED:

City Council could choose not to accept these revisions to the lease agreement. The Washington State Historical Society will not enter into a contract with the Sammamish Heritage Society for the Heritage Capital Project's grant.

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

N/A

Amended Lease for Reard House

This AMENDED LEASE (“Amended Lease”) is entered into on the last date signed below by and between the City of Sammamish, Washington (hereafter “the City”) and the Sammamish Heritage Society (hereafter “the Society”), a Washington nonprofit corporation, and amends and fully supersedes the Amended Lease for Reard House last executed by the parties on March 14, 2017.

THE PARTIES hereby agree as follows:

Section 1. Description of the Property and Rights to Use the Property

- A. The City is the owner of the Reard house (“the House”), a structure of historic significance for the City and King County Landmark.
- B. The House is located at 1516 220th Ave SE, Sammamish, Washington on Parcel B of Big Rock Park. The property covered by this lease (the "Site") is the Reard house including the kitchen addition and the immediate five feet around the perimeter of the building footprint. This lease does not pertain to any other portion of Parcel B. The five feet will cover the utility lines the city will bring to the house.
- C. The Society wishes to undertake the restoration of the House and, thereafter, make use of it for historic and cultural purposes.

Section 2. Purpose and Permitted Use.

- A. The purpose of this Amended Lease is to allow the Society to improve and renovate the House. The Society desires to use the House as a historic and cultural resource for the citizens of Sammamish. The Amended Lease for the Reard House last executed by the parties on March 14, 2017 is terminated and shall be of no force or effect.
- B. The permitted uses of the Site under this Amended Lease shall be constructing, reconstructing, assembling, stabilizing, improving, maintaining, repairing, and enhancing the House, and for no other purpose.
- C. The public use and operating policies of the House are to be consistent with the recommendations in the Big Rock Park Master Plan as adopted or amended by the City as well as the requirements of the Heritage Capital Projects grant from the Washington State Historical Society (WSHS) or any other grant obtained by the Society.
- D. The City and Society agree to the temporary terms and conditions during the pre-construction stage of the City’s development of the Site as described in Section 8.
- E. The City and Society agree to the temporary terms and conditions in section 9 which denies the Society’s access to the site during construction of the City’s project, unless specifically allowed in writing by the City. The Society agrees that it will hold

the City and its Contractor harmless for any damage which may occur during such occupation under the terms set forth in section 15.

F. The City and Society agree to the additional terms and conditions during the post-construction stage of the City's development of the Site as described in Section 10.

Section 3. Term.

A. The term of this Amended Lease shall be from the date of execution until December 31, 2034, and may be renewed as described in Subsection B, below.

B. Unless the City gives written notice to the Society that a renewal will be required at least sixty (60) days prior to the end of the Amended Lease Term set forth in Subsection A, above, renewal will occur automatically on a year-to-year basis at the end of the Amended Lease Term.

Section 4. Compensation to the City. Rent for the term of this Amended Lease shall be \$1.00 and other valuable consideration acknowledged by the parties.

Section 5. Tenant Improvement and Maintenance Obligations.

A. The House shall be deemed leased "as is." The Society has inspected the House, is familiar with the present condition of the House, and agrees to accept the House in the current condition.

B. Subject to the provisions of this Agreement, the Society shall design and implement a renovation of the House. All work performed by the Society in, on, or about the House shall be subject to prior written review and approval of the City. The Society shall submit for all work requests in writing, via email, to the Parks Project Manager and Parks Administrative Assistant, or such email address as the City may subsequently provide the Society.

C. The Society shall be responsible for the design, fabrication, and installation of interpretive signage for the House. The design and location of the signage shall be reviewed and approved by the City prior to fabrication and installation.

D. The renovation of the House shall be at the sole cost and expense of the Society, except as otherwise agreed to by the City in writing.

E. The Society shall obtain all permits that may be necessary to perform such work and all work shall be performed in a good and workmanlike manner.

F. Before commencing work upon the House, the Society shall obtain a Certificate of Appropriateness from the King County Landmark Commission for any construction requiring a COA.

G. The Society shall be responsible for all volunteers providing work or services related to this Amended Lease and for meeting any requirements imposed by the State

of Washington including the Department of Labor and Industries.

H. Due to the intermittent construction activity over a long duration of time, hours of work shall be restricted to 9:00 am to 5:00 pm Monday through Friday.

I. It is the City's desire that the House not be unsightly or unsafe. The Society shall keep the House and the immediate premises neat, clean and in a sanitary condition.

J. The Society shall maintain in good condition and repair the structural components and systems and the exterior components of the House which include, but are not limited to, the roof, exterior walls, foundation, beams, siding, stairs, exterior painting, porch, and all load bearing members. The Society shall also maintain the mechanical, electrical and plumbing systems of the Site once installed.

K. The Society has received a grant from the Washington State Historical Society (WSHS) to design and construct the exterior shell for an addition to the House. The Society shall consult with WSHS before making changes to property control or any changes to the construction plans, prior to implementation. The City Council ("Council") approved the anticipated addition, which includes storage space, an accessible restroom, and a kitchenette. As with the renovations of the main House, all work associated with the addition shall be subject to prior written review and approval by the City. The Society shall place temporary construction fencing around the addition prior to any construction activities. Temporary construction fencing shall be installed with lockable gates that must be closed and locked when not working the site. The fencing shall be chain-link, not less than 5' high, and installed with fence posts using cement concrete block footings only. City routine maintenance activities, trail improvements and volunteer events for restoration planting are on-going and the Society is responsible to keep the limits of construction activity safe and secure at all times. All tenant improvements and maintenance obligations required for the House within this Amended Lease apply to the design and construction of the addition as described in this Section 5(L).

L. Once renovations are complete, including the addition to the House, the Society is responsible for daily maintenance and repair of the interior of the House. The Society's janitorial and routine maintenance responsibilities shall include timely repair or replacement of interior light fixtures or bulbs, electrical switches or controls; and interior and exterior cleaning of windows; and repair of any damage caused by use of the Site premises by the Society.

M. In the event that the House is destroyed or damaged to such an extent that the City, in its sole discretion, decides that it is not economically feasible to restore the same, then the City may terminate the Amended Lease, as of the date of the damage or destruction, by giving the Society written notice to that effect.

Section 6. City Obligations.

A. As deemed appropriate by the City, the City shall provide and maintain temporary or permanent fencing around the perimeter of the Site to limit general access to the Site.

B. The house is not currently connected to utilities. The Society requires some source of water and power for continued improvements. The City agrees to provide a temporary water source as available to the Site and to provide a temporary source of electricity to the Site, PROVIDED that the provision of temporary water and electricity to the site shall be conditioned upon the availability of such water and electricity. The City shall provide utility stub-outs for future connections to the House to a distance of 5 (five) feet from the House. Location of stub-outs shall be in accordance with the building permit plans for the Big Rock Park Site B Construction Improvements as agreed to by the Society.

C. The City shall maintain the grounds of the Site in an attractive, safe and clean condition.

D. In the event of an emergency, the City or others acting on its behalf, may commence such repair and emergency work as required under the circumstances if the Society is unable to do so, provided that the City shall notify the Society as promptly as possible before such repair or emergency work commences or as soon thereafter as possible if advance notice is not practicable. The City is under no obligation to perform such emergency work and performs the same at its sole discretion.

Section 7. Access to the Site.

A. Society Access. The Society agrees to abide by the following terms:

1. Ingress and egress shall be limited to the existing gravel driveway located between the Site and 220th Avenue Southeast as located at the southwest corner of King County tax parcel no. 0424069019.
2. The Society is only allowed access to the Site after having given the City prior notice as follows: (i) at least twenty-four (24) hours in advance of access, the Society shall send notice, via email, to the Parks Project Manager and Parks Administrative Assistant, or such email address as the City may subsequently provide the Society; and (ii) the Society will wait to access the Site until it receives approval from the City.
3. Access shall be only at such times as approved by the City, and the Society may not access the Site with more than three (3) vehicles in any one day, unless otherwise approved by City for special events such as work parties.
4. The Society is temporarily denied access to the Site and the House during the City's construction stage of the Site as described in Section 9.

B. City Access.

1. Except in the case of an emergency, the City is only allowed access to the Site after having given the Society prior notice as follows: (i) at least twenty-four

(24) hours in advance of access, the City shall send notice, via email, to the Reard House Project Manager and Society President; and (ii) the City will wait to access the Site until it receives approval from the Society. As with all other leased facilities, the City shall have a master key to the house.

EC. Public Access.

1. The Site will be a City park, and will be opened to the general public once the City has completed planning and improvements necessary to accommodate general public access. At that time, public access to the exterior of the structure and related interpretive signage will be available to the public during regular park hours.
2. Until such time as the Site is opened to the general public during regular park hours, public access to the Site shall be limited to guided walks to view the exterior of the building and interpretive signage, work parties and similar events. The schedule and specifics of public access (e.g. event, parking, schedule, etc.) are to be approved by the City in advance.

Section 8. City's Pre-Construction Stage of the Site. The City and Society agree to the following temporary terms and conditions prior to the City's construction stage of the Site:

- A. Temporary terms and conditions described in this section shall apply after this Amended Lease is executed by all parties and will continue until May 26, 2020, or the start of the City's construction on the site, whichever is later.
- B. If feasible, the City shall provide a portable restroom at the Site for use by the City and Society during all construction on the site.
- C. The Society shall, at its own option, choose to contract with a public utility to install a temporary power pole for use during renovations and construction of the west addition, and be responsible for all costs associated with this effort. Prior to installation the Society shall obtain written approval from the City on the location for the temporary power pole and be responsible for all associated permits and inspections. The Society shall ensure the public utility removes the temporary power pole prior to May 26, 2020 or the start date of the City's construction of the Site, whichever occurs later.

Section 9. City's Construction Stage of the Site. The City and Society agree to the following temporary terms and conditions during the City's construction stage of the Site:

- A. The anticipated start date for the City's construction of the Site is May 26, 2020.
- B. The City's substantial completion date is December 31, 2020, or whichever occurs first. During the City's construction stage of the Site the Society will not have access to the House.

Section 10. City's Post-Construction Stage of the Site. The City and Society agree to

the following additional terms and conditions following the City's construction stage of the Site:

A. The Society shall be responsible for final hook-ups of all utilities to the House following the City's substantial completion date scheduled for December 31, 2020, or whichever occurs first.

B. The Society and the City shall revise this Amended Lease to address any remaining work to be completed on the House after the City's construction is complete and the Site is open to the public.

Section 11. Damage to Property. Neither the Society, nor any person acting on the Society's behalf, shall take any action or permit any action to be done which may impair or damage the Site or Owner's Property in general. Neither the City, nor any person acting on the City's behalf, shall take any action or permit any action to be done which may impair or damage the House or Society's Owner's Property in general.

Section 12. Relocation or Removal of House In the event that the Society fails to comply with the terms and conditions of this Amended Lease, then within 60 days following written notice from the City, the Society shall temporarily or permanently remove, relocate, demolish, change or alter the position of the House, repairs to the House, and/or materials and equipment placed upon the Site, as directed by the City.

Section 13. Damage to Site. Unless caused by the negligent, willful, or intentional acts of the City, the City shall not be liable for any damage or loss to persons or property occurring on the Site.

Section 14. Insurance. The Society shall procure and maintain for the duration of the term of this Amended Lease insurance against claims for injuries to persons or damage to property which may arise from or in connection with the Society's operation and use of the Site. The Society's maintenance of insurance as required by the Amended Lease shall not be construed to limit the liability of the Society to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

A Minimum Scope of Insurance

The Society shall obtain insurance of the types described below:

1. Commercial General Liability insurance shall be written on Insurance Services Office (ISO) occurrence form CG 00 01 and shall cover premises and contractual liability. The City shall be named as an insured on the Society's Commercial General Liability insurance policy using ISO Additional Insured-Managers or Lessors of Premises Form CG 20 11 or a substitute endorsement providing equivalent coverage.
2. Property insurance shall be written on an all risk basis.

B. Minimum Amounts of Insurance.

The Society shall maintain the following insurance limits:

1. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
 2. Property insurance shall be written covering the full value of Society's property and improvements with no coinsurance provisions.
- C. **Other Insurance Provisions.**
The Society's Commercial General Liability insurance policy or policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Society's insurance and shall not contribute with it.
- D. **Acceptability of Insurers.**
Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.
- E. **Verification of Coverage.**
Within ten (10) days of execution of the Amended Lease, the Society shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Society.
- F. **Waiver of Subrogation.**
The Society and City hereby release and discharge each other from all claims, losses and liabilities arising from or caused by any hazard covered by property insurance on or in connection with the premises or said building. This release shall apply only to the extent that such claim, loss or liability is covered by insurance.
- G. **City's Property Insurance.**
City shall purchase and maintain during the term of this Amended Lease all-risk property insurance covering the Site for the full replacement value without any coinsurance provisions.
- H. **Notice of Cancellation.**
The Society shall provide the City with written notice of any policy cancellation, within two business days of their receipt of such notice.
- I. **Failure to Maintain Insurance.**
Failure on the part of the Society to maintain the insurance as required shall constitute a material breach of this Amended Lease, upon which the City may, after giving five business days' notice to the Society to correct the breach, terminate the Amended Lease or, at its discretion, procure or renew

such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand by the Society.

Section 15. General Indemnification The Society shall defend, indemnify, and hold harmless the City, its officers, officials, employees and volunteers from and against any and all claims, suits, actions, or liabilities for injury or death of any person, or for loss or damage to property, which arises out of Society's use of the Site, or from the conduct of Society's business, or from any activity, work or thing done, permitted, or suffered by the Society in or about the Site, except only such injury or damage as shall have been occasioned by the sole negligence of the City.

Section 16. Assignments or Transfers This Amended Lease shall run with the property and shall be binding on and inure to the benefit of the parties, their respective successors, personal representatives and assigns. The Society shall not assign or transfer this Amended Lease or sublet all or any portion of the leased premises without the prior written consent of the City.

Section 17. Signs. Any signs or symbols placed on the Site by the Society shall be subject to the prior written approval of the City. Any signs or symbols placed upon the Site shall be placed with the understanding and agreement that the Society may be required to remove the same at the termination of this Amended Lease and repair any resulting damage or injury to the Site, if any.

Section 18. Termination.

A. Either party may terminate or suspend this Amended Lease at any time, with or without cause, upon sixty (60) days prior written notice.

B. This Amended Lease may be canceled immediately if the Society's insurance coverage is canceled for any reason.

C. Should this lease be terminated, the City and the Society shall notify all known grantors and ensure that contracts including but not limited to the Heritage Capital Project (HCP) contract are transferred to the City so that the program purpose continues to be met.

Section 19. Non-Severability. Each term and condition of this Amended Lease is an integral part of the consideration given by each party and as such, the terms and conditions of this Amended Lease are not severable. If any section, sentence, clause or phrase of this Amended Lease should be held to be invalid or unconstitutional by a court of competent jurisdiction, this Amended Lease shall terminate unless suitable replacement terms can be agreed upon by the parties.

Section 20. Merger. This Amended Lease constitutes the entire understanding and agreement between the parties as to the subject matter herein. This Amended Lease supersedes previously executed lease terms and no other agreements or understandings, written or otherwise, shall be binding upon the parties upon execution of this Amended Lease.

CITY OF SAMMAMISH

SAMMAMISH HERITAGE SOCIETY

By: _____
David Rudat, Interim City Manager

By: _____
Walt Carrel, President

Date: _____

Date: _____

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

APPROVED AS TO FORM:

By: _____
Michael R. Kenyon, City Attorney

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this _____ day of _____, 2020, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn personally appeared _____, known to me to be the City Manager of the City of Sammamish, that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said limited liability company, for the purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

I certify that I know or have satisfactory evidence that the person appearing before me and making this acknowledgment is the person whose true signature appears on this document.

WITNESS my hand and official seal hereto affixed the day and year in the certificate above written.

Signature

Print Name
NOTARY PUBLIC in and for the State of
Washington, residing at _____
My commission expires _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

On this _____ day of _____, 2020, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn personally appeared _____, known to me to be the _____ of the Sammamish Heritage Society, Washington nonprofit corporation, that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said _____, for the purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

I certify that I know or have satisfactory evidence that the person appearing before me and making this acknowledgment is the person whose true signature appears on this document.

WITNESS my hand and official seal hereto affixed the day and year in the certificate above written.

Signature

Print Name
NOTARY PUBLIC in and for the State of
_____, residing at _____
My commission expires _____

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Draft Transportation Master Plan and Prioritized Projects List		
DATE SUBMITTED:	May 03, 2020		
DEPARTMENT:	Public Works		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational		
RECOMMENDATION:	Receive a presentation on the draft Transportation Master Plan and Prioritized Projects List and provide direction on the preferred project package.		
EXHIBITS:	1. Exhibit 1 - DRAFT Sammamish TMP 2. Exhibit 2 - Projects Package A 3. Exhibit 3 - Projects Package B		
BUDGET:			
Total dollar amount	N/A	<input type="checkbox"/>	Approved in budget
Fund(s)	N/A	<input type="checkbox"/>	Budget reallocation required
		<input checked="" type="checkbox"/>	No budgetary impact
WORK PLAN FOCUS AREAS:			
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety		
<input checked="" type="checkbox"/> Communication & Engagement	<input checked="" type="checkbox"/> Community Livability		
<input type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation		
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability		

NEEDED FROM COUNCIL:

Receive a presentation on the draft Transportation Master Plan and Prioritized Projects List and provide direction for desired revisions.

KEY FACTS AND INFORMATION SUMMARY:

Overview

The Transportation Master Plan (TMP) Project Team has developed a draft TMP (Exhibit 1), which is the culmination of extensive community outreach, significant technical data collection and analyses, and City Council input beginning in spring 2017. The Draft TMP documents the Council’s and community’s goals and priorities for the City’s transportation network. It addresses Sammamish's transportation

challenges now and into the future by identifying issues and optimizing multimodal transportation investments in the City. City Council and community input on the Draft TMP will be reviewed and incorporated into a revised TMP in June, which will be the subject of an online open house to ensure continual and transparent communications on the Draft TMP. This work will lead to the legislative review effort this fall, in anticipation of adopting the TMP by October 30th via a Comprehensive Plan Amendment, assuming a time extension is not granted by the Growth Management Hearings Board.

Growth Management Hearings Board Decision and Compliance Effort

On April 20, 2020, the Growth Management Hearings Board (GMHB) issued its Final Decision and Order (FDO) regarding the Petition challenging the City's Level of Service Standards for segments and corridors (otherwise known as Volume over Capacity [V/C] standards). The Order invalidated the City's V/C standards and remanded the Ordinance to the City for compliance. After review of the Order and consultation with City leadership and legal counsel, it was determined that additional environmental review and adoption of the TMP into the Comprehensive Plan will address the FDO and bring the City's standards into compliance with the Growth Management Act (GMA). This presentation will not focus directly on the compliance effort; a meeting will be held separately to discuss that issue directly with City Council, including a detailed timeline and steps for compliance. This meeting's presentation will focus primarily on receiving Council's input and direction so that staff can finalize the TMP including the Prioritized Projects List.

Prioritized Projects List

The key feature of the TMP is the Prioritized Projects List, which distills community input and priorities into a tangible list of ranked projects for the City Council to consider implementing in order to meet its transportation priorities. The TMP Prioritized Projects List and the new project packages were developed using extensive community input, traffic modeling, staff review, and criteria scoring. The value of a comprehensive and community-supported prioritized projects list is that it clarifies and streamlines the process for funding and constructing transportation capital projects in Sammamish while being transparent about how the City Council intends to invest in the transportation system.

Staff re-framed the list of Prioritized Projects into a set of two packages based on City Council input at the [March 10, 2020](#) meeting. Development of the two packages began with a focus on constraining costs over the 20-year planning horizon of the TMP based on historical capital project expenditures. The TMP Project Team focused on creating two packages starting with a package of \$150M comprising mostly of required concurrency projects. From there, only necessary non-concurrency projects were added, such as Issaquah-Fall City Road Phase 2, which has State grant funds to begin construction in the near future.

This approach resulted in two packages for Council to consider--an A and a B option (Exhibits 2 and 3), which are mostly similar, but include different projects for addressing the 2035 failure of the Duthie Hill Road corridor. Option A (Costs ranging from \$153,663,000 to \$204,883,000) includes the Belvedere Way Connection project (TR-29) while Option B (Costs ranging from \$164,959,000 to \$219,944,000) includes the road widening project for Duthie Hill Road (TR-24), with the necessary addition of reconstructing Beaver Lake Drive between SE Belvedere Way and SE 24th Street (TR-49) to address the poor conditions of that roadway. These packages are baseline options that address the most urgent needs we heard about from the community and Council, but do not address other pressing needs such as constructing more sidewalks. For that reason, we request City Council to weigh in on what

additional projects to consider adding to meet other community goals for investing in the Sammamish transportation system. The full list of such other potential projects and their costs is included in Chapter 4 of Exhibit 1.

The TMP Project Team is seeking City Council direction on the project package options for the TMP Prioritized Projects. The maps and project descriptions in Exhibits 2 and 3 will aid in the review of the projects that are currently prioritized. City Council's preferred project package will be included in the next version of the Draft TMP, which will be shared with the community via Connect Sammamish for feedback, leading to a final draft this summer.

Next Steps

The Project Team will incorporate City Council input and direction on the preferred project package to revise the Draft TMP. The updated TMP is anticipated to be presented to the City Council on June 16, 2020 to receive all remaining comments or edits before finalizing the document.

The GMHB is considering the City's request for a time extension to meet their Compliance Order due date from October 30, 2020 to March 1, 2021; however there has been no determination as of the development of this Agenda Bill. Conducting a thorough environmental review and adoption of the TMP into the City's Comprehensive Plan will be driven by the GMHB's Order schedule and staff will keep City Council informed if the extension is granted or denied. The TMP Project Team currently plans to follow a schedule that meets the October 30, 2020 deadline, but will adjust as needed if an extension is granted.

FINANCIAL IMPACT:

The TMP Prioritized Projects List being developed with Council input is intended to be the source for future TIPS. The full financial impacts will not be known until the TMP Prioritized Projects List is finalized. Financing options will be discussed in depth with the City Council during development of the 2021-2022 budget.

OTHER ALTERNATIVES CONSIDERED:

N/A

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Sammamish Transportation Element](#)

DRAFT

DRAFT



City of Sammamish

Transportation Master Plan

March 2020



City of Sammamish

801 228th Ave SE
Sammamish, WA 98075
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Sammamish TMP Executive Summary

The City of Sammamish initiated development of its first ever Transportation Master Plan (TMP) in 2017. This effort, which includes substantial technical analysis and community involvement, will shape the City for years to come by providing concrete direction on policies and transportation project priorities. Since its incorporation from King County in 1999, Sammamish has become a desirable bedroom community set on the eastside of the Puget Sound region, to raise families and enjoy a more natural character than is offered in many other suburban communities. While incorporation has provided Sammamish more ability to control its own destiny from the perspective of community building, urban form, and transportation network investments, historical decisions made by King County continue to influence the City today. This TMP provides the opportunity for Sammamish to proactively shape its transportation vision and goals as described in the City's Comprehensive Plan.

The City envisions a future transportation system that serves all users and modes of travel by offering a safe and welcoming transportation network that optimizes connectivity and efficiency while maintaining fiscal sustainability and community character. Input from the Sammamish community and direction from the City Council support this vision and this TMP proposes a prioritized list of projects that advances this vision.



Sammamish TMP - DRAFT
Executive Summary

This TMP includes five chapters:

The City of Sammamish's first ever Transportation Master Plan (TMP) will shape the City for years to come by providing concrete direction on transportation project priorities. This document provides background information about Sammamish's transportation context, the goals of the TMP, community outreach conducted, and priority projects to ensure community mobility.



Chapter 1: Introduction

Describes the context for Sammamish's TMP, in terms of regional setting, other related planning efforts, and trends that shape existing and future mobility needs.



Chapter 2: Outreach

Describes the community outreach process, methods and timing of outreach, who we heard from and what we heard. Chapters 1 and 2 together provide a framework for the issues and opportunities to be addressed by this TMP.



Chapter 3: Future Transportation Vision

Describes the City of Sammamish's future transportation vision, based on the goals developed in concert with the community and the policies described in the City's Comprehensive Plan. This chapter frames the City's layered network approach, which seeks to provide mobility and safety for all modes of travel. This chapter describes the City's level of service performance standards for streets and intersections, and planning guidance to accommodate transit, biking, and walking.



Chapter 4: Plan Implementation

Describes the TMP's path to implementation considering reasonably anticipated funding options to achieve Sammamish's vision for its transportation system. The chapter describes the TMP's priority projects, which span vehicular capacity and complete streets enhancements to multimodal improvements, all of which expand travel options within the City and to regional destinations.



Chapter 5: Technological Advances in 2035 and Beyond

Outlines considerations for Sammamish in planning its transportation system to accommodate future trends in technology and travel.







Chapter 01



Introduction

- Why Develop a TMP Now?
- Sammamish History & Context
- Transportation Existing Conditions
 - Vehicular Network
 - Non-Motorized Travel
 - Transit
 - Safety
 - Freight & Truck Mobility
 - Traffic Calming



Why Develop a TMP Now?

The City of Sammamish's first ever Transportation Master Plan (TMP) will shape the City for years to come by providing concrete direction on transportation project priorities. This document provides background information about Sammamish's transportation context, the goals of the TMP, community outreach conducted, and draft priority projects for the TMP.

Sammamish History & Context

Sammamish is located west of the Cascade Mountains in the Puget Sound region, about 20 miles east of Seattle. The City boundary is shown in **Figure 1**. The name Sammamish is derived from two Native American words: samena (hunter) and mish (people) and is situated on the eastern shore of Lake Sammamish, a picturesque body of water. Sammamish is bordered by Issaquah to the south, Redmond to the northwest, and rural King County to the north and east. The eastern border of the City mostly coincides with King County's Urban Growth Area boundary. The City incorporated in August 1999 and annexed the Klahanie neighborhood in January 2016. Incorporation was a seminal event in the City's history, allowing more local control of issues such as land use, development and storm water management. However, historical decisions made by King County continue to influence the City today; examples include the City road network's sometimes rural nature and lack of connections to facilitate movement within and out of the City.

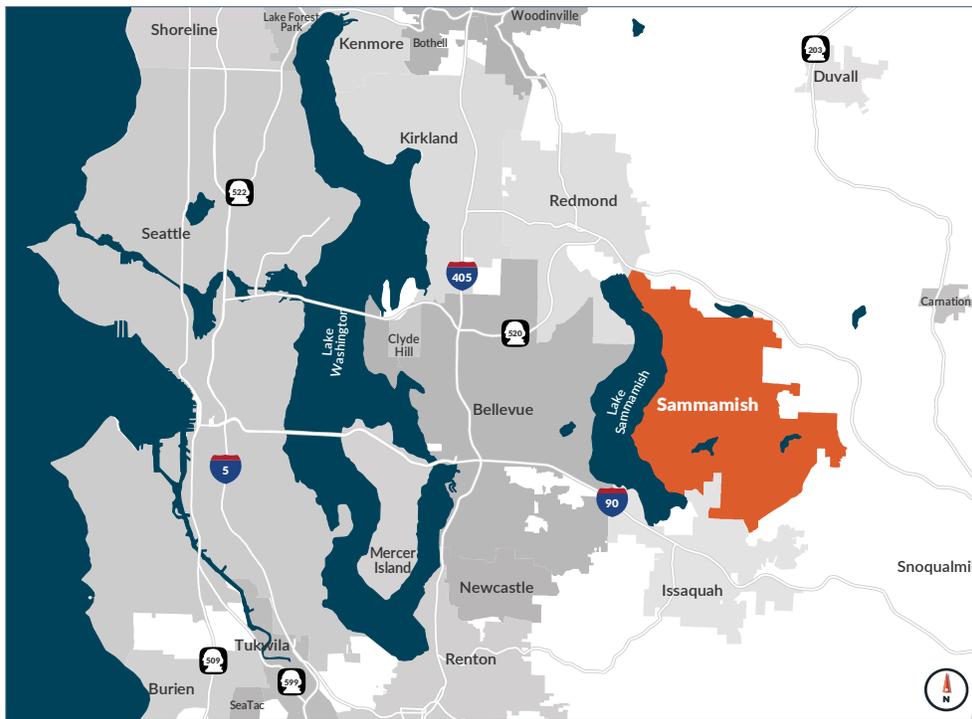


Figure 1. City of Sammamish.

Population Pyramid of Sammamish



Figure 2. Population Pyramids for Sammamish and King County. Source: US Census Bureau American Community Survey, 2011-2015.

As of 2018, Sammamish had an estimated population of 65,733 residents. The City is known as a bedroom community, whose residents enjoy a high median income, are well educated, and experience low crime and good schools. The City's housing stock is largely oriented towards families with children, demonstrated by the majority single-family detached residential units and low-density neighborhoods. As shown in Figure 2, compared with average age distribution across all of King County, the numbers of young adults under the age of 30, and older adults over the age of 65, are relatively small. Households within the City tend to be larger and the percentage with children constitute over half of the City's households, which is above the regional average. In addition, children under 18 consistently comprise about a third of Sammamish's population. Figure 3 shows a comparison with households across King County. The average household size in the Sammamish is 3.05 persons.

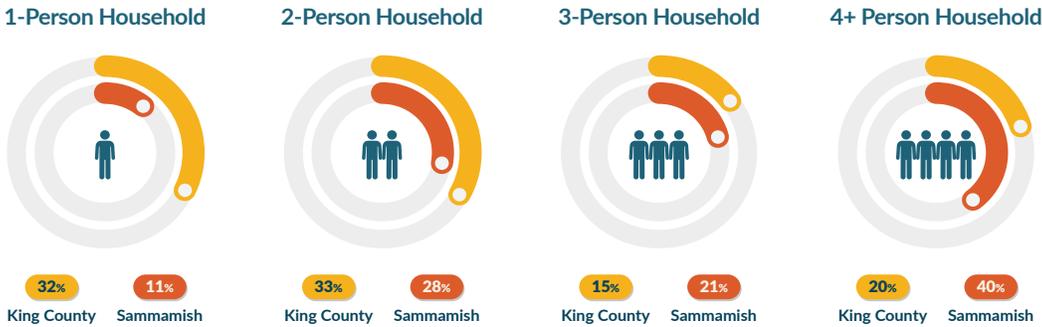


Figure 3. Household Composition for Sammamish and King County. Source: US Census Bureau American Community Survey, 2010-2015.

Sammamish is largely a low-density residential city. Its land area is developed as neighborhoods for the following uses:



Figure 4 shows the existing land uses within Sammamish. The majority of commercial businesses within the City are located along 228th Avenue SE in one of three locations: Sammamish Highlands at NE 8th Street, Sammamish Town Center at SE 4th Street, or Pine Lake Village at SE 30th Street. The fourth commercial shopping area, Klahanie Center, serves the Klahanie neighborhood.

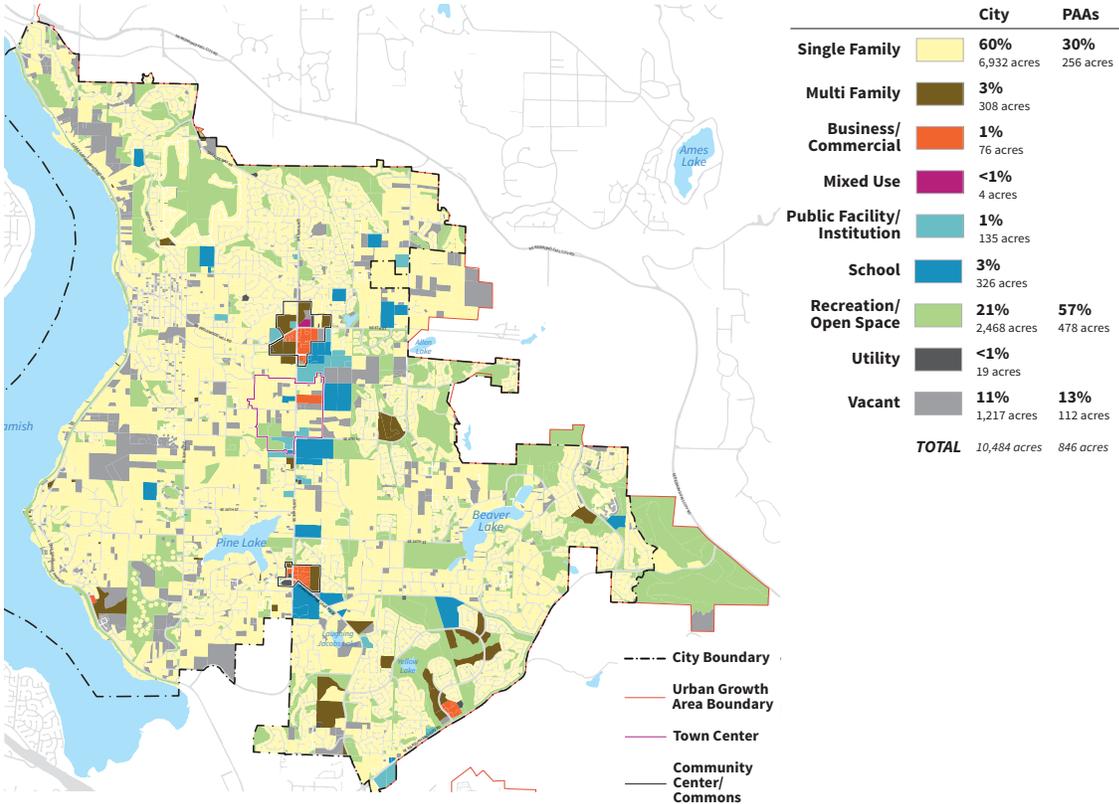


Figure 4. Existing Land Use Map. Source: 2018 Comprehensive Plan

Two large school districts, Lake Washington (second only behind the Seattle School District by student population), and Issaquah divide the City in half along SE 8th street. This has resulted in 18 public schools and a public university that serves Sammamish students. The Issaquah School District plans to open two new elementary schools and a high school in the south end of the City by 2021. There are a large number of schools along 228th Avenue SE: Eastlake High School, Eastside Catholic School, Central Washington University, Skyline High School, Discovery Elementary School, and Pine Lake Middle School, in addition to several private schools for young children. Sammamish struggles with its relatively short but intense peaking of traffic congestion in large part due to its high number of schools, high commuting population, limited access points out of the city, its steep topography, and roads built to outdated standards.

Approximately 21,500 Sammamish residents are employed and over 95 percent of these workers commute to jobs outside Sammamish. Of the approximately 4,500 jobs available in Sammamish, residents fill only 15 percent. This is due to the mismatch between employment opportunities in Sammamish (largely low-wage service/retail jobs) and the wages needed to afford a home in Sammamish. The Washington Office of Financial Management estimated the jobs-to-housing ratio within the City to be 0.4 in 2016, meaning that there are 0.4 jobs for every housing unit in the City. A balanced city has a jobs-to-housing ratio of 1.0 (i.e. one job for every housing unit). A low jobs-to-housing ratio means that residents are commuting outside of the City for employment, which impacts peak hour travel and congestion. Sammamish’s jobs-to-housing ratio is notably lower than neighboring communities’. As shown in **Figure 5**, the jobs-housing ratio was 1.3 in King County, 1.6 in Issaquah, and 3.3 in Redmond.

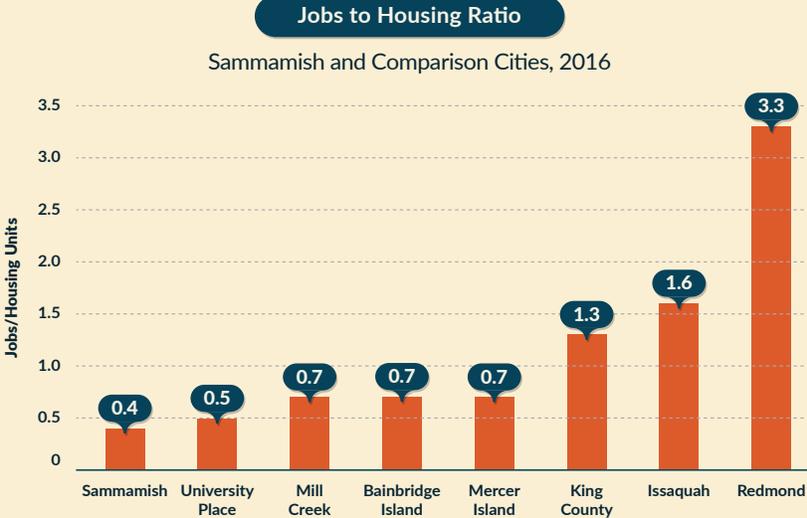


Figure 5. Jobs/Housing Units Ratio for Sammamish and Other Cities. Source: PSRC, 2016; Washington State Office of Financial Management, 2016.

Sammamish Town Center Plan

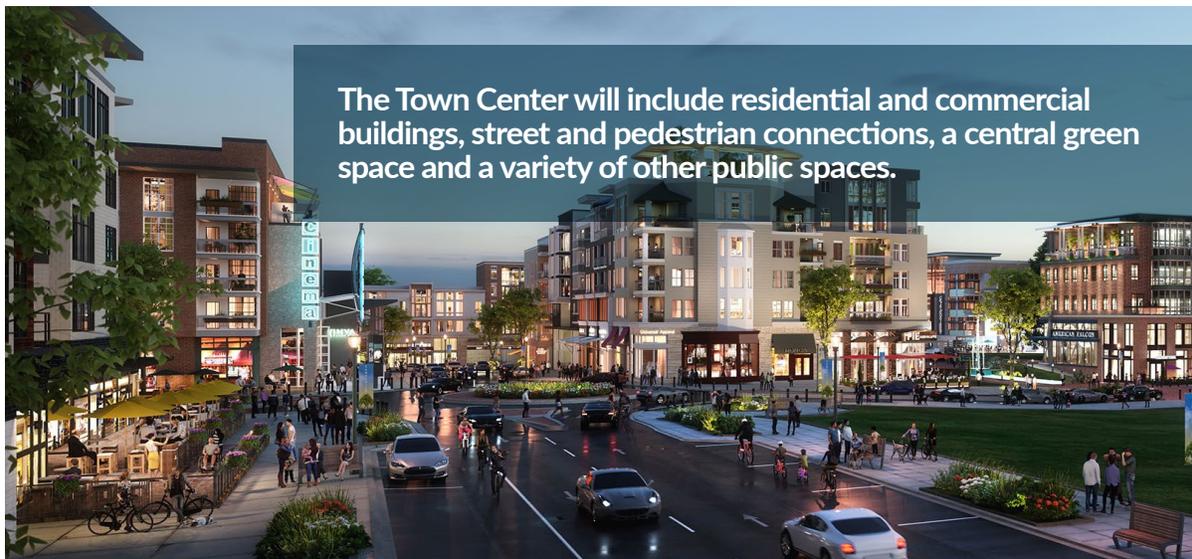
Sammamish’s Town Center continues to evolve into a vibrant and urban mixed-use gathering space to live, shop and work. The Town Center will include residential and commercial buildings, street and pedestrian connections, a central green space, and a variety of other public spaces. Natural resources and critical areas will be preserved and enhanced by focusing new development away from these areas and incorporating natural resources, view corridors and sensitive site characteristics as amenities and design elements that reflect the character of Sammamish.

While the proposed complete streets part of the Town Center connections will be included in the TMP’s prioritized project list, the costs will not as those improvements will be borne by the developer. The Town Center will be linked to the region through transit and bikeways, and to the rest of the City with pedestrian trails and sidewalks.

Sammamish Parks, Recreation and Open Space Plan

The 2018 Parks, Recreation and Open Space Plan is a six-year guide and strategic plan for managing and enhancing park and recreation services in Sammamish. Currently, over 600 acres of developed parks, preserves, and natural areas are located in Sammamish. Responding to the City of Sammamish’s growth in recent years, this Plan strategically guides the community’s future growth by preserving open space, improving connectivity and walkability, and investing in both park and recreation facilities. The Plan classifies Sammamish’s regional and local trail system, which provides for alternative transportation modes such as walking and cycling.

Establishing a framework for trail design, future alignments and wayfinding will help provide future connections to key destinations in Sammamish. The future priority trail network in Sammamish includes the Emerald Necklace Trail, The Sammamish Commons & Town Center Trail, the Plateau Trail (Utility Corridor Trail), the Town Center to Plateau Trail and the Town Center to Lake Sammamish Trail, as shown in **Figure 6**. The TMP includes nonmotorized improvements in the capital projects list that help further the Plan’s vision to make connections between existing trails and parks for pedestrians and bicyclists.



The Town Center will include residential and commercial buildings, street and pedestrian connections, a central green space and a variety of other public spaces.

There are a number of State and Regional Plans that influence Sammamish's transportation system. These planning efforts, including King County's current update to its Planning Policies and regional growth allocations, are considered by this TMP and are summarized in **Appendix A**.



Figure 6. Sammamish City Priority Trail Network. Source: 2018 PRO Plan.



Transportation Existing Conditions

Vehicular Network

The City's vehicular network consists of principal and minor arterials, collector arterials, neighborhood collectors (non-arterial), and local streets (non-arterial). These are shown in **Figure 7** and described in **Table 1**. The City's roadway network has three dominant features that impact the roadway network's ability to efficiently serve residents:

First, only a few streets provide meaningful connections to the regional network. These include:

- **228th Avenue SE/Sahalee Way NE**, which provides the north-south connection through central Sammamish to Redmond and State Route (SR) 202 to the north and Issaquah, Interstate 90 (I-90) via SE 43rd Way, and Issaquah-Pine Lake Road/Issaquah-Fall City Road to the south.
- **East Lake Sammamish Parkway** provides a slower, scenic north-south alternative connecting to Redmond and Issaquah. The Parkway skirts the far west side of the City along the lake and off the plateau.
- **244th Avenue NE** connects to SR 202 in the northeast portion of the City. Both Sammamish and unincorporated King County abut 244th Avenue NE.
- **SE Issaquah-Fall City Road/SE Duthie Road**, which connects to East Lake Sammamish Parkway just north of the I-90 Front Street interchange in Issaquah and SR 202 to the east in unincorporated King County.

Furthermore, the full extent of these connections is not within the City's jurisdiction. For example, the north ends of Sahalee Way NE and 244th Avenue NE are in unincorporated King County yet the traffic signals at those two intersections are under the Washington State Department of Transportation's control. Portions of East Lake Sammamish Parkway and SE 43rd Way are in Issaquah while SE Issaquah Fall City Road are in Issaquah and unincorporated King County. Thus, many of the most critical bottlenecks that impact Sammamish residents' ability to "get off the plateau" are not within the City's direct control. Projects in the TMP that address these particular bottlenecks will require added levels of coordination among several important jurisdictional stakeholders.

In-town circulation is impacted by a disconnected roadway system that results in traffic funneling onto just a few streets. In addition to the limited regional connections described above, there are a limited number of continuous east-west and north-south options within Sammamish. This problem is attributable to a roadway network that was built incrementally over time by private development, usually in the form of subdivisions centered on cul-de-sac streets. In other cases, streets are blocked by barricades barring through access or are bifurcated by natural features. This lack of connectivity results in drivers having relatively few choices, resulting in a system that is overwhelmed during peak hours, frustrating drivers with long wait times at signals and stop signs. **Figure 8** shows a "street x-ray" developed to show the lack of connectivity in Sammamish's current roadway network.



Type	Description	Examples	Photo
Principal Arterial	Principal arterials carry the highest volume of traffic within Sammamish and provide connections to the rest of the region.	Sahalee Way NE 228th Avenue SE SE Issaquah-Pine Lake Road SE Issaquah-Fall City Road SE Duthie Hill Road	
Minor Arterial	Minor arterials are designed for higher volumes but do not carry significant regional traffic. Instead, they provide inter-neighborhood connections.	E Lake Sammamish Parkway NE Inglewood Hill Road NE 8th Street SE 8th Street 244th Avenue NE SE 32nd Street	
Collector Arterial	Collectors distribute trips between local streets and arterials. They serve as transition roadways between commercial and residential areas.	216th Avenue NE 212th Avenue SE SE 20th Street E Main Drive SE 24th Street SE Klahanie Boulevard	
Local Streets	Local streets are the lowest functional classification. They provide circulation within residential neighborhoods.	205th Avenue NE (south of Inglewood Hill Road NE) NE 22nd Street (north of NE 20th Street) NE 5th Place 242nd Drive SE	

Table 1. Functional Classifications. Source: 2018 Comprehensive Plan and Google Street View.

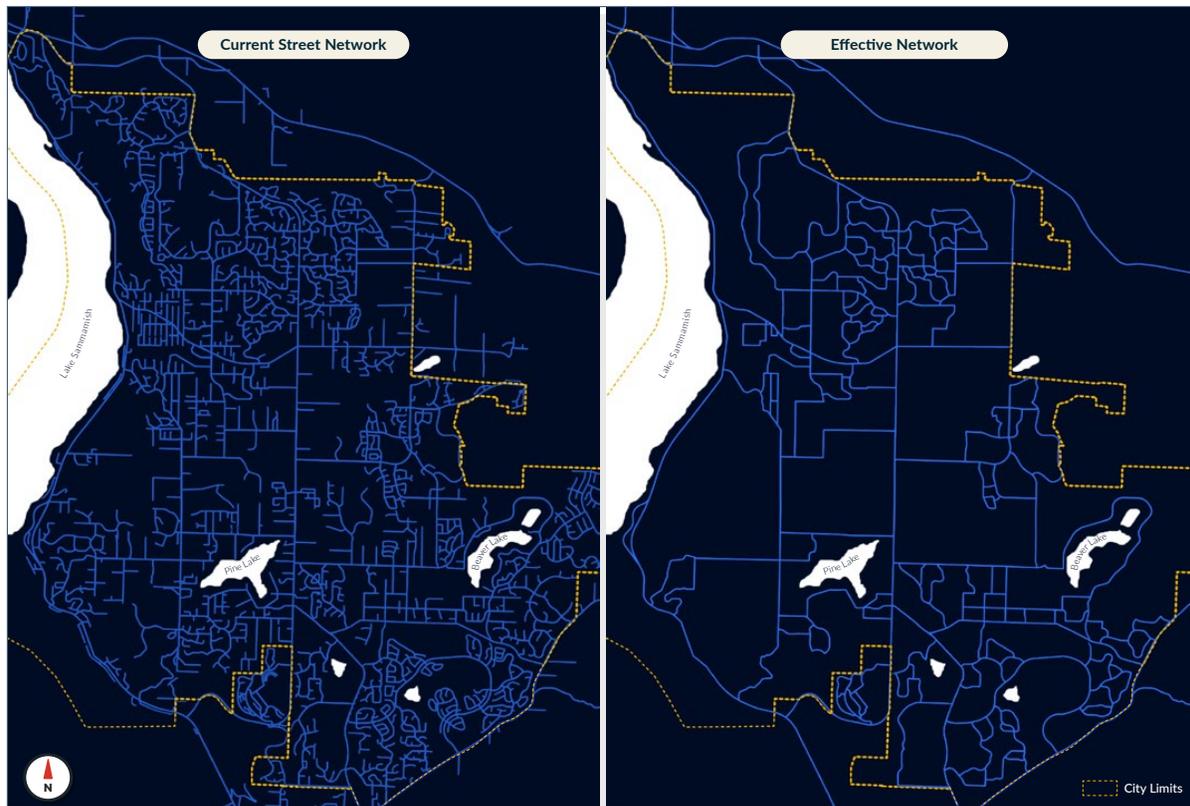


Figure 8. Street X-Ray. This image shows the current street network, left, and the effective network once the disconnected streets are not considered. Source: Blue Zones, 2011.

Lastly, upon incorporation in 1999, the City inherited a roadway network that was built to rural or non-urban standards either by King County or private development. In general, these roadways are not built to standards that could be expected in a city – many streets lack basic amenities like curbs, gutters, sidewalks, bike facilities, and lighting. Instead, these roads only have asphalt travel lanes, unimproved shoulder, and ditches for stormwater conveyance.

Together, the above natural and constructed features, and lack of a sound transportation master plan result in traffic operational challenges in Sammamish.

Traffic Signal & Roundabout Intersection Inventory

An inventory of the signalized and roundabout intersections, and those with four way flashers within and nearby the City of Sammamish was conducted. The locations are illustrated in **Figure 9**, and are the intersections that most directly affect City of Sammamish residents' travel patterns.

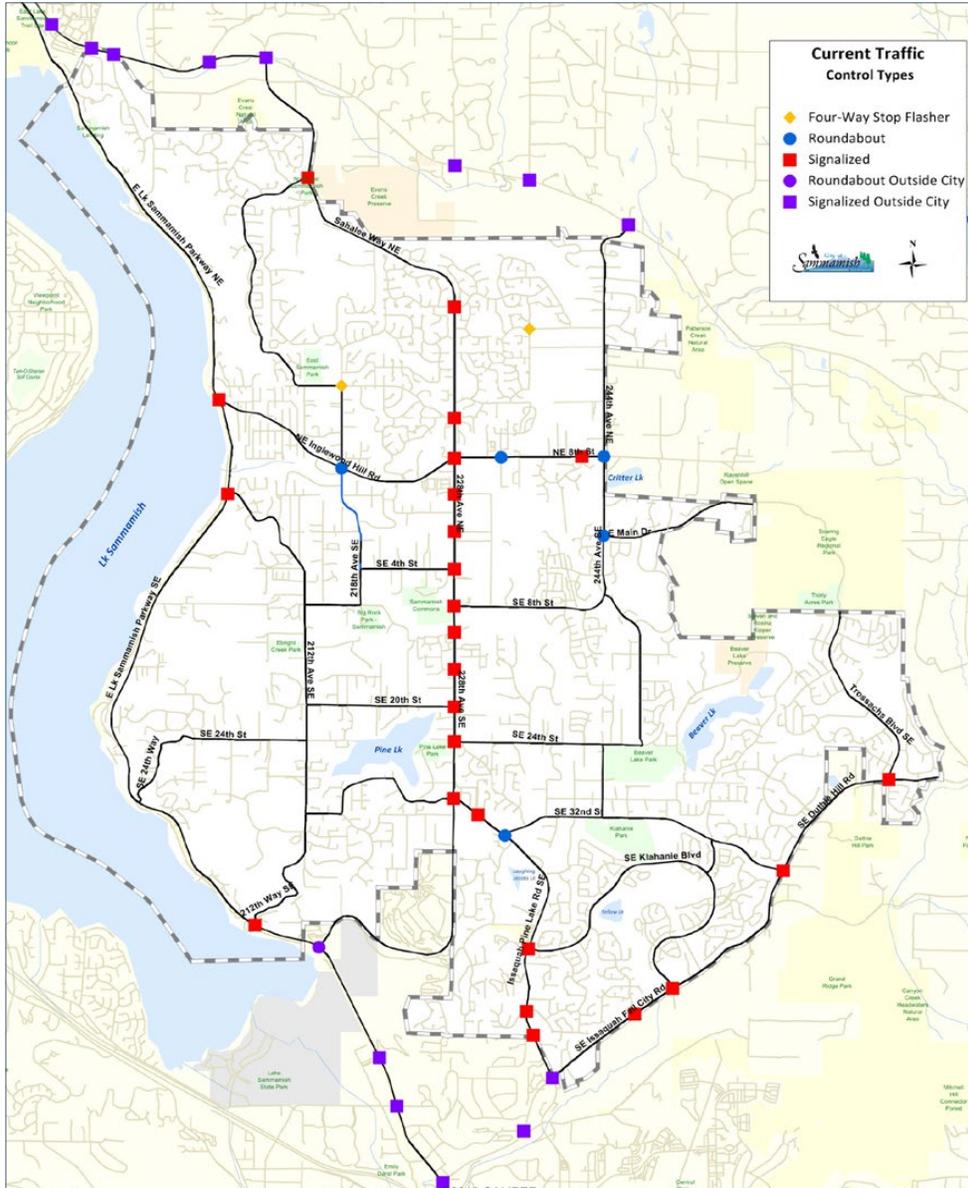


Figure 9. Signal, Roundabout, and Four-Way Flasher Locations. Source: 2018 Comprehensive Plan.



Non-Motorized Travel

According to an analysis in the 2018 Comprehensive Plan, the majority of primary and minor arterial streets have sidewalks, paved shoulders, or shared use paths. However, only half of the roadways classified as local roads have similar facilities. The existing inventory of non-motorized facilities within Sammamish is shown in **Figure 11**.

To better understand on-the-ground challenges for walking and biking in Sammamish, this TMP effort has included stakeholder interviews due to their benefit of direct feedback. These interviews focused on Sammamish residents, service providers (including Issaquah School District, King County Metro, and

others), and City officials. In addition to the stakeholder interviews, the City used tools such as online mapping and workshops to understand residents' preferences for improving non-motorized travel in the City.

While pedestrian facilities are generally lacking throughout the City, stakeholders were particularly concerned about the absence of a welcoming environment for all modes of travel along 228th Avenue SE. While recent enhancements have greatly improved the pedestrian environment on this principal arterial, crossing 228th Avenue SE remains a challenge for pedestrians given the long distances between controlled crossings. Moreover, sections of the corridor remain unimproved. See **Figure 10** for examples of unimproved and improved sections of 228th Ave SE.



Figure 10. Unimproved Section (top) and improved Section (bottom) of 228th Avenue SE. Source: Google Maps.

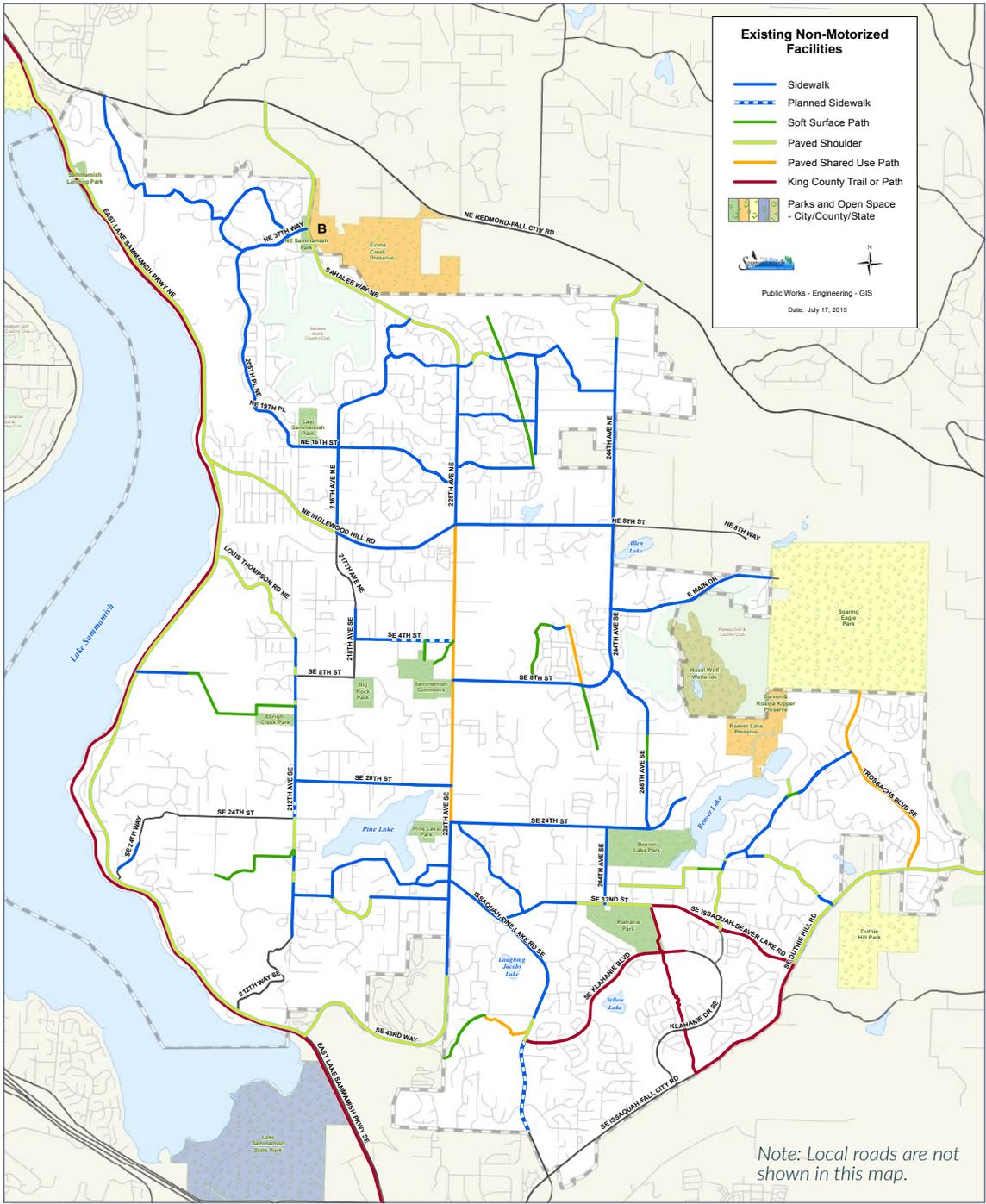


Figure 11. Non-motorized Facilities. Source: 2018 Comprehensive Plan.



Beyond challenges crossing the 228th Avenue corridor, stakeholders indicated that infrastructure generally exists for walking and biking in central Sammamish, but that major gaps exist in other areas of the City. Sidewalk gaps and bike lane gaps impact residents' ability to access parks, stores, and other public spaces by any mode but driving. Moreover, the disconnected nature of the City's street network funnels everyone (regardless of mode) onto a small number of arterial corridors, when quieter local streets would be more inviting for people walking, pushing a stroller, or riding a bike.

Sammamish's topography was also cited as a challenge, limiting the practicality of cycling and walking for many residents. Though much of the community is located on a plateau, there are dips and hills that discourage casual

walkers and bikers. With the exception of King County's East Lake Sammamish Trail, topography and concerns over safety on the bike routes in Sammamish leading to Issaquah or Redmond also limit the number of bike commuters.

Relatively few children in Sammamish walk, bike, or ride the bus to school. Parents tend to drop-off and pick-up their kids from elementary and middle schools, with many high schoolers driving themselves to school. The lack of complete, high amenity non-motorized facilities (notwithstanding the East Lake Sammamish Trail) certainly contribute to this trend. Other eastside communities have leveraged a robust non-motorized network to create a culture of walk/bike access to schools.



Transit

The City of Sammamish is not a transit agency and does not operate any public transit routes or facilities. Instead, King County Metro and Sound Transit currently provide transit service to Sammamish. King County Metro Routes 216, 219, and 269 and Sound Transit Route 554 all travel along the 228th Avenue corridor, including stops at the South Sammamish Park-and-Ride.

Sammamish residents have expressed concern about the difficulty of using transit in Sammamish. Transit usage by Sammamish residents is limited by the few routes, the relatively infrequent service, the limited number of destinations served, and the lack of service during off-peak periods. Below, is a summary of existing services:

- King County Metro Routes 216 and 219 run from Bear Creek Park & Ride in east Redmond along 228th Avenue and Issaquah-Pine Lake Road SE to the Issaquah Highlands Park-and-Ride before heading to Downtown Seattle along I-90. They connect Sammamish with the Issaquah and Downtown Seattle markets. They run westbound to Issaquah Highlands Park-and-Ride and Downtown Seattle in the morning and run eastbound back to Sammamish in the evening with 20-minute headways. These routes only operate on weekdays.
- King County Metro Route 269 connects Issaquah Transit Center to the Overlake Park & Ride, stopping at the South Sammamish Park & Ride. It is a bidirectional route running at 20-30 minute headways during the AM and PM peak periods. During off-peak periods, this route runs every 30 minutes, providing more reliable bus service to the community throughout the day. The 269

is the only route in Sammamish that provides Saturday service. King County Metro Route 269 connects Issaquah Transit Center to the Overlake Park & Ride, stopping at the South Sammamish Park & Ride. It is a bidirectional route running at 20-30 minute headways during the AM and PM peak periods.

- Sound Transit Route 554 provides early morning and late-night weekday service to the South Sammamish Park & Ride. Heading to Downtown Seattle, the route stops twice before 6 AM heading to Sammamish, the route stops five times after 7 PM.

Sammamish has three Park-and-Ride facilities, one with 54 spaces at Sammamish Hills Lutheran Church, the South Sammamish Park-and-Ride, with 265 spaces, and SE Klahanie Boulevard and 244th Place SE (30 spaces). Sammamish residents also have the options to use Park-and-Ride facilities outside Sammamish, including the Issaquah Transit Center at 17th Avenue NW and Newport Way (94 spaces), Issaquah Highlands Park-and-Ride at Highlands Drive NE and NE High Street (1,010 spaces), and the Bear Creek Park-and-Ride at NE Union Hill Road and 178th Place NE (283 spaces). Existing transit routes and the one permanent Park & Ride within the City are shown in **Figure 12**.

Compared to other cities in the Puget Sound region, the direct impact of Sound Transit 3 will be minimal in Sammamish. The only improvement within Sammamish city limits is the North Sammamish Park-and-Ride that will provide approximately 200 stalls for riders. The North Sammamish Park-and-Ride will primarily serve Sammamish residents in the northern portion of the City and facilitate bus commutes to the nearest LINK Light Rail station at Marymoor Park.



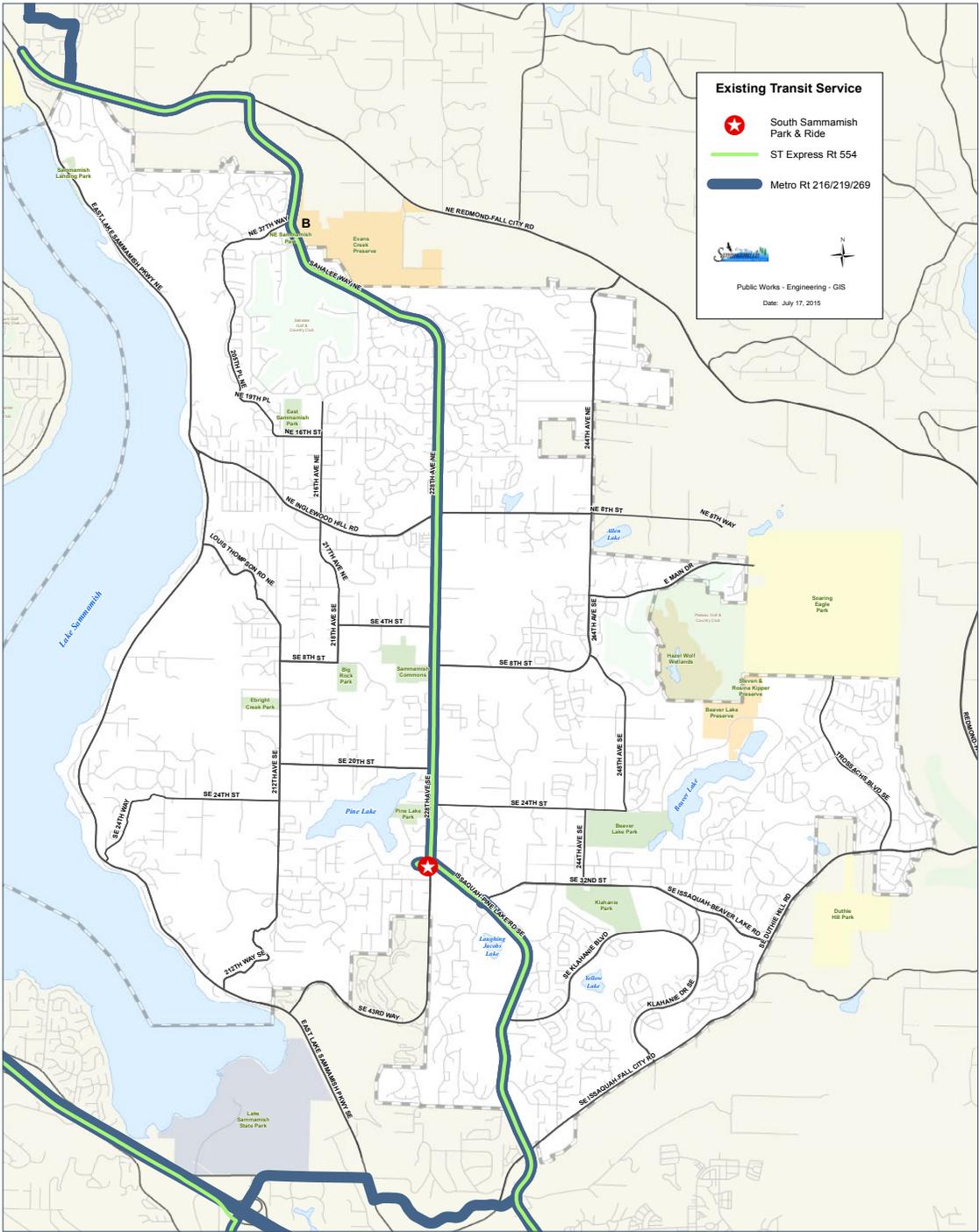


Figure 12. Transit Facilities. Source: 2018 Comprehensive Plan



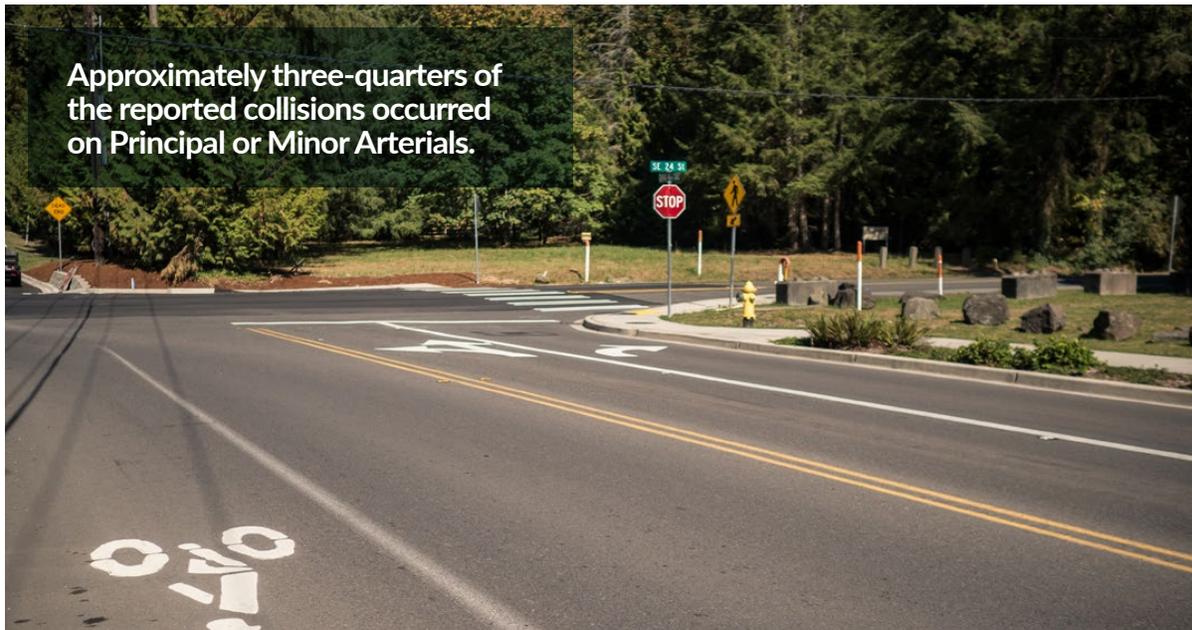
Safety

Between 2014 and 2018 there were a total of 1,351 traffic collisions reported in Sammamish. **Figure 13** shows the location and type of each reported collision. Of note, 49 (4%) of the collisions involved pedestrians or bicyclists and 378 (28%) resulted in injuries. One fatality was reported in the collision statistics.

Approximately three-quarters of the reported collisions occurred on Principal or Minor Arterials. While these roadways only account for 15 percent of the total roadway miles within the City, they tend to carry the lion share of traffic volumes. The collision rate per 100 million vehicle miles (MVM) traveled was calculated to compare relative frequency of collisions across the City. Overall, the following corridors exhibited elevated collision histories:

- **Highest collision rate:** 228th Avenue SE between SE 8th Street and SE 24th Street had the highest collision rate in the City (256 collisions per MVM); followed by 228th Avenue NE between NE 8th Street and SE 8th Street
- **Most injuries:** NE Inglewood Hill Road between East Lake Sammamish Parkway and 228th Avenue NE had the highest rate of injury collisions
- **Most collisions involving bikes/pedestrians:** Again, 228th Avenue NE between NE 8th Street and SE 8th Street and 228th Avenue between SE 8th Street and SE 24th Street led on this measure, followed by East Lake Sammamish Parkway between NE Inglewood Road and 212th Way SE

Safety is a main priority of the City and the TMP will identify and prioritize capital projects that will enhance safety as well as address congestion. This collision data analysis will be used to determine where safety investments could occur to reduce the risk of severe injury and fatal collisions for all modes of transportation, including bicycles and pedestrians. Traffic safety can be addressed through street design, targeted enforcement, targeted investment, and meaningful community engagement.



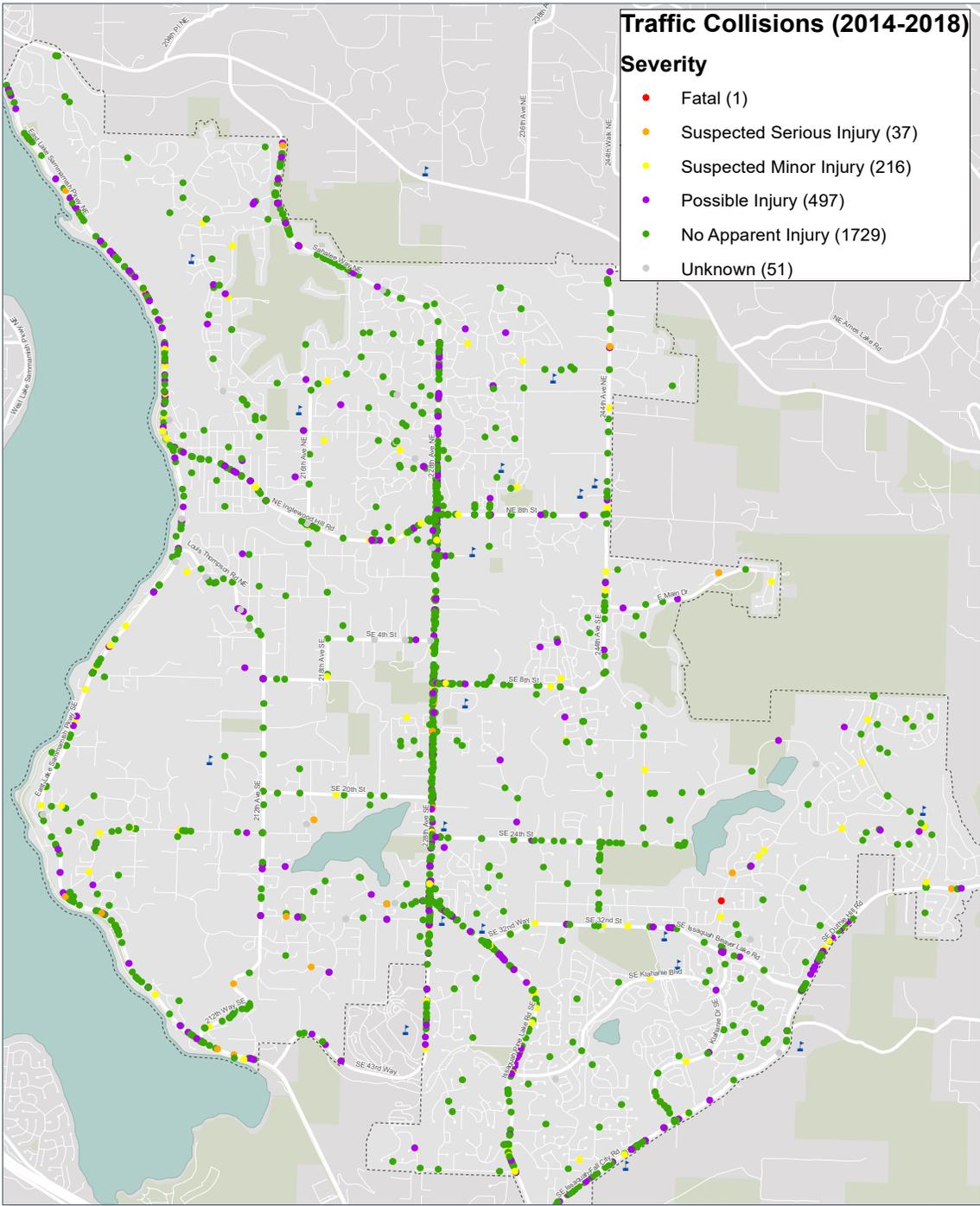


Figure 13. Traffic Collisions. Source: 2018 Comprehensive Plan.

Freight & Truck Mobility

Sammamish has no major freight generators (such as warehouses or distribution facilities), nor do any interstates or major state roads run through the City. Pass-through freight truck trips associated with FedEx sorting facilities in Issaquah and UPS sorting facilities in Redmond run along East Lake Sammamish Parkway. Local freight associated with retail moves along 228th Avenue and Sahalee Way. The currently designated freight routes are shown in **Figure 14**.



Figure 14. Freight Routes. Source: 2018 Comprehensive Plan.



Sammamish has no major freight generators, nor do any interstates or major state roads run through it.





Traffic Calming

As population and employment in the Sammamish region continue to grow, City streets are experiencing increased traffic pressure.

City policy can accommodate growth in a way that can protect neighborhoods from unsafe impacts of traffic through the following measures:

- Develop standards to improve the function, safety, and appearance of the City street system;
- Develop facilities for pedestrians and bicyclists as alternative travel modes to the automobile;
- Protect the quality of life in residential neighborhoods by limiting vehicular traffic and monitoring traffic volumes on collector streets;
- Encourage improvements in vehicular and pedestrian traffic circulation within the City;
- Meet LOS standards on the arterial system to mitigate impacts of new growth and serve existing and planned land uses; and
- Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Traffic calming programs serve to deter through-traffic on local residential streets, protect neighborhoods from vehicular traffic moving at excessive speeds, and discourage parking unrelated to residential activities. Traffic calming features include digital speed boards, traffic circles, chokers, speed humps and curb bulb-outs.







Chapter 02



Outreach

- Outreach Process
- TMP Public Outreach
- Who We Heard From
- Issues and Opportunities



Outreach

Development of the City’s first TMP offered a significant opportunity to engage Sammamish residents in a meaningful way as the City works toward improved mobility options, a connected transportation network, and targeted investments. The outreach goals and outcomes were as follows:

- Obtain a strong and well-rounded understanding of community transportation priorities.
- Use robust data and input to inform the prioritization of capital projects.
- Build stronger relationships with community members to set the stage for future conversations on transportation projects and issues.
- Effectively establish a new online engagement platform for this project and future City projects.
- Implement a statistically valid survey to provide decision makers with a high level of confidence in the input received and either confirm or complement public input already received.

The Project Team, consisting of City staff and project consultants, conducted outreach in the summer of 2017 and the spring, summer, and fall 2019 as shown in **Figure 15**. Efforts included in-person meetings and outreach events, online surveys, and a statistically valid mailed survey.

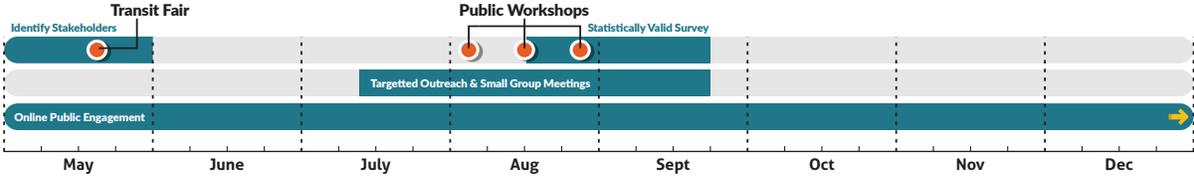


Figure 15. Outreach Schedule

Outreach Process

The Project Team's in-person efforts were based on the idea that sometimes there are barriers to getting residents to participate, so the Project Team went to where the public already was. Through a combination of public workshops, stakeholder meetings, Meetings in a Box, and tabling events at Sammamish's Farmers Markets, National Night Out, and Party on the Plateau the project

team was able to collect first-hand information from the public on the TMP and proposed future transportation projects. **Figure 16** shows the outreach methods used for the TMP. To supplement this information, a statistically valid survey was conducted by a third-party research firm intended to collect information from a random sampling of the public. The two approaches are described below, and full results can be found in the appendices of this document.

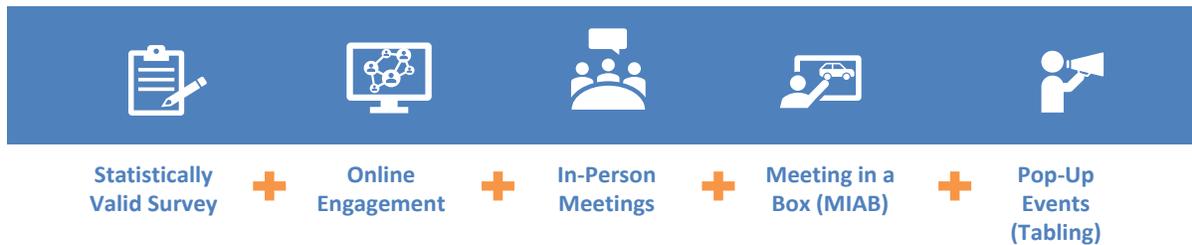


Figure 16. Outreach Methods



TMP Public Outreach

To achieve the goals and outcomes outlined above, a marketing roadmap was developed consisting of direct communications, in-person meetings, workshops, tabling events, online engagement, and innovative tools such as a Meeting-in-a-Box.

The strategy for interacting with the community was to get broad input on mobility goals (via quick polls and Connect Sammamish, the City's online engagement platform) and then get specific input on potential projects throughout the community (via public

workshops, Connect Sammamish, and a statistically valid survey). This approach was comprehensive in nature and produced results that the Project Team relied upon when developing the TMP. Such a strategic approach was intended to give the City Council confidence that the content presented in the final TMP was backed by strong, broad, and timely community input. An overview of outreach efforts employed is described below, and a summary of the total marketing reach is found in **Figure 17**.

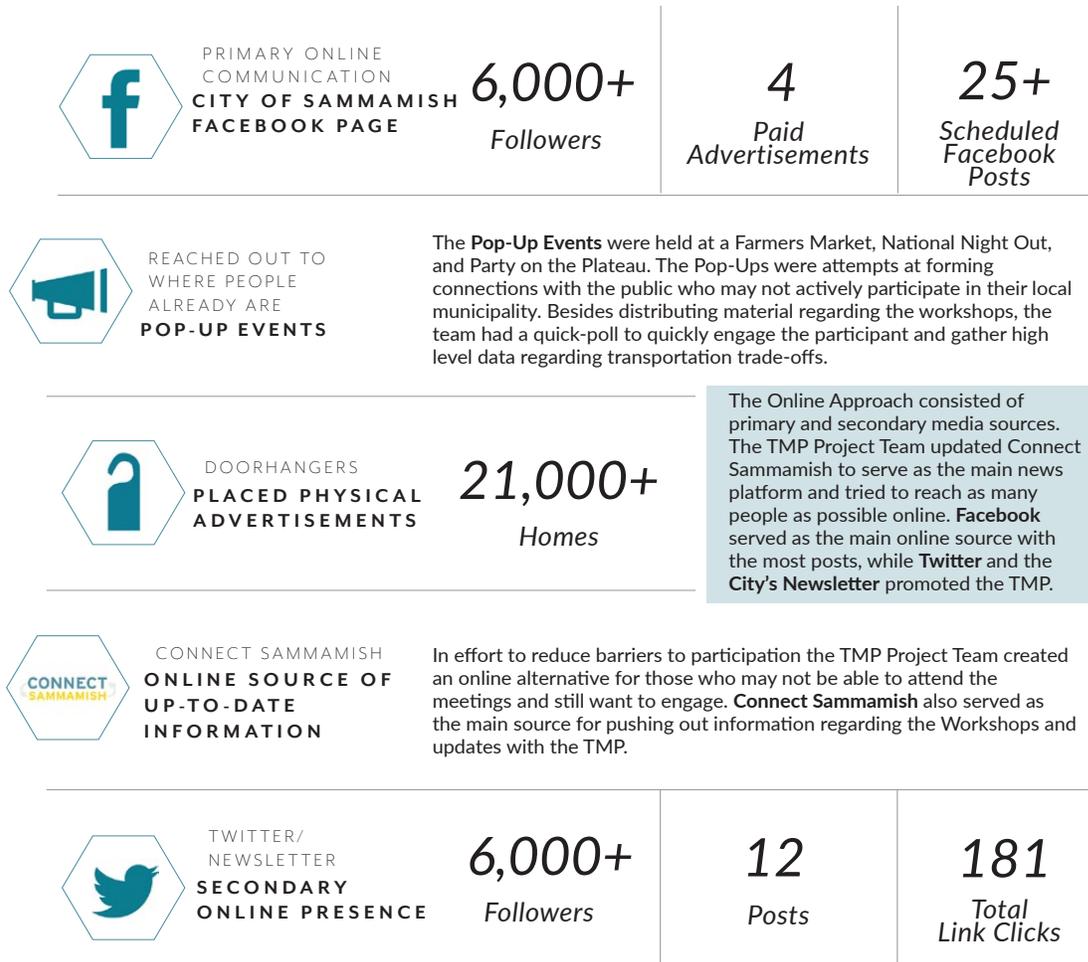


Figure 17. TMP Marketing Efforts for Public Outreach



Stakeholder Meetings

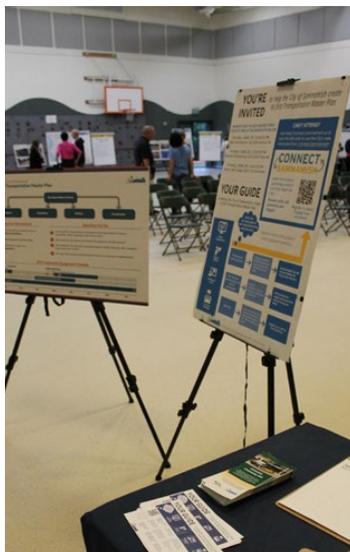
- Small group settings with organizational leaders to discuss transportation issues.
- Participants were encouraged to disseminate information on the TMP to their organization and colleagues (Meeting-in-a-Box).
- Key to stakeholder meetings was the understanding that face-to-face interaction builds stronger relationships

Public Workshops

- Staff presentations set the foundation for the community's understanding of the TMP.
- Interactive exercises were utilized to gather direct community feedback and suggestions for new projects.
- Community voted on projects that they support or oppose.
- Staff were available to discuss traffic concerns with the attendees.
- Promotion of other tools (e.g. Meeting-in-a-Box) and meetings for further engagement with residents.

Online Engagement

- Connect Sammamish and online Open Participation Survey
- Quick Polls, Q&A Tools, News Feeds ("TMP Thursdays," "Transportation Tuesdays," Sammamish e-Newsletter), Mapping Exercises
- Social Media
- Project prioritization, mobility goals, and community preferences



TMP Statistically Valid Survey (SVS)

The City of Sammamish 2019 Transportation Master Plan Survey gave residents the opportunity to provide their opinion about the transportation needs and priorities of the Sammamish community. The City of Sammamish contracted with National Research Center to administer by mail to 3,000 randomly selected households within the City boundaries in October 2019.

Those participating in the survey rated the importance of various goals for the Transportation Master Plan, gave feedback on their preferred approach to improving roads and enhancing school zone safety, improving bus service, making it easier to bike and walk, and their support for various specific mobility improvement projects. After responses from the survey were collected all Sammamish residents were invited to participate in the same survey during an Open Participation period.

Of the 2,941 households that received a survey in the mail (the other surveys were sent to vacant households), 687 surveys were completed, providing a response rate of 23%. The survey was initially sent to randomly selected households, after which the entire public was invited to participate during the Open Participation period, where the community was asked about the TMP as well as proposed projects. A total of 151 people responded to the Open Participation survey. **Table 2** shows respondent characteristics for the randomly selected sample and Open Participation samples.

The majority of respondents were between 35-54 years of age for both surveys; the statically valid survey included a high percentage of respondents who own homes in Northwest and Southwest Sammamish.

Overall, respondents felt it was essential or very important to shorten travel distances between destinations by improving street connectivity. Moreover, respondents felt it was essential to make it safe and easier to walk to destinations.

Characteristic	Population Norm	Probability Sample		Open Participation	
		Unweighted Data	Weighted Data	Unweighted Data	Weighted Data
Housing					
Rent Home	13.7%	6.7%	13.0%	2.0%	12.5%
Own Home	86.3%	93.3%	87.0%	98.0%	87.5%
Race and Ethnicity					
White alone, not Hispanic	67.0%	68.7%	66.9%	64.0%	66.3%
Hispanic and/or other race	33.0%	31.3%	33.1%	36.0%	33.7%
Age					
18-34	19.6%	5.8%	18.7%	5.6%	18.6%
35-54	53.0%	48.6%	52.5%	61.5%	51.8%
55+	27.4	45.6	28.8	32.9	29.6
Sammamish Zone					
Northwest	25.9	28.9	28.3	NA	NA
Northeast	16.9	14.3	15.1	NA	NA
Southeast	42.1	39.7	41.4	NA	NA
Southwest	15.1	17.0	15.1	NA	NA

Table 2. SVS Survey Results. Sources: 5-year estimates from the 2017 American Community Survey, Geocoded sample list purchased from Go-Dog Direct.

The top four projects most likely to be supported by survey respondents were:

- Issaquah-Pine Lake Road SE Widening: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Drive SE to SE 32nd Street.
- 228th Avenue SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Road SE to SE 43rd Way
- 228th Avenue NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way
- Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way

Who We Heard From During the Full Community Outreach Process

The TMP project team engaged with approximately 400 people in-person at a mixture of workshops, pop-up events, small group meetings, and meetings-in-a-box over the outreach period and approximately 850 people completed the statistically valid survey by either mail or online. While specific demographic information was not collected during the in-person public participation events, the statistically valid survey results provide respondent characteristics, an example of which is shown in **Table 2**.

What We Heard Overall

Several themes and priority projects became apparent after synthesizing the information collected during the TMP outreach efforts. In total, 159 projects were discussed (56 were generated by the City, 103 via Connect Sammamish and write-ins), and there were 1,313 total votes and/or responses to questions during the workshops and online exercise. Nine projects were generated during the write-in phase that were unique to all the proposed projects. Below is a summary of themes that were derived from the TMP outreach effort.

- Lack of internal connectivity, such as the Belvedere Barricade located where the extension of SE Belvedere Way intersects with E Beaver Lake Dr SE, generated passionate debate in the community and drove participation in the workshops.
- Schools and school districts shared concerns over pedestrian safety, connectivity (for school bus routes), enrollment implications related to growth, construction impacts, and congestion at key intersections.
- Congestion on arterials was a major concern. While this point may seem obvious, the conversations were diverse and revolved around many topics, such as traffic demand management, signal operations, capital projects, connectivity, residential growth, and lack of transit service.
- Residents wanted better options for getting to regional destinations via transit, particularly for commuting purposes. A related concern was that there are not consistent and safe options for people to get to bus stops, and many are on the roadside and lack sidewalks, crosswalks, lighting, and/or shelters.
- Residents were concerned that the recent rate of residential growth in Sammamish is resulting in more cars on the roads, but without much investment in expanding the road system.
- A common theme heard in workshops and stakeholder meetings was that a more connected and safer sidewalk and bike system would be needed to encourage other modes of travel beyond the car.



Issues & Opportunities

The technical analysis and community outreach identified a number of issues and opportunities to be addressed by this TMP. As the following chapters outline a Future Transportation Vision and how this TMP can be implemented over time, the following aspects of Sammamish's transportation system today should remain front of mind in thinking about future investments:

- A limited number of streets currently provide meaningful connections to the regional network.
- Those street's direct connections to the regional network are not within the City's jurisdiction.
- In-town circulation is impacted by a disconnected roadway system that results in traffic funneling onto just a few streets.
- Most of the City's streets were built prior to incorporation and lack basic amenities like curbs, gutters, sidewalks, bike facilities, and lighting.
- Regional transit service to Sammamish is limited and is unlikely to increase substantially, given the City's location and ridership trends.

Despite these headwinds, the City's transportation future is bright. The outreach process identified near community consensus around the need to address congestion on key arterials and identified a number of creative ideas to improve connectivity, intersection function, and safety around schools. Moreover, the City has developed a strong foundation for success with a robust pipeline of capital projects and the highest impact fee in the State, ensuring that growth pays for the additional capacity needed to support it.









Chapter
03



Future Transportation Vision

- Modal Networks
- Vehicles
 - Streets & Intersections
 - Connectivity
- Other Modes
 - Transit
 - Biking
 - Walking

The City of Sammamish's TMP provides the framework to guide transportation investments over the next 20-30 years in accordance with the community's vision and goals. **Table 3** describes the seven goals and performance metrics used to evaluate discrete transportation projects throughout the City. A project's score in meeting these goals was an important factor in determining high priority investments, as were other crucial determinants, including concurrency, public input and professional judgement.

This chapter describes Sammamish's vision for its future transportation network, including needed infrastructure. As identified in this Plan, most of the improvements are focused on the development of a 'layered' transportation network, which emphasizes safely accommodating all modes of travel.

Goal #	Goal	Metric
 1	The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit	Improves or eliminates a congestion choke point to LOS standard under current or future conditions
 2	Regional destinations should be easier to access, with more transit and less congestion on commute routes	Improves connection to the regional transportation system (i.e. transit, trails, I-90 and SR 202) and major urban and employment centers
 3	It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections	Reduces distance between origins and destinations by filling in gaps (including non-motorized gaps) and creating a new connection
 4	Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay	Project is within the City's direct control and is eligible for outside funding
 5	Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement	Addresses location with a history of injury/fatal collisions
 6	The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique	Provides for a unique and welcoming travel experience
 7	Community input is reflected in project prioritization	Project is supported by community input

Table 3. Transportation Vision Goals for the City of Sammamish



The City envisions a future transportation system that serves all users and modes of travel by offering a safe and welcoming transportation network that optimizes connectivity and efficiency while maintaining fiscal sustainability and community character.

Modal Networks

It can be a challenge for a single roadway to satisfy the demands and expectations of all modes at any given time. Generally, this is also not desirable from a user or a planning perspective.

In response to this challenge, the City of Sammamish is implementing a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network where the need is the greatest. **Figure 18** illustrates the concept of a layered network.



Figure 18. Layered Network Concept

Streets in Sammamish serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor. Determining how the entire transportation network fits together in Sammamish requires identifying streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the existing networks for each mode, describe the City's vision for how those modes are served, and describes the types of infrastructure that would be needed to achieve that vision.

Vehicles

Most residents and workers in Sammamish are funneled onto a few major corridors each day in order to exit the City, creating several traffic choke-points due to the limited number of access points onto regional arterials north and south of Sammamish. Other than these major corridors, however, many of the other streets in the City are local streets and do not see significant traffic volumes throughout the day.

As described earlier, the City of Sammamish classifies its roadways as either Principal Arterials, Minor Arterials, Collector Arterials, Neighborhood Collectors, or Local Streets. These classifications indicate the intended function of each street, specifically in terms of its intended ability to facilitate vehicle and freight mobility as well as other modes.

Streets & Intersections

The City uses a standard method called Level of Service (LOS) to measure the performance of its street system. For intersections, this methodology measures driver delay, for example, how long someone must wait at a stop sign or a traffic light. **Table 4** shows a breakdown of how intersection level of service is measured and **Figure 19** illustrates these concepts.

LOS	Average Control Delay (seconds/vehicle)		General Description
	Signalized & Roundabouts	Unsignalized	
A	≤10	≤10	Free Flow
B	>10-20	>10-15	Stable Flow (slight delays)
C	>20-35	>15-25	Stable Flow (acceptable delays)
D	>35-55	>25-35	Approaching unstable flow (tolerable delay)
E	>55-80	>35-50	Unstable flow (intolerable delay)
F	>80	>50	Forced flow (congested and queues fail to clear)

Table 4. Intersection Level of Service Classifications

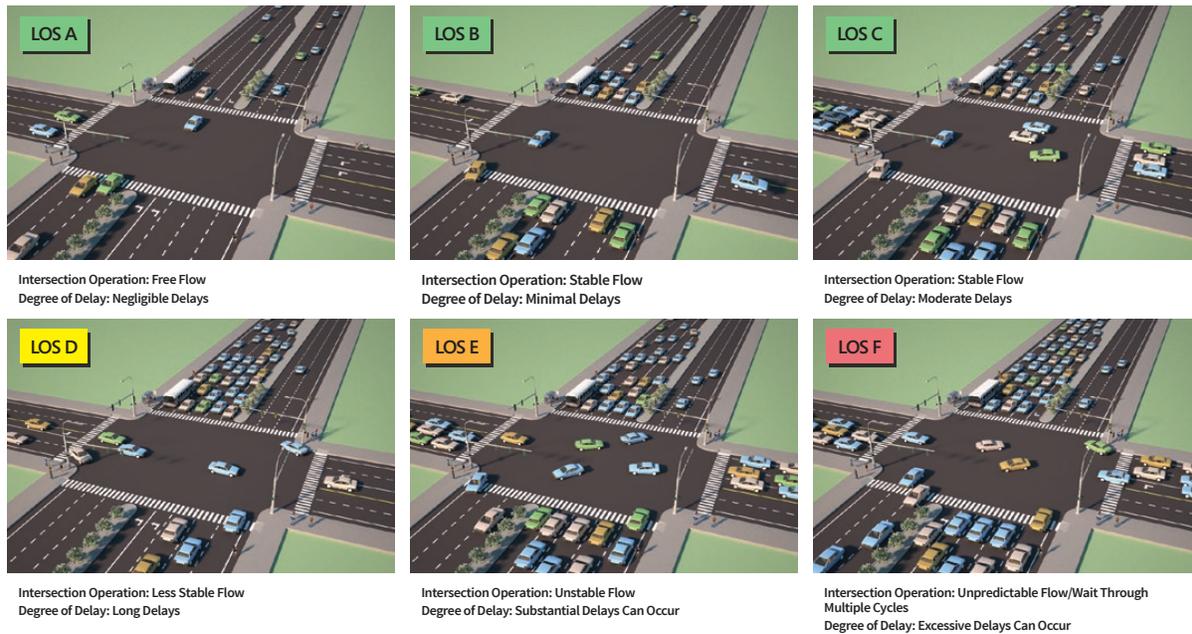


Figure 19. LOS Standards

To ensure that the City continues to support the mobility of its residents, Sammamish has set peak hour LOS standards for its 43 concurrency intersections. The intersection standards shall be applied to both the morning and afternoon peak hours. The LOS standard for the higher road classification shall be the standard applied. The LOS standards are as follows:

- Concurrency intersections on Principal Arterials – LOS D or better, unless LOS D cannot be met with three approach lanes in any direction. In those cases, LOS E is the standard
- Concurrency intersections on Minor Arterials/Collector Arterials – LOS C or better

Likewise, the City has set standards for maintaining traffic flow on its principal and minor arterials (excluding East Lake Sammamish Parkway). This is measured by comparing the volume of traffic on a given roadway segment or corridor to the estimated capacity of that segment or corridor, based on key roadway characteristics, such as the number of lanes, medians, and signal treatments, such as an Intelligent Transportation System (ITS) and flashing yellow arrows. This is described as a volume-to-capacity ratio, or V/C. The City's standard for segments and corridors applies to the same AM and PM peak hours considered for the concurrency intersections and is summarized as follows:

- Individual concurrency segments – V/C no higher than 1.4
- Concurrency corridors – V/C no higher than 1.1

Figure 20 shows the concurrency corridor and intersections in the City of Sammamish, including the LOS standard for each concurrency intersection in the City. **Figure 21** shows existing level of service deficiencies along concurrency roadways and intersections during either the AM or PM peak hours (the traffic counts used to estimate these existing levels of service are shown in the Appendix). These deficiencies are planned to be addressed by the projects in the 2020-2025 Transportation Improvement Plan. How these intersections and roadway segments are anticipated to operate in 2035 is shown in **Figure 22** and **Figure 23**. This assumes that the 2020-2025 Transportation Improvement Plan projects are constructed as planned. These figures show that additional capital investment, beyond what is included in the 2020-2025 Transportation Improvement Program, would be required to meet the City's level of service standards for intersections and roadways with growth expected by 2035. The expected growth in Sammamish and across the region by 2035 will generate higher vehicular volumes and delay on City roadways than is seen today. The method and full results of the intersection and segment LOS analyses used to create these maps are contained within the Appendix.

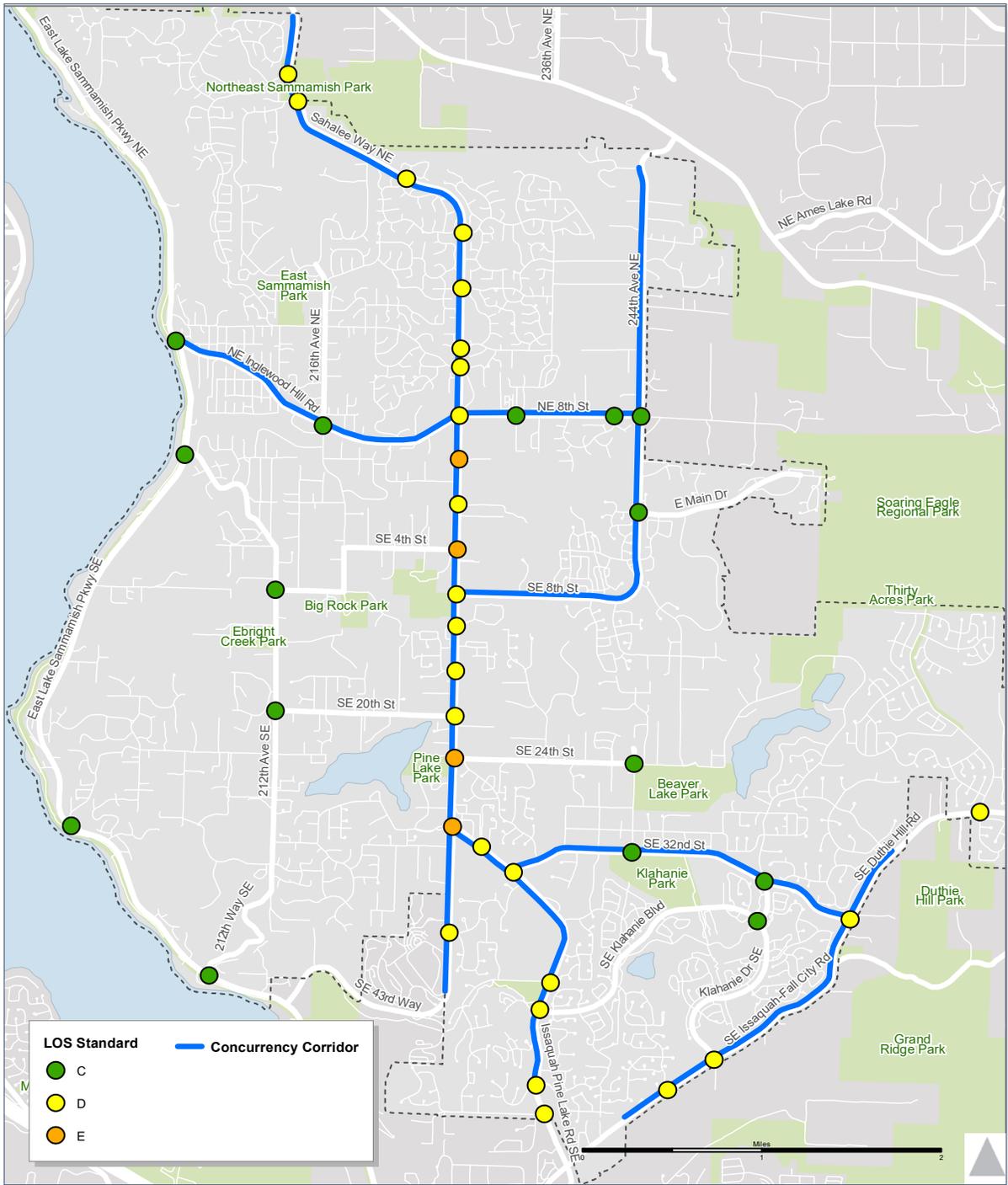


Figure 20. LOS Standard for each Concurrency Intersection

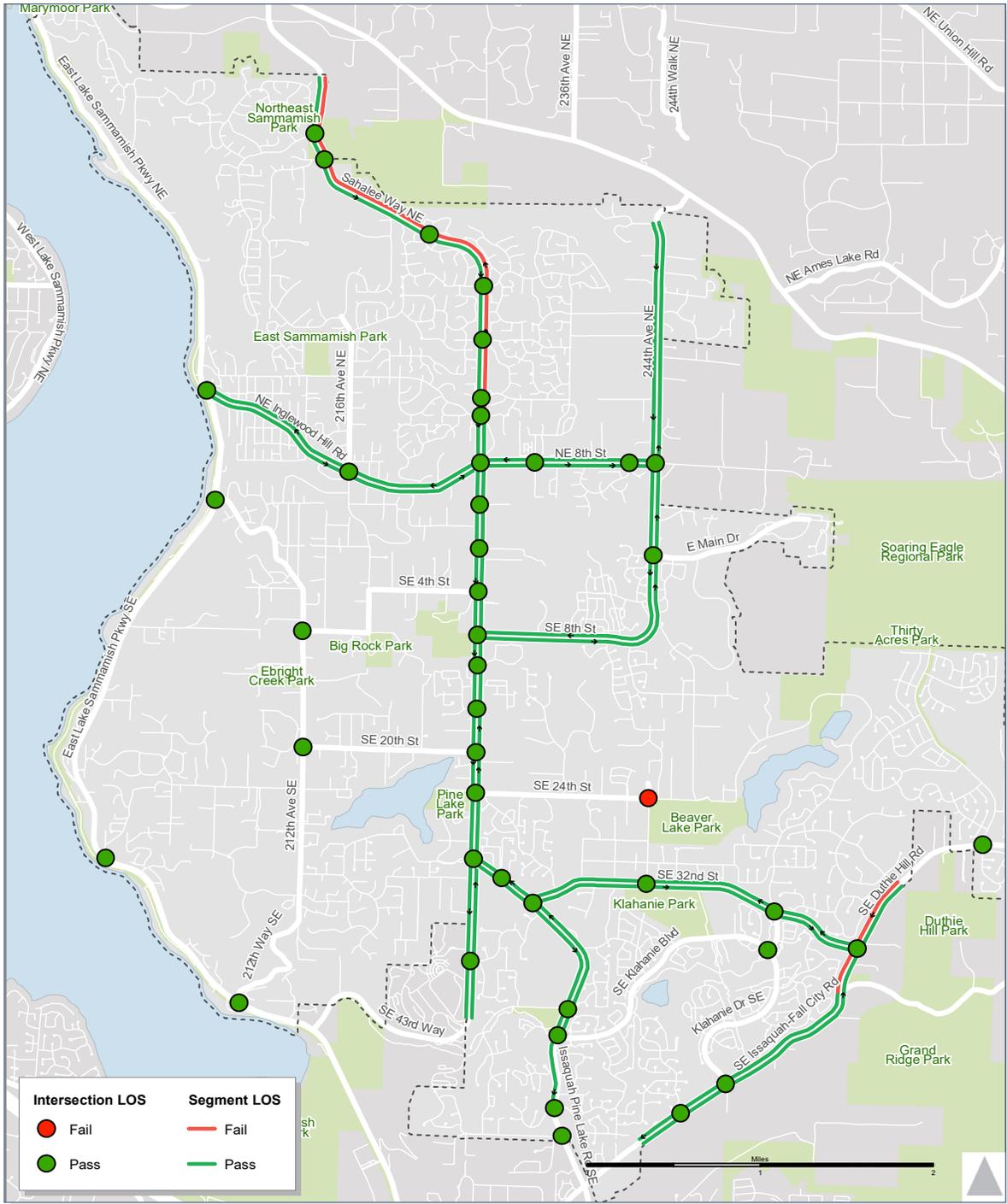


Figure 22. Anticipated Future 2035 LOS on Concurrency Corridors during the AM Peak Hour

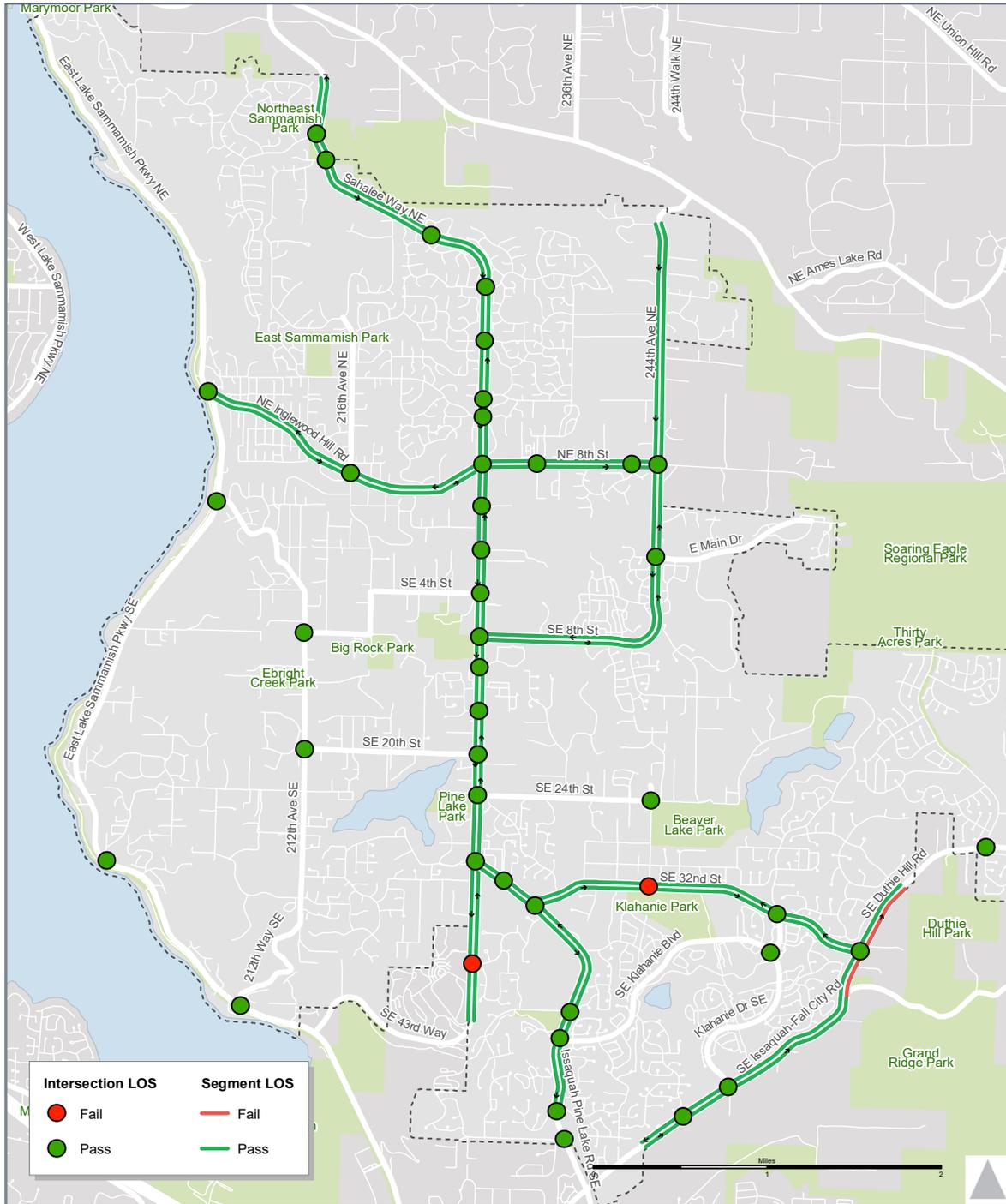


Figure 23. Anticipated Future 2035 LOS on Concurrency Corridors during the PM Peak Hour



Connectivity

The efficient movement of people and goods, referred to as mobility, is an important focus of any transportation system. Increased mobility not only increases access to jobs, shopping, and recreation, but can also benefit the City's economy and residents' quality of life.

Mobility is often thought of in the context of connectivity, the directness and density of connections between locations. A well-connected street grid disperses traffic flow and provides safe and convenient access for all, no matter the mode of travel. Connectivity is a particular challenge in Sammamish, given the piecemeal nature of residential development that occurred before the City incorporated. Additional challenges include Sammamish's location primarily on a plateau, which results in a limited number of direct connections in and out of the City due to topography and environmental constraints.

Within the City, barriers to mobility are either a result of existing infrastructure barriers or a lack of infrastructure. Other features of the City's existing street network are cul-de-sacs and dead streets, which are prevalent within the residential areas across the City. Currently, few local streets provide connections between collector arterials and principal arterials; refer back to **Figure 8** for the street X-ray of Sammamish, which shows this lack of connections. In fact, a 2017 count performed by the City determined that there are at least 702 cul-de-sacs in Sammamish. As a whole, the lack of connections hinders mobility, increases the length of each trip, costing time, creates more pollution, and most importantly, slows down first responders in emergency situations. **Figure 24** shows existing disconnects in the transportation system that hinder mobility.

As part of the TMP planning effort, all existing road barricades, gates, dead-end streets, and other connectivity issues were reviewed for potential inclusion in the prioritized project list (Chapter 4). The community provided input on the various potential connectivity projects, which was used to refine the prioritized project list. Connectivity projects that did not make it to the prioritized project list are shown at the end of Chapter 4 as they are important future projects for the City or private development to undertake.

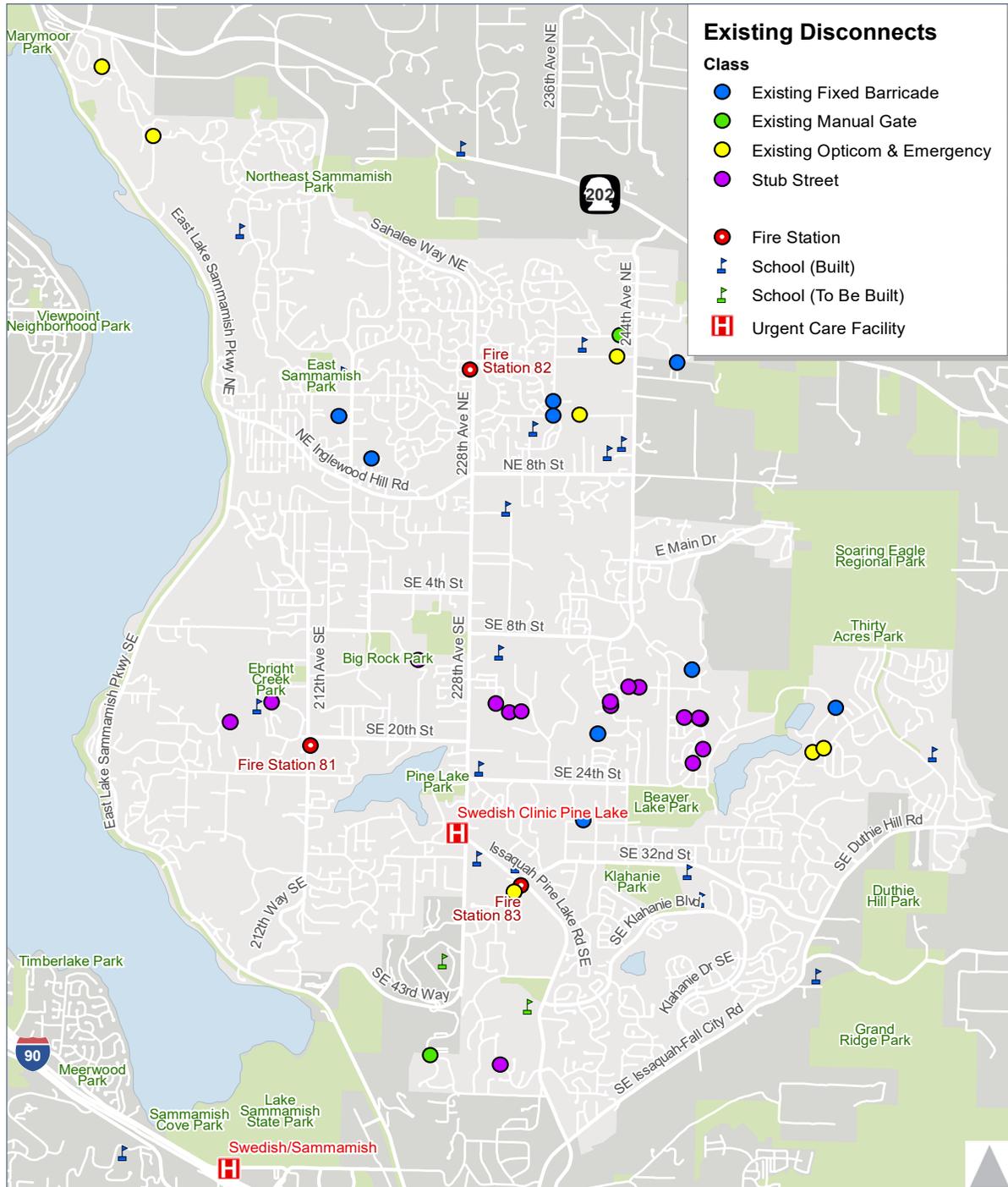


Figure 24. Potential New Connections that have been reviewed

Transit, Bike, and Walk Modes

Although vehicular LOS is a major consideration in the TMP, the City recognizes the importance of accommodating all modes of transportation. Thus, in addition to the LOS concurrency standards for intersections, roadway segments, and corridors, the City has established planning guidelines, called multimodal level of service (MMLOS). Providing an efficient and safe environment for all transportation network users is a major focal point of this TMP and the MMLOS guidelines identify ways to create more efficient transit service and comfortable pedestrian and bicycle environments. The MMLOS guidelines are not a part of the City's concurrency program, but will assist the City in identifying future projects that can best serve transit, walking, and biking modes.

Transit LOS Guidelines

Transit operations are out of the direct control of the City of Sammamish, but the City can still aim to create corridors that are welcoming to transit and coordinate with King County Metro for better transit service citywide. The City can support transit use by offering:

- Street lighting
- Bus shelters and benches
- Safe pedestrian routes for accessing transit stops
- Dedicated street right-of-way for accommodating transit, such as queue jump lanes
- Intelligent Transportation System (ITS) signal upgrades to provide transit priority

Sammamish's transit LOS guidelines are defined based on the amenities, access, and service frequencies discussed above. **Table 5** presents the LOS guidelines for transit within the City of Sammamish. The City can reach the green, most aspirational LOS level by providing transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and accommodating frequent, all day transit service.

LOS	Transit Stop Amenities	Pedestrian Access	Weekday Frequency of Service
Aspirational	High Level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
Acceptable	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak service 30 minutes or less, midday service 60 minutes or less
Needs Improvement	Little or no amenities	General lack of sidewalks and marked crosswalks	Service only during the commute hours

Table 5. Transit Level of Service Guidelines

While the City itself does not operate transit, these amenities can encourage residents and employees to use transit and therefore gain additional service hours from King County Metro and Sound Transit. **Figure 12** shows the transit lines that currently run through Sammamish; note that all lines are centered around 228th Avenue, the major north-south corridor in Sammamish.

Bike LOS Guidelines

Many citizens have expressed interest in seeing more extensive bicycle infrastructure throughout Sammamish, and in particular connecting to major corridors and trails within the City. Connecting to these routes from other areas of the City can be challenging due to the lack of existing bicycle infrastructure, the relatively disconnected street network, and topography. Key mobility corridors for bicyclists would be best served with separated bicycle facilities, while buffered/striped bike lanes and shared lane markings would suffice on other streets.

Level of traffic stress (LTS) is the current state of the practice in planning bicycle facilities. This approach provides a framework to design for the intended users of the system. **Figure 25** describes the four typical categories of cyclists, each of which requires different levels of accommodation to feel comfortable using the system.

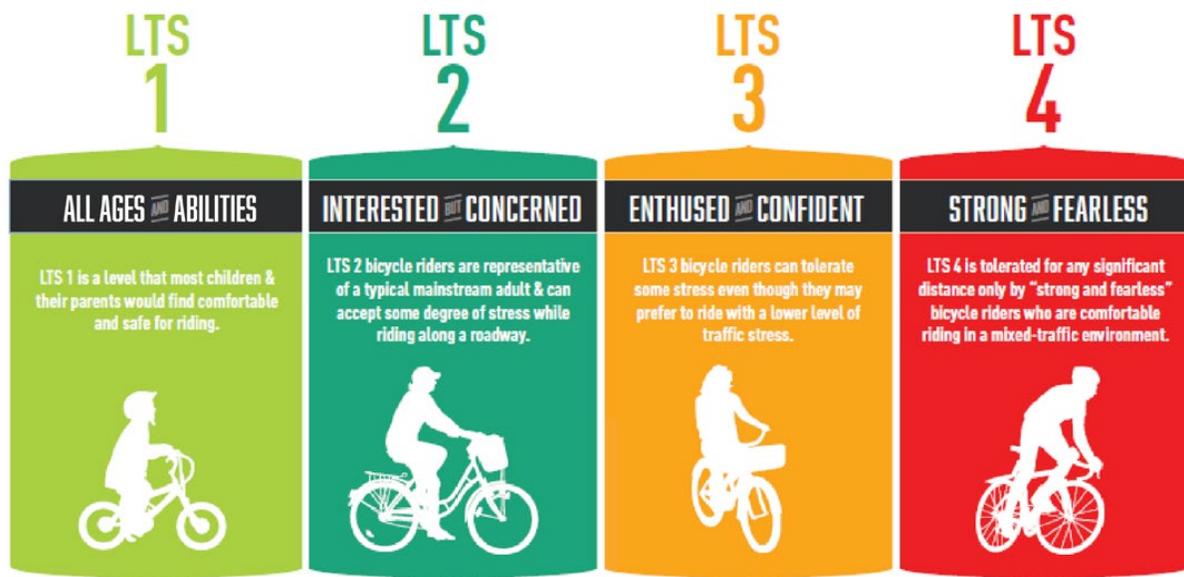


Figure 25. The Four Categories of Cyclists

Figure 26 shows the level of accommodation that the City aspires to provide. LTS 1 facilities are very low stress: they are intended to be welcoming to cyclists of all abilities and levels, and generally include separate facilities, such as off-street trails and leveraging low-speed, low volume residential streets. The next level of accommodation is LTS 2, which is the category that describes most cyclists, and generally can be met by installing striped or buffered bike lanes on lower speed arterials and collectors. The highest level of traffic stress planned for in the City's bikeway network is LTS 3. It is generally achieved through provision of bike lanes on arterial streets. The City's bikeway network does not plan for LTS 4 facilities, as these are not welcoming for a large segment of the biking population.



Figure 26. Existing and Potential Bike Network

Pedestrian LOS Guidelines

The City of Sammamish inherited its street and sidewalk network from King County when the City incorporated in 1999. Though many upgrades throughout the City have occurred since incorporation, many gaps still exist in the sidewalk network throughout the City which require attention. Dense areas with commercial land uses and streets that serve schools are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets. **Figure 27** shows the City’s pedestrian priority network and highlights the City’s intended level of service for pedestrian facilities (which generally apply to arterials). **Table 6** defines these Pedestrian LOS guidelines.

LOS	Within Pedestrian Priority Network
Aspirational	Provides facility where indicated in Pedestrian Priority Network, with a buffer
Acceptable	Provides facility provided on one side of the street
Needs Improvement	No pedestrian facility

Table 6. Pedestrian LOS Guidelines – Sidewalk Provision

Figure 28 shows locations where pedestrian facilities would be needed to meet the pedestrian LOS guidelines described above. The locations shown represent sections identified specifically along the Pedestrian Priority Network, and do not represent all sidewalk gaps in the city.

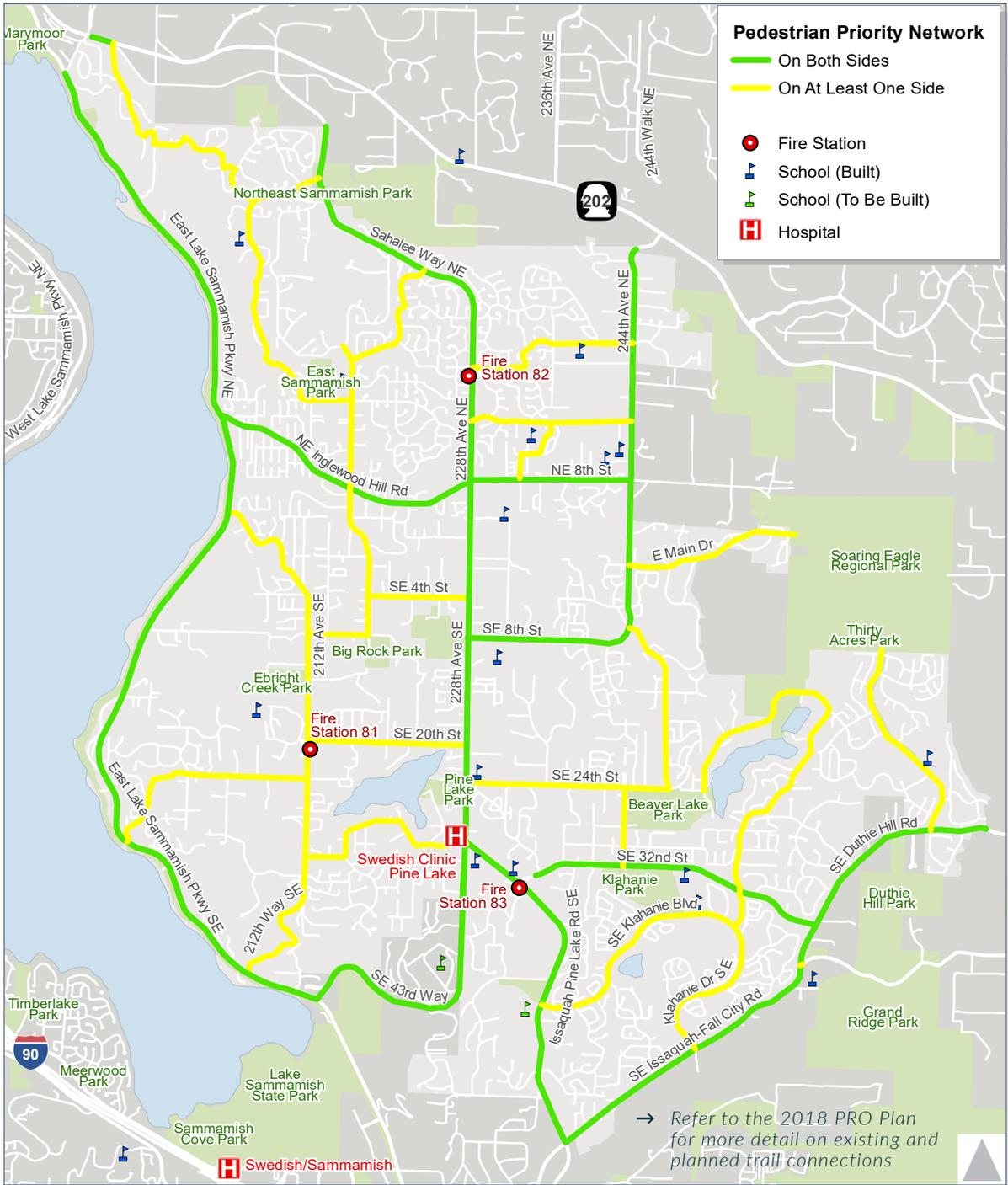


Figure 27. Pedestrian Priority Network



Figure 28. Sidewalk Gaps along the Pedestrian Priority Network

In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. The City is looking to provide enhanced crossings, such as high visibility crosswalks and/or crossings with Rectangular Rapid Flashing Beacons (RRFBs) at regular intervals, particularly downtown and within a half mile of schools.









Chapter
04



Plan Implementation

- Anticipated Funds Available
- Ongoing Projects and Programs
- Prioritized Project List
- Unconstrained Project List





Plan Implementation

The previous chapter describes the City's proposed guidelines for accommodating different modes of travel and the current needs in the transportation system to achieve these guidelines. This chapter describes the recommended prioritized TMP project list, which seeks to address these needs, while being mindful of likely City resources over the next 20 years.

Anticipated Funds Available

To arrive at a recommended project list, the top performing projects that fit within the City's reasonably anticipated financial constraints over the next 20 years were identified. While funding available for transportation over the next two decades cannot be forecast with certainty, a conservative estimate is that future annual budgets will be similar to the average of the six year period from 2013 to 2018. Using this approach, the amount anticipated to be available for transportation capital projects is approximately \$7 million

per year. Thus, an approximate financial constraint for the TMP is \$140 million (in 2020 dollars) over the next 20 years. This is summarized in **Figure 29**. The remainder of this chapter discusses programmatic investments and then includes two sets of potential future transportation project lists: a prioritized list and a full list including the non-prioritized projects. The project lists and the funding assumptions contained in this Chapter will aid current and future decision makers in allocating resources to address transportation issues throughout Sammamish.

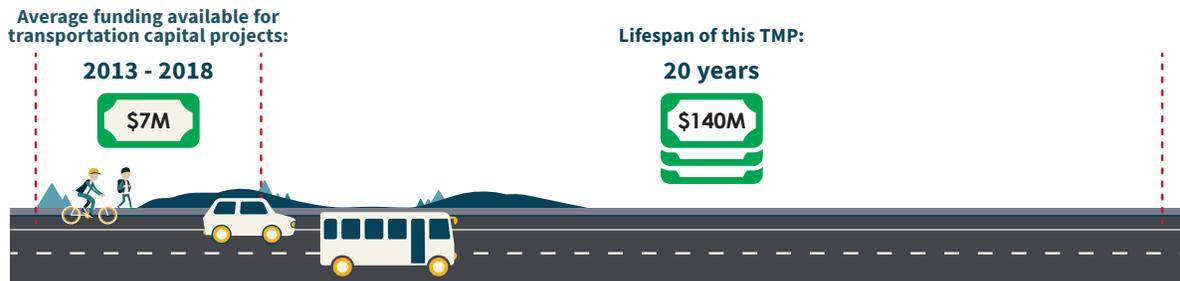


Figure 29. Estimated Funding Available for Projects Over the Next 20 Years.



On-going Programs and Projects

The TMP focuses primarily on future transportation capital projects and not on-going programs or maintenance. However, these transportation programs and maintenance efforts are vital to the on-going upkeep of the City's transportation system to keep Sammamish residents moving. These programs and efforts are housed in each annual Transportation Improvement Plan (TIP) and include the vital programs listed in **Table 7** (excerpted from 2020 – 2025 TIP).

No.	Approx. TIF Eligibility (%)	Project No.	Project	2020	2021	2022	2023	2024	2025	6-Year Total
25	0	TR-B	Non-motorized Transportation Projects Sidewalks, trails, bikeways and paths, etc.	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000
26	0	TR-C	Sidewalk Projects Various sidewalk projects, includes gap projects, extensions, safety improvements.	160,000	160,000	160,000	160,000	160,000	160,000	960,000
27	0	TR-D	Intersection and Safety Improvements Intersection/other safety improvements, including channelization, signing, signalization, and/or other traffic control devices.	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
28	0	TR-E	Neighborhood CIP Safety improvements including gap projects, bike routes, pedestrian safety and school zone safety.	100,000	100,000	100,000	100,000	100,000	100,000	600,000
29	0	TR-F	Street Lighting Program Provide street lighting at high priority locations with significant safety issues that can be addressed through better street lighting.	15,000	15,000	15,000	15,000	15,000	15,000	90,000
30	0	TR-G	School Zone Safety Improvements In conjunction with Issaquah & Lake Washington School Districts, provide safety improvements in the City's various school zones.	50,000	50,000	50,000	50,000	50,000	50,000	300,000

Table 7. On-going Programs and Projects

Funds in the programs listed in the **Table 7** be used to partially support other capital projects identified elsewhere in the TMP, including the Prioritized Projects List.

Additionally, the City has an on-going pavement reconstruction program, which constitutes a methodical approach to addressing failing transportation infrastructure throughout Sammamish. The reconstruction program should not be confused with the City's on-going pavement overlay and repair program. The reconstruction program addresses roadways that have needs exceeding typical maintenance efforts, but that are not subject to capacity enhancement. This program varies in costs per year, but can be up to \$2M in any given year, meaning that as much as \$40M may be invested in the reconstruction program over the planning horizon of the TMP. Such costs should be accounted for when discussing the transportation capital program in Sammamish.

Prioritized Project List

This section presents the recommended list of priority TMP capital investments. The benefit of prioritizing potential future transportation projects is that it aids future funding discussions and centralizes all necessary information, such as community input and priorities, to facilitate easier deliberations for decision makers.

The projects in this list were scored and prioritized based on the seven priorities described in the Future Transportation Vision section and outlined in the pages below. **Figure 30** shows a map of these prioritized projects. This section outlines the complete streets projects, followed by projects that create new connections and non-motorized projects. Note that all costs are in 2020 dollars.



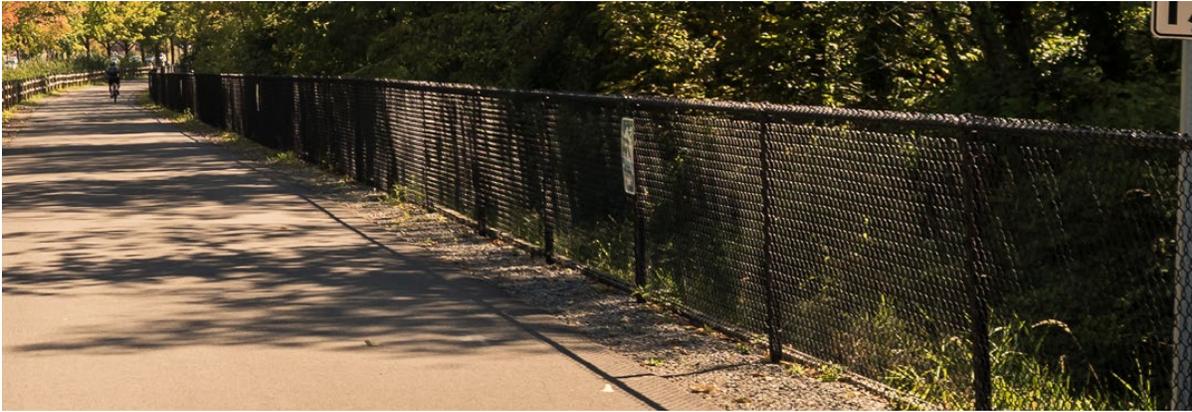
TO BE UPDATED PENDING COUNCIL DECISION

Recommended 20-Year Project List

This is a placeholder for the final project package,
as decided by Sammamish City Council



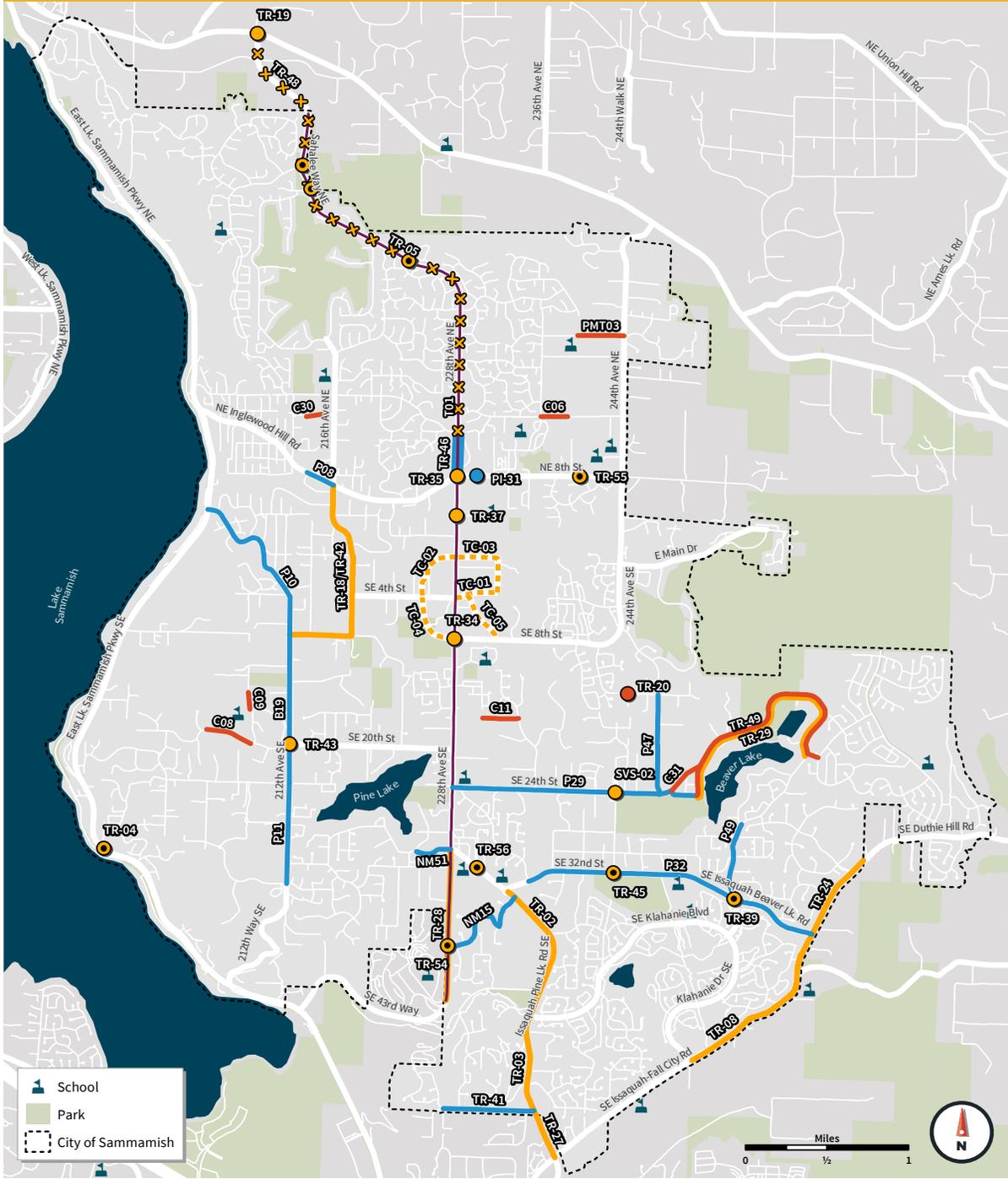
TO BE UPDATED PENDING COUNCIL DECISION



Recommended 20-Year Project List

This is a placeholder for the final project package,
as decided by Sammamish City Council

Figure 30. Map of Prioritized Projects Categorized by Project Type



TO BE UPDATED PENDING COUNCIL DECISION

Complete Streets Projects

Required Concurrency Projects 

- TR-04:** East Lake Sammamish Parkway SE & SE 24th St Intersection
- TR-05:** Sahalee Way NE from North City Limits to NE 12th Place, including concurrency failing intersections and other intersection improvements
- TR-39:** 256th Ave SE/E Beaver Lake Drive SE & Issaquah Beaver Lake Road Intersection
- TR-45:** SE 32nd Street & 244th Avenue SE Intersection
- TR-48*:** Sahalee Way From SR 202 to North City Limits
- TR-54:** 228th Avenue SE & SE 40th Street Intersection
- TR-55:** 242nd Ave NE & NE 8th Street Intersection
- TR-56:** Issaquah-Pine Lake Road & 230th Lane SE/231st Lane SE Intersection

Town Center Connections 

- TC-01:** SE 4th Street Extension
- TC-02:** Town Center NW Connector
- TC-03:** Main Street/Town Center NE Connector
- TC-04:** Town Center SW Connector
- TC-05:** Town Center SE Connector

Other Complete Streets Investments 

- TR-02:** Issaquah-Pine Lake Road From Klahanie Boulevard to SE 32nd Street
- TR-03:** Issaquah-Pine Lake Road From SE 48th Street to Klahanie Boulevard
- TR-08:** Issaquah-Fall City Road From Klahanie Drive SE to Issaquah-Beaver Lake Road
- TR-18/TR-42:** SE 8th Street/218th Avenue SE From 212th Avenue SE to Inglewood Hill Road NE
- TR-19*:** Sahalee Way & SR 202 Intersection
- TR-24:** SE Duthie Hill Road from SE Issaquah-Beaver Lake Road to "The Notch"
- TR-27*:** Issaquah-Pine Lake Road From E Issaquah-Fall City Road to SE 48th Street
- TR-28:** 228th Avenue SE From Issaquah-Pine Lake Road to SE 43rd Way
- TR-34:** 228th Avenue SE & SE 8th Street Intersection
- TR-35:** 228th Avenue NE & NE 8th Street/NE Inglewood Hill Road Intersection
- TR-37:** 228th Avenue NE & NE 4th Street Intersection
- TR-43:** 212th Avenue SE & SE 20th Street Intersection
- TR-49:** West Beaver Lake Drive from 24th Street to SE Belvedere Way
- SVS-02:** SE 24th Street & 244th Avenue SE Intersection

Transit Project 

- T01:** 228th Avenue Transit Signal Priority

New Connections 

- C06:** NE 14th Street Connection Between 236th Avenue NE and 241st Avenue NE
- C08:** NE 19th Street Connection Between east of 203rd Avenue SE and SE 20th Street
- C09:** 208th Avenue SE Connection Between south of SE 12th Street and SE 16th Street
- C11:** SE 18th Place Connection Between 231st Avenue SE and west of 235th Ave SE
- C30:** NE 14th Street Connection Between 216th Avenue NE and 212th Avenue NE
- C31:** 251st Avenue SE Connection Between 251st Avenue SE and W Beaver Lake Drive SE
- PMT03:** NE 22nd Street Connection Between 244th Avenue NE and 239th Avenue NE
- TR-20:** SE 14th Street Extension Between Lawson Park Plat and 248th Ave SE
- TR-29:** SE Belvedere Way Connection Between E Beaver Lake Drive and SE Belvedere Way

Non-Motorized Projects 

- B19:** 212th Avenue SE Active Transportation Improvements: From SE 8th Street to SE 24th Street
- NM15:** SE 40th Street/234th Ave SE Sidewalk Improvement From 228th Avenue SE to Issaquah-Pine Lake Road SE
- NM51:** SE 30th Street Sidewalk Improvement From 228th Avenue SE to 224th Avenue SE
- P08:** NE Inglewood Hill Road Sidewalk Improvement From 213th Place NE to 216th Avenue NE
- P10:** Louis Thompson Road NE Active Transportation Improvements From East Lake Sammamish Parkway to SE 8th Street
- P11:** 212th Avenue SE Sidewalk Improvement From SE 24th Street to SE 34th Street
- P29:** SE 24th Street Active Transportation Improvements: From 228th Avenue SE to Beaver Lake Drive
- P32:** SE 32nd Street Active Transportation Improvements: From 235th Place SE to 251st Ave SE
- P47:** 248th Avenue SE Active Transportation Improvements: From SE 24th Street to SE 14th Street
- P49:** E Beaver Lake Drive SE Sidewalk Improvement From SE 32nd Street to E Beaver Lake Drive SE
- PI-31:** NE 8th Street Crossing at the Regency and Saffron Retail Centers
- TR-41:** SE 48th Street Issaquah-Pine Lake Road SE to 227th Place SE From Issaquah-Pine Lake Road SE to 227th Place SE
- TR-46:** 228th Avenue Bike Lane NE 12th Street to NE 8th Street

* Project extends beyond city limits and will require coordination with other jurisdictions.



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Complete Street Projects

Complete streets are streets that are designed and operated to enable safe use and support mobility for all users. This may include improvements to the vehicle network, such as adding travel lanes or improving intersections, but may also include improving sidewalks or constructing bike lanes. These projects are detailed in the following pages.

TO BE UPDATED PENDING COUNCIL DECISION

Goals

-  1 The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit
-  2 Regional destinations should be easier to access, with more transit and less congestion on commute routes
-  3 It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections.
-  4 Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.
-  5 Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.
-  6 The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique.
-  7 Community input is reflected in project prioritization.

Project Name

Project Description

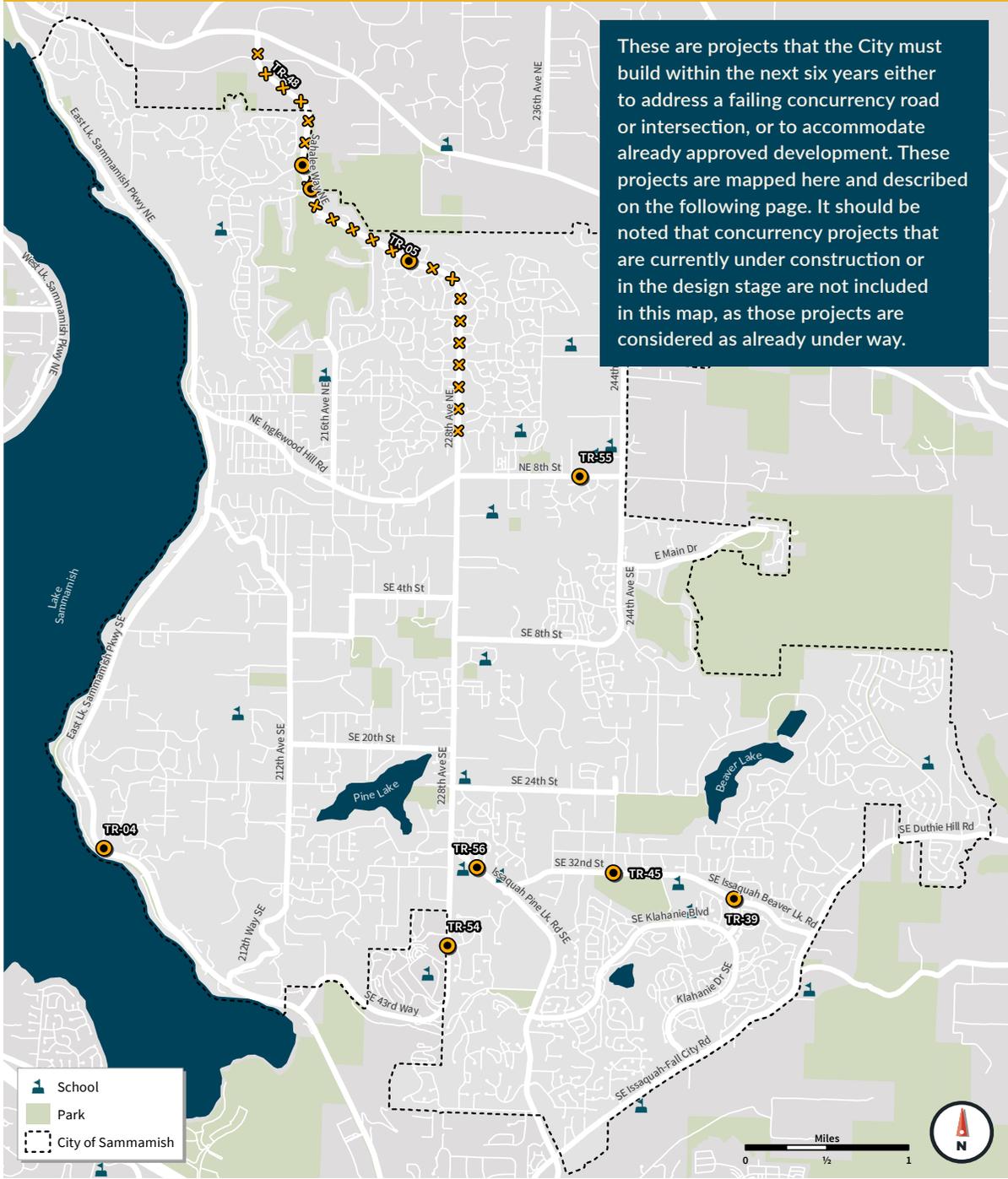
Timeline <..... When the project will be completed

Cost <..... Estimated cost for the project

Goals Met



Figure 31. Required Concurrency Projects



These are projects that the City must build within the next six years either to address a failing concurrency road or intersection, or to accommodate already approved development. These projects are mapped here and described on the following page. It should be noted that concurrency projects that are currently under construction or in the design stage are not included in this map, as those projects are considered as already under way.

TO BE UPDATED PENDING COUNCIL DECISION

TO BE UPDATED PENDING COUNCIL DECISION

TR-04: East Lake Sammamish Parkway SE & SE 24th St Intersection

Construct a traffic signal with turn lanes, curb, gutter and sidewalk at the East Lake Sammamish Parkway SE and SE 24th Street intersection. A one-lane roundabout is an alternative being considered as well.

Timeline: 2021-2026

Goals Met:

Cost: \$4,032,000 - \$5,376,000



TR-05: Sahalee Way NE from North City Limits to NE 12th Place

Widen Sahalee Way NE to three lanes with median or two-way left turn lane, buffered bike lanes, curb, gutter and sidewalk from NE 12th Way to NE 36th Street. From NE 36th Street to NE 37th Street, widen to a five lane cross-section. From NE 37th Street to North City Limits, widen to a four lane cross-section with median. This includes the possibility of adding "climbing" lane as needed. Paired with this project are multiple intersection improvements, including the installation of a signal at the Sahalee Way and NE 28th Place intersection, a possible by-pass lane at the Sahalee Way and NE 37th Street intersection, and improving sight distance at the Sahalee Way and NE 36th Street intersection.

Timeline: 2021-2026

Goals Met:

Cost: \$77,283,000 - \$103,044,000



TR-39: 256th Ave SE/E Beaver Lake Drive SE & Issaquah Beaver Lake Road Intersection

Construct a permanent roundabout at the 256th Avenue SE/E Beaver Lake Drive SE and Issaquah Beaver Lake Road intersection.

Timeline: 2021-2026

Goals Met:

Cost: \$1,775,000 - \$2,366,000



TR-45: SE 32nd Street & 244th Avenue SE Intersection

Install all-way stop control at the intersection of SE 32nd Street and 244th Avenue SE.

Timeline: 2021-2026

Goals Met:

Cost: \$135,000 - \$180,000



TR-48: Sahalee Way from SR 202 to North City Limits

Widen Sahalee Way from SR 202 to North City Limits as necessary to extend double northbound left turn lanes; this will include widening to four or five lanes, adding at least one additional southbound travel lane or climbing lane. All project improvements are outside of city limits, and will require coordination with other municipalities.

Timeline: By 2035 **Goals Met:**

Cost: \$21,969,000 - \$29,292,000



TR-54: 228th Avenue SE & SE 40th Street Intersection

Create a left turn lane on the 228th Avenue SE approaches and reduce the median on the SE 40th Street approaches at the intersection of 228th Avenue SE and SE 40th Street.

Timeline: 2021-2026 **Goals Met:**

Cost: \$729,000 - \$972,000



TR-55: 242nd Ave NE & NE 8th Street Intersection

Add westbound right turn pocket at the 242nd Avenue NE and NE 8th Street intersection. This includes widening the NE 8th Street approaches.

Timeline: 2021 - 2026 **Goals Met:**

Cost: \$1,928,000 - \$2,570,000



TR-56: Issaquah-Pine Lake Road & 230th Lane SE/231st Lane SE Intersection

Rechannelize and restripe 230th Lane and 231st Lane and extend the westbound left turn pocket on Issaquah Pine Lake Road at the intersection of Issaquah-Pine Lake Road and 230th Lane SE/231st Lane SE.

Timeline: 2021 - 2026 **Goals Met:**

Cost: \$108,000 - \$144,000

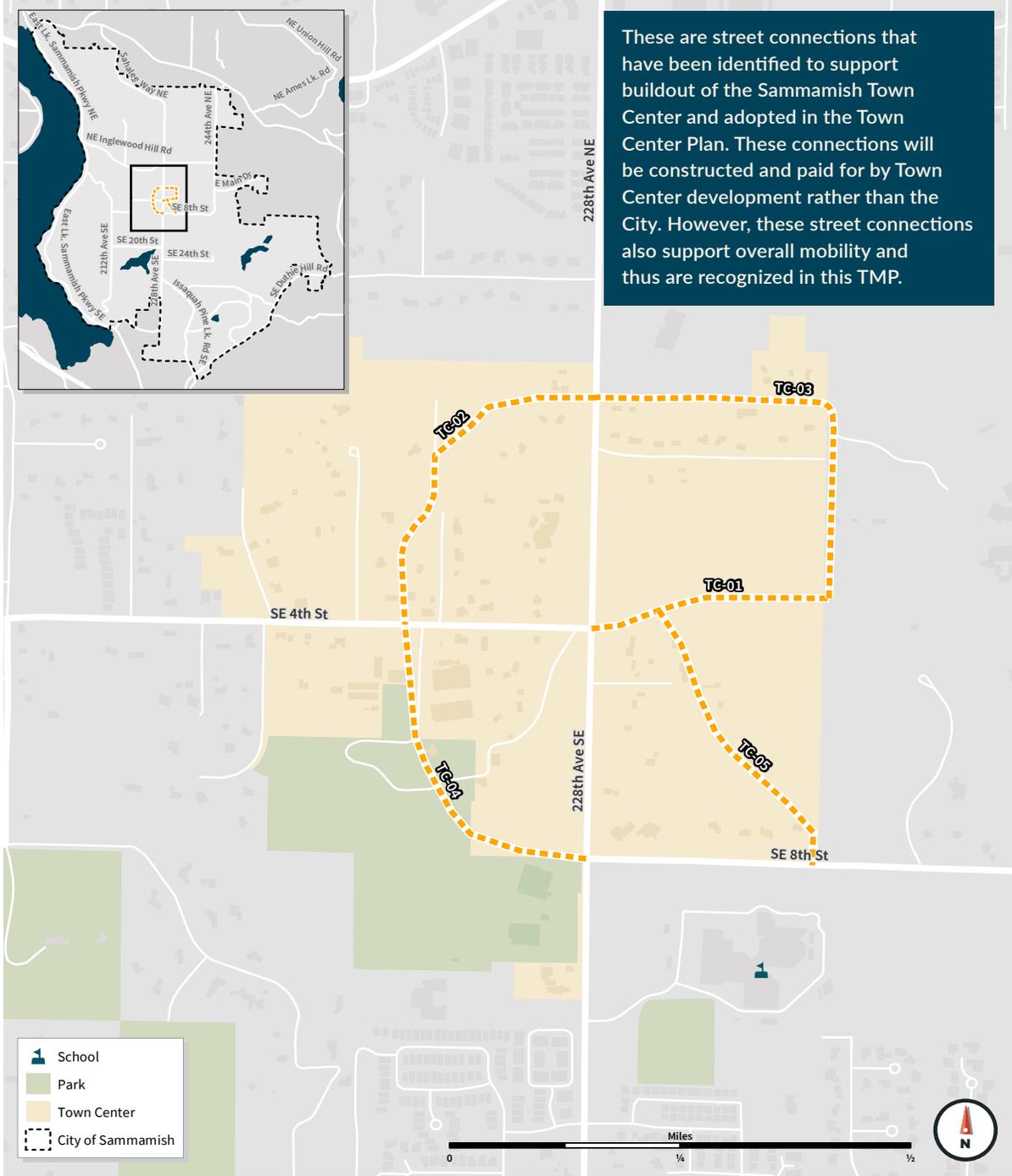


TO BE UPDATED PENDING COUNCIL DECISION

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Figure 32. Town Center Connection Projects

TO BE UPDATED PENDING COUNCIL DECISION



TC-01: SE 4th Street Extension

Widen SE 4th Street to 3 lanes with median or two-way left turn lane with bike lanes, curb, gutter and sidewalk from 228th Ave SE to the proposed Main St NE Connector. This project also includes adding an eastbound right turn lane at the intersection of SE 4th Street and 228th Avenue SE.

Timeline: By 2035

Goals Met:



TC-02: Town Center NW Connector

Construct a connector road from the intersection of Main Street and 228th Avenue SE through the northwestern portion of the Town Center development to the intersection of 225th Place SE and SE 4th Street. This project includes modifications to include a west leg at the intersection of Main Street and 228th Avenue SE.

Timeline: By 2035

Goals Met:



TC-03: Main Street/Town Center NE Connector

Extend Main Street from 228th Avenue SE southeastward along the northeastern portion of the Town Center development to the SE 4th Street Extension. This includes providing infrastructure at the southern tip of the connector road for future expansion to the east.

Timeline: By 2035

Goals Met:



TO BE UPDATED PENDING COUNCIL DECISION

TC-04: Town Center SW Connector

Extend 225th Place SE from SE 4th Street southeastward through the Town Center development to the intersection of 228th Avenue SE and SE 8th Street.

Timeline: By 2035

Goals Met:



TC-05: Town Center SE Connector

Construct a connector road from roughly 500 feet east of the SE 4th Street and 228th Avenue SE intersection southward to SE 8th Street. Includes the installation of a traffic signal at the intersection of Town Center SE Connector and SE 4th Street.

Timeline: By 2035

Goals Met:

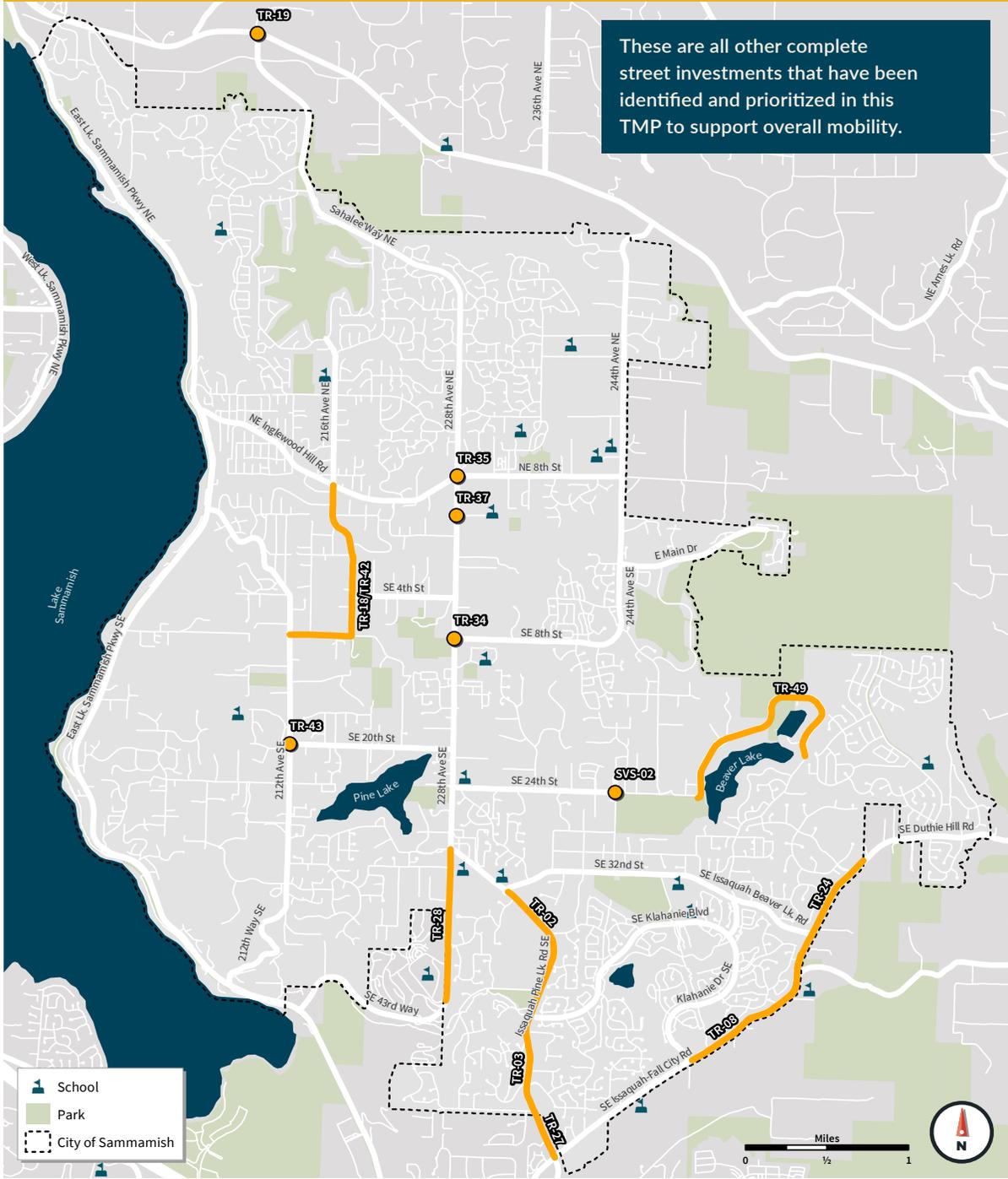


TO BE UPDATED PENDING COUNCIL DECISION



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Figure 33. Other Complete Streets Investments



TO BE UPDATED PENDING COUNCIL DECISION

TO BE UPDATED PENDING COUNCIL DECISION

TR-02: Issaquah-Pine Lake Road From Klahanie Boulevard to SE 32nd Street

Widen Issaquah-Pine Lake Road to 3 lanes with a median or two-way left turn lane from Klahanie Drive SE to SE 32nd Street. This project also includes adding bike lanes, curb, gutter, sidewalk and improving the existing roundabout at the intersection of Issaquah-Pine Lake Road and SE 32nd Street.

Timeline: By 2035 **Goals Met:**

Cost: \$17,658,000 - \$23,544,000



TR-03: Issaquah-Pine Lake Road From SE 48th Street to Klahanie Boulevard

Widen Issaquah-Pine Lake Road to 5 lanes with a median or two-way left turn lane from SE 48th Street to Klahanie Boulevard. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk

Timeline: By 2035 **Goals Met:**

Cost: \$29,261,000 - \$39,014,000



TR-08: Issaquah-Fall City Road From Klahanie Drive SE to Issaquah-Beaver Lake Road

Widen Issaquah-Fall City Rd to 3 lanes with a median or two-way left turn lane from Klahanie Drive SE to Issaquah-Beaver Lake Road SE. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk.

Timeline: By 2035 **Goals Met:**

Cost: \$20,406,000 - \$27,208,000



TR-18/TR-42: SE 8th Street/218th Avenue SE From 212th Avenue SE to Inglewood Hill Road NE

Widen SE 8th Street/218th Avenue with a median or two-way left turn lane from 212th Avenue SE to Inglewood Hill Rd NE. This includes adding striped bike lanes, curb, gutter and sidewalk where needed.

Timeline: By 2035 **Goals Met:**

Cost: \$19,681,000 - \$26,242,000



TO BE UPDATED PENDING COUNCIL DECISION

TR-19: Sahalee Way & SR 202 Intersection

Coordinate with King County and WSDOT to improve and widen the intersection of SR 202 and Sahalee Way to a two-lane roundabout. All project improvements are outside of city limits and will require coordination with other municipalities.

Timeline: By 2035 **Goals Met:**

Cost: TBD. This project is outside the City and will need to be coordinated with other agencies.



TR-24: SE Duthie Hill Road from SE Issaquah-Beaver Lake Road to "The Notch"

Widen to 3 lanes with median/two-way left turn lane with striped or buffered bike lanes, curb, gutter and sidewalk on the west side and an 8 foot shoulder on the east side from SE Issaquah-Beaver Lake Rd to "Notch". SE Duthie Hill Road & 266th Avenue SE (High Country) Intersection Improvement.

Timeline: By 2035 **Goals Met:**

Cost: \$12,268,000 - \$16,357,000



TR-27: Issaquah-Pine Lake Road From E Issaquah-Fall City Road to SE 48th Street

Widen Issaquah-Pine Lake Road to 5 lanes with a median or two-way left turn lane from E Issaquah-Fall City Road to SE 48th Street. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk. All project improvements are outside of city limits and will require coordination with other municipalities.

Timeline: By 2035 **Goals Met:**

Cost: \$12,926,000 - \$17,234,000



TR-28: 228th Avenue SE From Issaquah-Pine Lake Road to SE 43rd Way

Widen 228th Avenue SE to 5 lanes with median or two-way left turn lane from Issaquah-Pine Lake Road SE to SE 43rd Way. This project also includes adding striped or buffered bike lanes, curb, gutter and sidewalk/boardwalk.

Timeline: By 2035 **Goals Met:**

Cost: \$31,255,000 - \$41,632,000



TR-34: 228th Avenue SE & SE 8th Street Intersection

Improve intersection level of service by widening/adding lanes and improving left-turn signalization for all approaches or installing a two-lane roundabout with pedestrian improvements.

Timeline: By 2035 **Goals Met:**

Cost: \$31,255,000 - \$41,632,000



TO BE UPDATED PENDING COUNCIL DECISION

TR-35: 228th Avenue NE & NE 8th Street/NE Inglewood Hill Road Intersection

Improve intersection level of service at the 228th Avenue NE & NE 8th Street/NE Inglewood Hill Road intersection by widening and adding lanes or installing a two-lane roundabout.

Timeline: By 2035

Goals Met:

Cost: \$1,849,000 - \$2,464,000 (Signal),
\$7,863,000 - \$10,484,000 (Roundabout)



TR-37: 228th Avenue NE & NE 4th Street Intersection

Improve intersection level of service at the 228th Avenue NE and NE 4th Street intersection by widening and adding lanes or installing a two-lane roundabout.

Timeline: By 2035

Goals Met:

Cost: \$8,082,000 - \$10,776,000



TR-43: 212th Avenue SE & SE 20th Street Intersection

Install a one-lane roundabout at the intersection of 212th Avenue SE and SE 20th Street.

Timeline: By 2035

Goals Met:

Cost: \$2,522,000 - \$3,363,000



TR-49: West Beaver Lake Drive from 24th Street to SE Belvedere Way

Reconstruct as necessary to include shoulders, a multi-use pathway or sidewalks.

Timeline: By 2035

Goals Met:

Cost: \$24,191,000 - \$32,255,000



SVS-02: SE 24th St & 244th Ave SE Intersection

Implement all-way stop control at the intersection of SE 24th Street and 244th Avenue SE.

Timeline: By 2035

Goals Met:

Cost: \$135,000 - \$180,000





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New Connection Projects

In order to increase connectivity and reduce congestion on the few arterials in Sammamish, the City reviewed all connectivity issues, including barricades, gates, dead-end streets, and future connections. Based on review and community input, the City is evaluating several projects that would create new roadway connections to address traffic congestion. These new roadway connections may be as simple as removing a gate or physical barricade or may necessitate constructing a new roadway to complement the existing network. Regardless of the connection type, each new roadway connection will also require constructing complementary safety, capacity and traffic calming elements to ensure that these new connections positively impact the areas in which they are implemented.

Depending upon the location of each connectivity project, considerations for preserving or enhancing community character will be made. Before any barricade or gate removal connectivity project can be initiated, City Council must provide direction to City staff, pursuant to Resolution R2014-577, which will commence a planning and design process that includes significant community outreach. These projects are mapped in [Figure 34](#) and described in the following pages.

TO BE UPDATED PENDING COUNCIL DECISION

Goals

-  The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit
-  Regional destinations should be easier to access, with more transit and less congestion on commute routes
-  It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections.
-  Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.
-  Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.
-  The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique.
-  Community input is reflected in project prioritization.

Project Name

Project Description

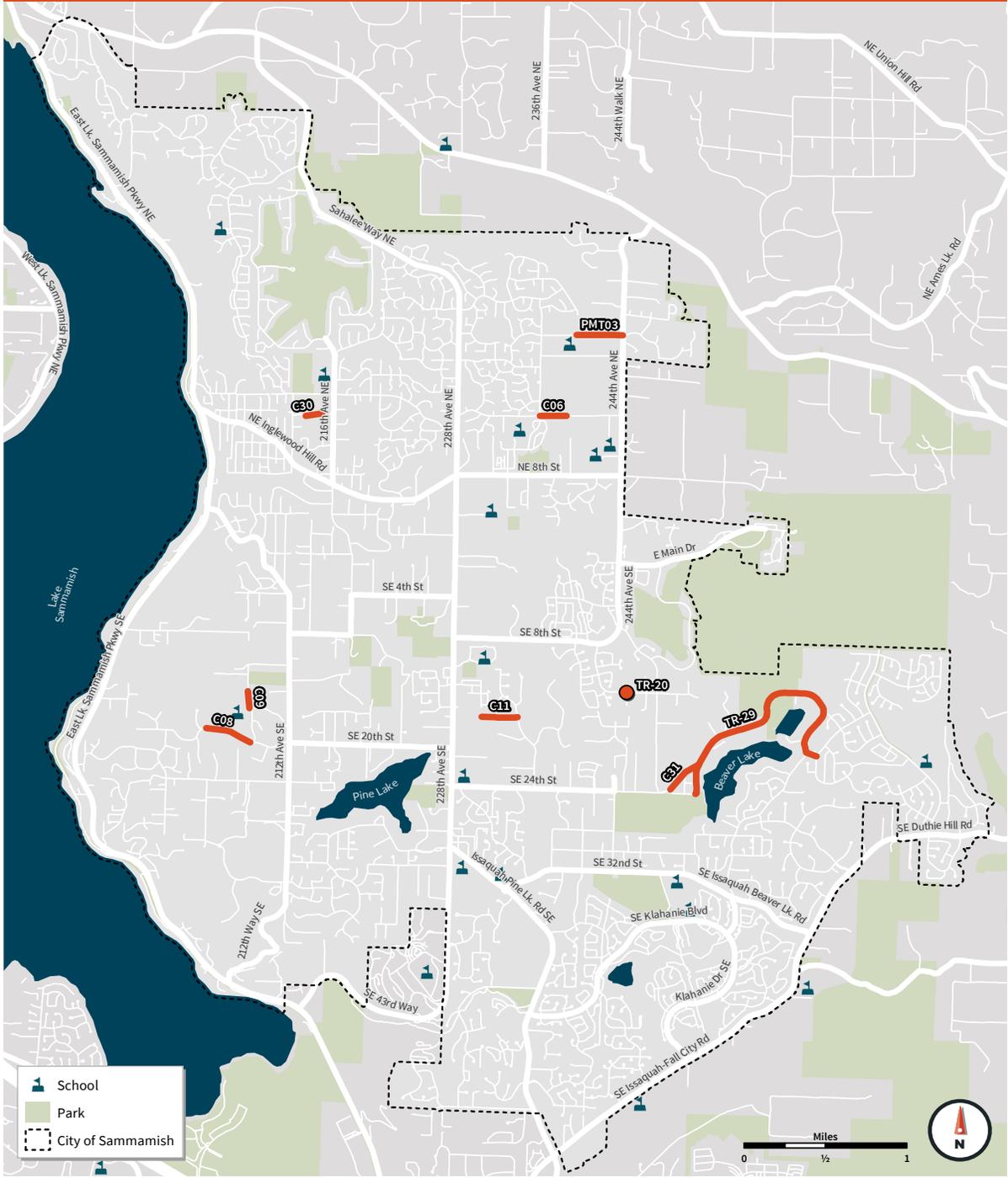
Timeline <..... When the project will be completed

Cost <..... Estimated cost for the project

Goals Met



Figure 34. New Connection Projects



TO BE UPDATED PENDING COUNCIL DECISION

C06: NE 14th Street Connection 2: Between 236th Avenue NE and 241st Avenue NE

Add a new roadway connection between 236th Avenue NE and 241st Avenue NE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$8,709,000 - \$11,612,000



C08: NE 19th Street Connection Between east of 203rd Avenue SE and SE 20th Street

Add a new roadway connection between east of 203rd Avenue SE and SE 20th Street, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$7,158,000 - \$9,544,000



C09: 208th Avenue SE Connection Between south of SE 12th Street and SE 16th Street

Add a new roadway connection from just south of SE 12th Street to SE 16th Street, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$10,464,000 - \$13,953,000



C11: SE 18th Place Connection Between 231st Avenue SE and west of 235th Ave SE

Add a new roadway connection between 231st Avenue SE and just west of 235th Avenue SE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$2,171,000 - \$2,894,000



C30: NE 14th Street Connection 1 Between 216th Avenue NE and 212th Avenue NE

Add a new roadway connection between 216th Avenue NE and 212th Avenue NE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$4,153,000 - \$5,538,000



TO BE UPDATED PENDING COUNCIL DECISION

TO BE UPDATED PENDING COUNCIL DECISION

C31: 251st Avenue SE Connection Between 251st Avenue SE and W Beaver Lake Drive SE

Add a new roadway connection between 251st Avenue SE and W Beaver Lake Drive SE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$2,817,000 - \$3,756,000



PMT03: NE 22nd Street Connection Between 244th Avenue NE and 239th Avenue NE

Add a new roadway connection between 244th Avenue NE and 239th Avenue NE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$4,548,000 - \$6,063,000



TR-20: SE 14th Street Extension Between Lawson Park Plat and 248th Ave SE

Add an extension of SE 14th Avenue SE between Lawson Park Plat and 248th Ave SE, with walking path on north side of street. This will include complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Goals Met:

Cost: \$1,913,000 - \$2,550,000



TR-29: SE Belvedere Way Connection Between E Beaver Lake Drive and SE Belvedere Way

Add a new roadway connection between E Beaver Lake Drive and SE Belvedere Way. Roadway connection will include complementary safety improvements along E Beaver Lake Drive from the new connection to SE 24th Street.

Timeline: By 2035

Goals Met:

Cost: \$25,163,000 - \$33,551,000



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Transit Capital Investments

Frequent and reliable transit service is an important part of creating a connected and accessible transportation network. However, many transit-related services are in the hands of other agencies. Coordinating with other agencies and jurisdictions to create new transit service or projects can present many complications that increase the cost and uncertainty of new projects and elongate the time to implement. Although several transit projects were considered during development of the TMP, including many submitted by community members via public workshops and online engagement, only one is included as part of the prioritized project list. Many others are included in the unconstrained project list as potential future investments. This project is mapped in [Figure 35](#) and described in the following pages.

TO BE UPDATED PENDING COUNCIL DECISION

Goals

-  The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit
-  Regional destinations should be easier to access, with more transit and less congestion on commute routes
-  It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections.
-  Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.
-  Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.
-  The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique.
-  Community input is reflected in project prioritization.

Project Name

Project Description

Timeline <..... When the project will be completed

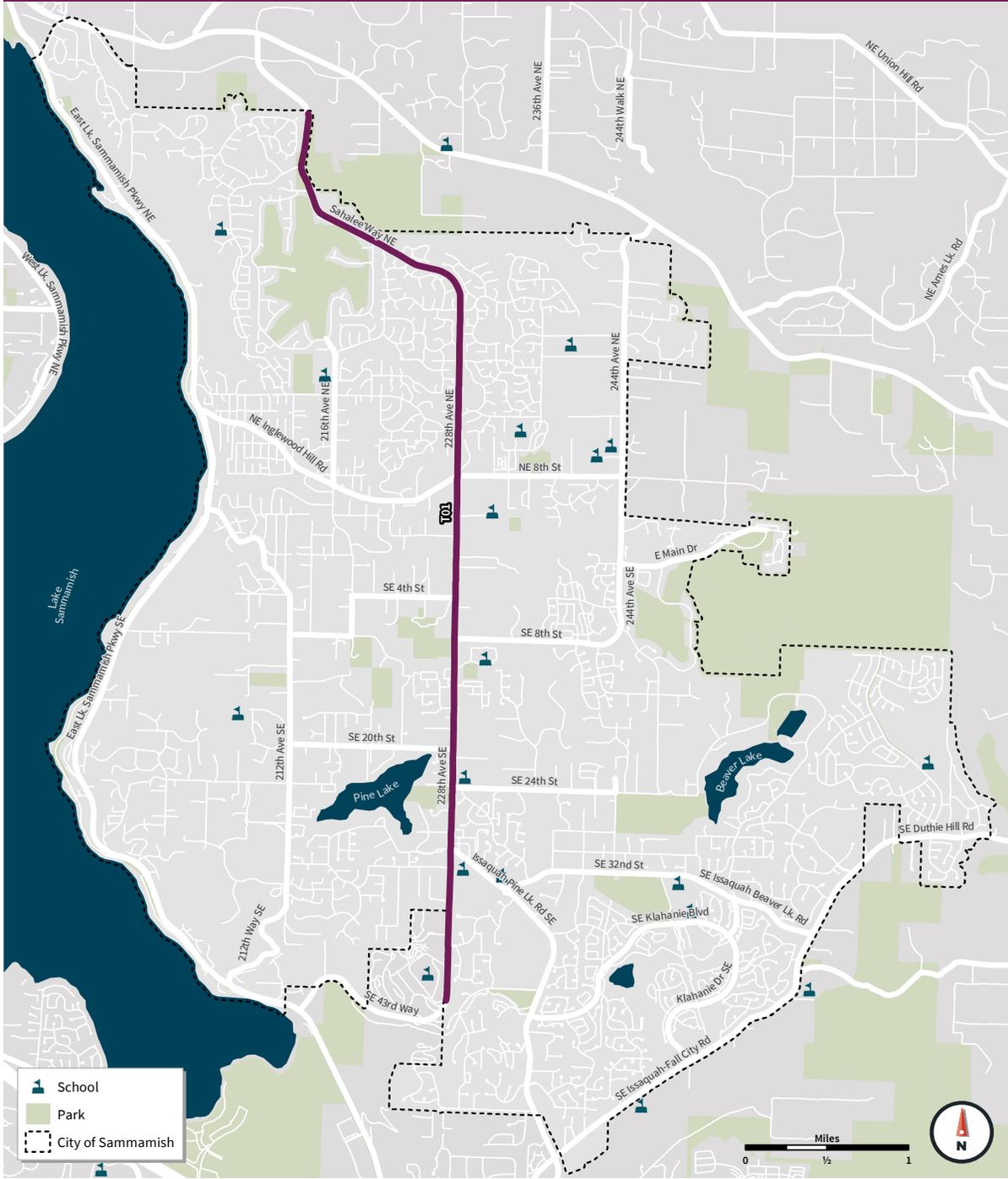
Cost <..... Estimated cost for the project

Goals Met





Figure 35. 228th Avenue Transit Signal Priority Project



TO BE UPDATED PENDING COUNCIL DECISION

T01: 228th Avenue Transit Signal Priority

Implement transit signal priority for signalized intersections along 228th Avenue and Sahalee Way to allow buses to go through a light before vehicles on minor approaches. This project supports King County Metro increasing the frequency of buses throughout the day and week, such as weekend service.

Timeline: By 2035

Goals Met:

Cost: \$1,090,000 - \$1,453,000



TO BE UPDATED PENDING COUNCIL DECISION



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Non-Motorized Projects

Unlike the complete streets projects, many of which include non-motorized elements, the non-motorized projects focus exclusively on constructing transit access, pedestrian and/ or bicycle improvements. Special emphasis and priority for these improvements were placed on streets near schools; concentration of businesses; and the larger, more popular City parks. These projects are mapped in [Figure 36](#) and described in the following pages.

TO BE UPDATED PENDING COUNCIL DECISION

Goals

-  1 The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit
-  2 Regional destinations should be easier to access, with more transit and less congestion on commute routes
-  3 It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections.
-  4 Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.
-  5 Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.
-  6 The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique.
-  7 Community input is reflected in project prioritization.

Project Name

Project Description

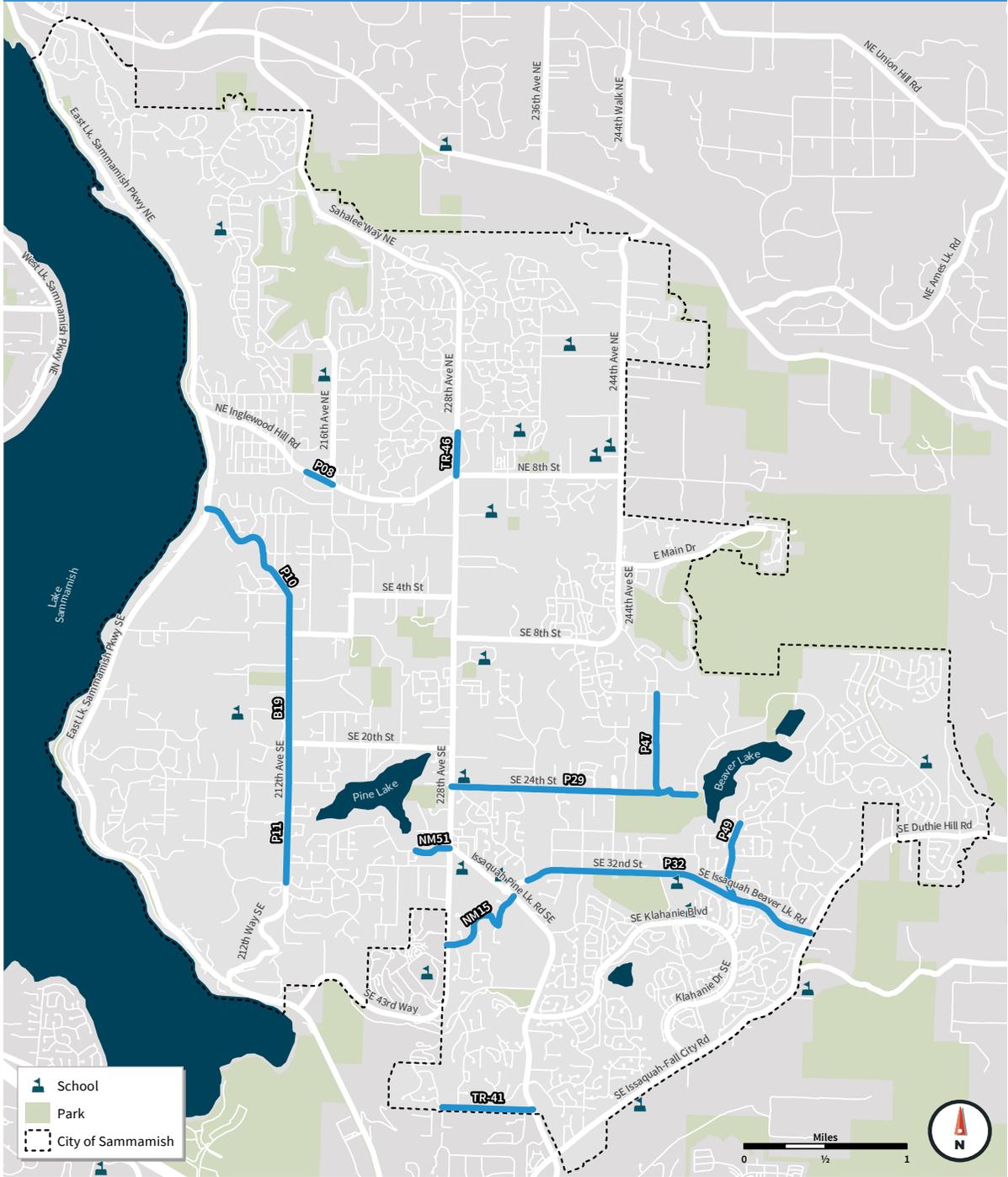
Timeline <..... When the project will be completed

Cost <..... Estimated cost for the project

Goals Met



Figure 36. Non-Motorized Projects



TO BE UPDATED PENDING COUNCIL DECISION

TO BE UPDATED PENDING COUNCIL DECISION

B19: 212th Avenue SE Active Transportation Improvements From SE 8th Street to SE 24th Street

Add sidewalk on one side and striped bike lanes on both sides of 212th Avenue SE from SE 8th St to SE 24th Street.

Timeline: By 2035

Goals Met:

Cost: \$40,166,000 - \$53,555,000



NM15: SE 40th Street/234th Ave SE Sidewalk Improvement From 228th Avenue SE to Issaquah-Pine Lake Road SE

Add sidewalk on one side of SE 40th St from 228th Avenue SE to Issaquah-Pine Lake Road SE.

Timeline: By 2035

Goals Met:

Cost: \$3,414,000 - \$4,551,000



NM51: SE 30th Street Sidewalk Improvement From 228th Avenue SE to 224th Avenue SE

Add sidewalk on one side of SE 30th Street from 228th Avenue SE to 224th Avenue SE.

Timeline: By 2035

Goals Met:

Cost: \$160,000 - \$214,000



P08: NE Inglewood Hill Road Sidewalk Improvement From 213th Place NE to 216th Avenue NE

Fill any sidewalk gaps on one side of NE Inglewood Hill Road from 213th Place NE to 216th Avenue NE.

Timeline: By 2035

Goals Met:

Cost: \$247,000 - \$330,000



P10: Louis Thompson Road NE Active Transportation Improvements From East Lake Sammamish Parkway to SE 8th Street

Add sidewalk and striped bike lanes on Louis Thompson Road NE from East Lake Sammamish Parkway NE to SE 8th Street.

Timeline: By 2035

Goals Met:

Cost: \$18,794,000 - \$25,058,000



TO BE UPDATED PENDING COUNCIL DECISION

P11: 212th Avenue SE Sidewalk Improvement From SE 24th Street to SE 34th Street

Add sidewalk on one side of 212th Avenue SE from SE 24th Street to SE 34th Street.

Timeline: By 2035

Goals Met:

Cost: \$4,398,000 - \$5,863,000



P29: SE 24th Street Active Transportation Improvements From 228th Avenue SE to Beaver Lake Drive

Add sidewalk on one side and protected bike lanes on both sides of SE 24th Street from 228th Avenue SE to Beaver Lake Dr.

Timeline: By 2035

Goals Met:

Cost: \$17,686,000 - \$23,581,000



P32: SE 32nd Street Active Transportation Improvements From 235th Place SE to 251st Ave SE

Add sidewalk on both sides of the street on SE 32nd Street from 235th Place SE to 251st Avenue SE and add striped or buffered bike lane from 241st Avenue SE to SE Duthie Hill Road.

Timeline: By 2035

Goals Met:

Cost: \$1,406,000 - \$1,874,000



P47: 248th Avenue SE Active Transportation Improvements From SE 24th Street to SE 14th Street

Add sidewalk on one side and a striped bike lane on both sides of 248th Avenue SE from SE 24th Street to SE 14th Street.

Timeline: By 2035

Goals Met:

Cost: \$7,415,000 - \$9,887,000



P49: E Beaver Lake Drive SE Sidewalk Improvement From SE 32nd Street to E Beaver Lake Way SE

Add sidewalk on both sides of E Beaver Lake Drive SE from SE 32nd Street to E Beaver Lake Way SE.

Timeline: By 2035

Goals Met:

Cost: \$3,511,000 - \$4,681,000



PI-31: NE 8th Street Crossing at the Regency and Saffron Retail Centers

Add a pedestrian crossing on NE 8th Street, 600ft east of the intersection of NE 8th Street and 228th Avenue NE.

Timeline: By 2035 **Goals Met:**

Cost: \$630,000 - \$840,000



TR-41: SE 48th Street Active Transportation Improvements From Issaquah-Pine Lake Road SE to 227th Place SE

Install curb, gutter, sidewalk and a bike sharrow on SE 48th Street from Issaquah Pine Lake Road SE to 227th Place SE.

Timeline: By 2035 **Goals Met:**

Cost: \$3,562,000 - \$4,750,000



TR-46: 228th Avenue Bike Lane NE 12th Street to NE 8th Street

Improve the roadway segment by adding a striped or buffered bike lane on the east side of 228th Avenue from NE 12th Street to NE 8th Street.

Timeline: By 2035 **Goals Met:**

Cost: \$2,749,000 - \$3,665,000



TO BE UPDATED PENDING COUNCIL DECISION



Financially Unconstrained Project List

The City of Sammamish considered many projects while building the prioritized project list. A number of these projects were not prioritized at this time due to budget constraints or feasibility issues. The following lists are not intended to be binding on future decision-makers, but are recorded for possible inclusion in future Transportation Improvement Project lists or as considerations for development review.

TO BE UPDATED PENDING COUNCIL DECISION

Table 8 through **Table 11** show remaining projects that have been considered by the City as potential future investments. These projects are still considered high possibilities for future project lists and will be considerations in development review. These projects are listed in terms of their project category and score based on the criteria in the Future Transportation Vision Section above. The projects that are higher on the list in their respective project category have scored higher on the evaluation criteria than those lower on the list, demonstrating greater relative importance to the City’s road system and meeting the community’s stated goals and priorities. Note that all cost estimates included in these tables are in 2020 dollars. **Table 12** shows other future considerations brought up by the public that the city is not currently pursuing. Whether through questions of feasibility or need, these projects are not currently being considered as possibilities for any near-term future project lists, and may or may not be considered in some capacity for the future.



Table 8. Financially Unconstrained Complete Streets Project List for the City of Sammamish (Projects Not Included in TMP Priority Project List)

Name	Description	Location	Extents		Cost Range	Score
			From	To		
E Lk Sammamish Pkwy SE: From 212th Ave SE to South City Limits	Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Way SE to South City Limits.	E Lk Sammamish Pkwy SE	212th Ave SE	South City Limits	N/A	305
228th Ave NE Widening at NE 8th	Expand the northbound direction to 2 travel lanes with bike lane, curb, gutter, and sidewalk on the east side.	228th Ave NE	NE 8th St	NE 12th St	\$5,611,000-7,481,000	275
244th Ave Widening	Widen to 3 lanes with two-way left turn lane and with bike lanes, curb, gutter, sidewalk from NE 8th St to North City Limits	244th Ave NE	NE 8th St	North City Limits	\$24,188,000-32,251,000	275
SE Duthie Hill Rd: From West side of "notch" to Trossachs Blvd SE	Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter and sidewalk on the west side and a shoulder on the west side from east side of "Notch" to Trossachs Blvd SE. Will require coordination with other municipalities.	SE Duthie Hill Rd	West side of "notch"	Trossachs Blvd SE	\$4,676,000-6,235,000	245
SE 24th Street: 228th Avenue SE to 244th Avenue SE: From 228th Avenue SE to 244th Avenue SE	Add turn lanes at each intersection on SE 24th St from 228th Ave to 244th Ave.	SE 24th Street: 228th Avenue SE to 244th Avenue SE	228th Avenue SE	244th Avenue SE	N/A	215
256th Ave SE and Klahanie Blvd Intersection Improvement	Install roundabout to improve safety and operations at this intersection.	256th Ave SE/ Klahanie Blvd	-	-	\$1,004,000-1,339,000	195
212th Avenue SE & SE 24th Street Intersection Improvement	Install roundabout at this intersection.	212th Avenue SE & SE 24th Street Intersection Improvement	Intersection	Intersection	N/A	195
212th Ave SE between SE 14th PL and SE 18th PL	Replace 212th Ave SE between SE 14th PL and SE 18th PL at sag location with bridge.	212th Ave SE	SE 14th PL	SE 18th PL	\$12,318,000-16,424,000	155
Soaring Eagle boulevard: Trossachs to Main St.	Connect roadway through Soaring Eagle Regional Park from Trossachs Blvd to Main Street. Would require coordination with King County.	Soaring Eagle Regional Park	Trossachs Blvd	E Main Dr	N/A	155
Bus Pullouts on 228th Ave	Add bus pullouts/shoulders along 228th Ave near any stop where they do not currently exist	228th Ave	NE 37th St	SE 43rd Way	N/A	130

TO BE UPDATED PENDING COUNCIL DECISION

Table 9. Financially Unconstrained New Connections Project List for the City of Sammamish (Projects Not Included in TMP Priority Project List)

Name	Description	Location	Extents		Cost Range	Score
			From	To		
New 231st Ave SE Connection	Add a new roadway connection between South of SE 15th St and SE 18th Pl, including complementary safety, capacity and traffic calming enhancements.	231st Ave SE	South of SE 15th St	SE 18th Pl	\$1,054,000-1,405,000	165
New 196th Ave NE Connection	Add a new roadway connection between East Lake Sammamish Pkwy and NE 42nd Way, including complementary safety, capacity and traffic calming enhancements.	196th Ave NE	East Lake Sammamish Pkwy	NE 42nd Way	N/A	135
New 242nd Ave SE Connection	Add a new roadway connection between SE 16th Pl and SE 15th Pl, including complementary safety, capacity and traffic calming enhancements.	242nd Ave SE	SE 16th Pl	SE 15th Pl	N/A	135
New SE 18th Pl Connection	Add a new roadway connection between 244th Ave SE and 238th Ave SE, including complementary safety, capacity and traffic calming enhancements.	SE 18th Pl	244th Ave SE	238th Ave SE	N/A	135
New Lancaster Way SE Connection to 223rd Avenue SE	Add a new roadway connection between Lancaster Way SE and 223rd Avenue SE. Roadway connection will include complementary safety, capacity and traffic calming enhancements.	Lancaster Way SE	Lancaster Way SE	223rd Avenue SE	N/A	135
New NE 20th St Connection to 244th Ave NE	Add a new roadway connection between 244th Avenue NE and 236th Avenue NE. Roadway connection will include complementary safety, capacity, and traffic calming enhancements.	NE 20th St	236th Ave NE	244th Ave NE	\$10,233,000-13,644,000	135
New NE 14th St Connection 3	Add a new roadway connection at the western edge of NE 14th St, approximately 700 feet south and then approximately 1,300 feet east connecting to an existing private drive and then to 244th Ave NE. Roadway connection will include complementary safety, capacity, and traffic calming enhancements.	NE 14th St	Private Roadway	244th Ave NE	N/A	135
New SE 28th St Connection	Add a new roadway connection between 241st Ave SE and 239th Ave SE. Roadway connection will include complementary safety, capacity, and traffic calming enhancements.	SE 28th St	241st Ave SE	239th Ave SE	N/A	135

TO BE UPDATED PENDING COUNCIL DECISION



Name	Description	Location	Extents		Cost Range	Score
			From	To		
New Roadway Connection to E Beaver-Lk Dr SE at 266th Way SE	Add a new roadway connection between 266th Way SE and E Beaver Lake Drive SE, including complementary safety, capacity and traffic calming enhancements from the new connection to SE 24th St.	New Roadway Connection to E Beaver- Lk Dr SE at 266th Way SE	E Beaver- Lk Dr SE	266th Way SE	N/A	135
New 190th PI NE Connection	Add a new roadway connection between NE 51st St and NE 51st PI, including complementary safety, capacity and traffic calming enhancements.	190th PI NE	NE 51st St	NE 51st PI	N/A	105
New 218th Ave NE Connection	Add a new roadway connection between North of NE 9th St and NE 11th PI, including complementary safety, capacity and traffic calming enhancements.	218th Ave NE	North of NE 9th St	NE 11th PI	N/A	105
New 236th Ave NE Connection	Add a new roadway connection between NE 15th PI and NE 14th St, including complementary safety, capacity and traffic calming enhancements.	236th Ave NE	NE 15th PI	NE 14th St	N/A	105
New NE 20th St Connection	Add a new roadway connection between North of NE 18th St and NE 20th St, including complementary safety, capacity and traffic calming enhancements.	248th PI NE	North of NE 18th St	NE 20th St	N/A	105
New SE 13th St Connection	Add a new roadway connection between 251st Ave SE and Windsor Dr SE, including complementary safety, capacity and traffic calming enhancements.	SE 13th St	251st Ave SE	Windsor Dr SE	N/A	105
New 249th PI SE Connection	Add a new roadway connection between SE 18th St and SE 17th St, including complementary safety, capacity and traffic calming enhancements.	249th PI SE	SE 18th St	SE 17th St	N/A	105
New SE 17th St Connection	Add a new roadway connection between East of 249th PI SE and SE 18th PI, including complementary safety, capacity and traffic calming enhancements.	SE 17th St	East of 249th PI SE	SE 18th PI	N/A	105
New 251st PI SE Connection	Add a new roadway connection between SE 18th St and SE 17th St	251st PI SE	SE 18th St	SE 17th St	N/A	105
New SE 47th Way Connection	Add a new roadway connection between 233rd Ave SE and 231st PI SE, including complementary safety, capacity and traffic calming enhancements.	SE 47th Way	233rd Ave SE	231st PI SE	N/A	105

TO BE UPDATED PENDING COUNCIL DECISION

Table 10. Financially Unconstrained Non-Motorized Project List for the City of Sammamish (Projects Not Included in TMP Priority Project List)

Name	Description	Location	Extents		Cost Range	Score
			From	To		
New 231st Ave SE Connection	Add a new roadway connection between South of SE 15th St and SE 18th Pl, including complementary safety, capacity and traffic calming enhancements.	231st Ave SE	South of SE 15th St	SE 18th Pl	\$1,054,000-1,405,000	165
New 196th Ave NE Connection	Add a new roadway connection between East Lake Sammamish Pkwy and NE 42nd Way, including complementary safety, capacity and traffic calming enhancements.	196th Ave NE	East Lake Sammamish Pkwy	NE 42nd Way	N/A	135
New 242nd Ave SE Connection	Add a new roadway connection between SE 16th Pl and SE 15th Pl, including complementary safety, capacity and traffic calming enhancements.	242nd Ave SE	SE 16th Pl	SE 15th Pl	N/A	135
New SE 18th Pl Connection	Add a new roadway connection between 244th Ave SE and 238th Ave SE, including complementary safety, capacity and traffic calming enhancements.	SE 18th Pl	244th Ave SE	238th Ave SE	N/A	135
New Lancaster Way SE Connection to 223rd Avenue SE	Add a new roadway connection between Lancaster Way SE and 223rd Avenue SE. Roadway connection will include complementary safety, capacity and traffic calming enhancements.	Lancaster Way SE	Lancaster Way SE	223rd Avenue SE	N/A	135
New NE 20th St Connection to 244th Ave NE	Add a new roadway connection between 244th Avenue NE and 236th Avenue NE. Roadway connection will include complementary safety, capacity, and traffic calming enhancements.	NE 20th St	236th Ave NE	244th Ave NE	\$10,233,000-13,644,000	135
New NE 14th St Connection 3	Add a new roadway connection at the western edge of NE 14th St, approximately 700 feet south and then approximately 1,300 feet east connecting to an existing private drive and then to 244th Ave NE. Roadway connection will include complementary safety, capacity, and traffic calming enhancements.	NE 14th St	Private Roadway	244th Ave NE	N/A	135

TO BE UPDATED PENDING COUNCIL DECISION



Name	Description	Location	Extents		Cost Range	Score
			From	To		
New SE 28th St Connection	Add a new roadway connection between 241st Ave SE and 239th Ave SE. Roadway connection will include complementary safety, capacity, and traffic calming enhancements.	SE 28th St	241st Ave SE	239th Ave SE	N/A	135
New Roadway Connection to E Beaver-Lk Dr SE at 266th Way SE	Add a new roadway connection between 266th Way SE and E Beaver Lake Drive SE, including complementary safety, capacity and traffic calming enhancements from the new connection to SE 24th St.	New Roadway Connection to E Beaver-Lk Dr SE at 266th Way SE	E Beaver- Lk Dr SE	266th Way SE	N/A	135
New 190th PI NE Connection	Add a new roadway connection between NE 51st St and NE 51st PI, including complementary safety, capacity and traffic calming enhancements.	190th PI NE	NE 51st St	NE 51st PI	N/A	105
New 218th Ave NE Connection	Add a new roadway connection between North of NE 9th St and NE 11th PI, including complementary safety, capacity and traffic calming enhancements.	218th Ave NE	North of NE 9th St	NE 11th PI	N/A	105
New 236th Ave NE Connection	Add a new roadway connection between NE 15th PI and NE 14th St, including complementary safety, capacity and traffic calming enhancements.	236th Ave NE	NE 15th PI	NE 14th St	N/A	105
New NE 20th St Connection	Add a new roadway connection between North of NE 18th St and NE 20th St, including complementary safety, capacity and traffic calming enhancements.	248th PI NE	North of NE 18th St	NE 20th St	N/A	105
New SE 13th St Connection	Add a new roadway connection between 251st Ave SE and Windsor Dr SE, including complementary safety, capacity and traffic calming enhancements.	SE 13th St	251st Ave SE	Windsor Dr SE	N/A	105
New 249th PI SE Connection	Add a new roadway connection between SE 18th St and SE 17th St, including complementary safety, capacity and traffic calming enhancements.	249th PI SE	SE 18th St	SE 17th St	N/A	105

TO BE UPDATED PENDING COUNCIL DECISION

Table 11. Financially Unconstrained Transit Project List for the City of Sammamish (Projects Not Included in TMP Priority Project List)

Name	Description	Location	Extents		Cost Range	Score
			From	To		
Bus Pullouts on 228th Ave	Add bus pullouts/shoulders along 228th Ave near any stop where they do not currently exist	228th Ave	NE 37th St	SE 43rd Way	N/A	130

Table 12. Other Future Considerations

Name	Description	Location	Extents		Cost Range	Score
			From	To		
211th Ave and NE 16th St Right-In-Right-Out Removal	Remove the right-in-right-out barrier to allow LT movements onto and off of 211th.		211th Ave	NE 16th St	N/A	175
Sidewalk along 196th Ave NE	Fill sidewalk gap on both sides of the street between West Lake Sammamish Parkway and East Lake Sammamish Parkway. Will require coordination with other municipalities.	196th Ave NE	West Lake Sammamish Parkway NE	East Lake Sammamish Parkway NE	N/A	160
228th Ave NE Pedestrian Bridge	Pedestrian bridge between McDonald's and Safeway on 228th Ave NE	228th Ave NE			N/A	160
Beaver Lake - Klahanie Park Trail Connection	Pedestrian connection on powerline corridor between Beaver Lake Park and Klahanie Park		Klahanie Park	End of SE 28th Pl	N/A	120
Evans Creek Preserve - Highway 202 Access	Connect Alcott Elementary via a soft surface trail through the North property and an enhanced crosswalk on 202.	Evans Creek Preserve - Highway 202 Access			N/A	105
228th Avenue Reversible Transit Lane	Add reversible transit lane down 228th from NE 28th or NE 25th to SR 202 - single lane/ bus lane/HOV lane	228th Ave NE	SR 202	NE 25th	N/A	210
Sammamish Gondola	Build a Sammamish Gondola Public Transit System for regional connections.		228th Ave NE	NE 8th St	N/A	135
Bike Storage South Sammamish Park & Ride	Add bicycle storage at the South Sammamish Park & Ride	228th Ave SE/ Issaquah Pine Lake Rd SE	-	-	N/A	130

TO BE UPDATED PENDING COUNCIL DECISION

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Chapter
05



Technological Advances in 2035 and Beyond

- Autonomous Vehicles (AV) and Connected Vehicles (CV)
- How the City of Sammamish Can Prepare



Technological Advances in 2035 and Beyond

The Sammamish TMP outlines the path for investments in the Sammamish transportation system through 2035, but our commitment to improving the system does not end there. Just as important as the next decade and a half is how the City positions itself for the years beyond that, when new technologies and modes of travel are expected to be in effect. This chapter sets the stage for Sammamish Transportation Planning beyond 2035.

While it is not yet necessary to identify exactly how the City will address each emerging transportation issue we are expected to face, it is prudent to identify emerging issues, discuss the reasonably expected impacts on the Sammamish transportation system, and then identify the various options for incorporating them to obtain the most benefit for Sammamish residents. In some cases, the future technologies can drastically benefit local jurisdictions, but in other cases, future technologies and trends can have negative impacts on communities.

Currently, there are several emerging transportation issues and trends to track, including:

- Autonomous Vehicles (AV) and Connected Vehicles (CV)
- Micromobility services (including their impact on first-mile, last-mile trips)
- Shared Mobility (e.g. car share programs)
- Mobility as a Service (MaaS)
- Big Data (public-private partnerships, deep learning and artificial intelligence systems to predict traffic patterns, congestion, and roadway safety)
- Shifts in parking need and behavior

While the list of topics is large and the list of impacts even larger, this chapter focuses directly on AV and CV technology. This is due to the reasonable expectation of its arrival in Sammamish and the fact that it could have the biggest impact on the Sammamish transportation system and thus warrants deeper discussion and planning.

Autonomous Vehicles (AV) and Connected Vehicles (CV)

AV and CV technology can transform how cities manage, operate, and invest in their streets. Given the revolutionary potential of AVs and CVs, the City of Sammamish should do its best to prepare for the future arrival of this technology on city streets.

AVs are equipped with on-board software and hardware that are capable of driving the vehicle instead of a human operator. They are also referred to as self-driving, driverless, or automated vehicles. Connected vehicles CVs, meanwhile, are able to communicate wirelessly with their surroundings and other vehicles to share and receive information regarding the transportation system. Today, many new vehicles include autonomous technology, such as adaptive cruise control, self-parking capabilities, and vehicle route navigation. These features offer the ability to maintain safe and efficient vehicle spacing and flow and are intended to ultimately operate autonomously without requiring driver attention.

While AV and CV technology are not seen as required components of each other, it is likely that these technologies will begin to converge as they continue to develop and mature. Vehicles with AV technology will greatly benefit from communicating with the roadway infrastructure and users of the transportation network rather than just relying on on-board sensors and a static starting map to understand the conditions of the roadway. Similarly, CVs without automation technology may provide drivers with alerts about upcoming roadway conditions, similar to blind spot warnings, but adding automation will more effectively eliminate potential human error.

This convergence would result in connected autonomous vehicles (CAVs). Highly autonomous CAVs would operate without the direct need of a human operator as well as benefit from communicating with the roadway infrastructure and other users (i.e., bicycles, pedestrians, transit, freight, etc.) to better anticipate forthcoming interactions and roadway conditions.

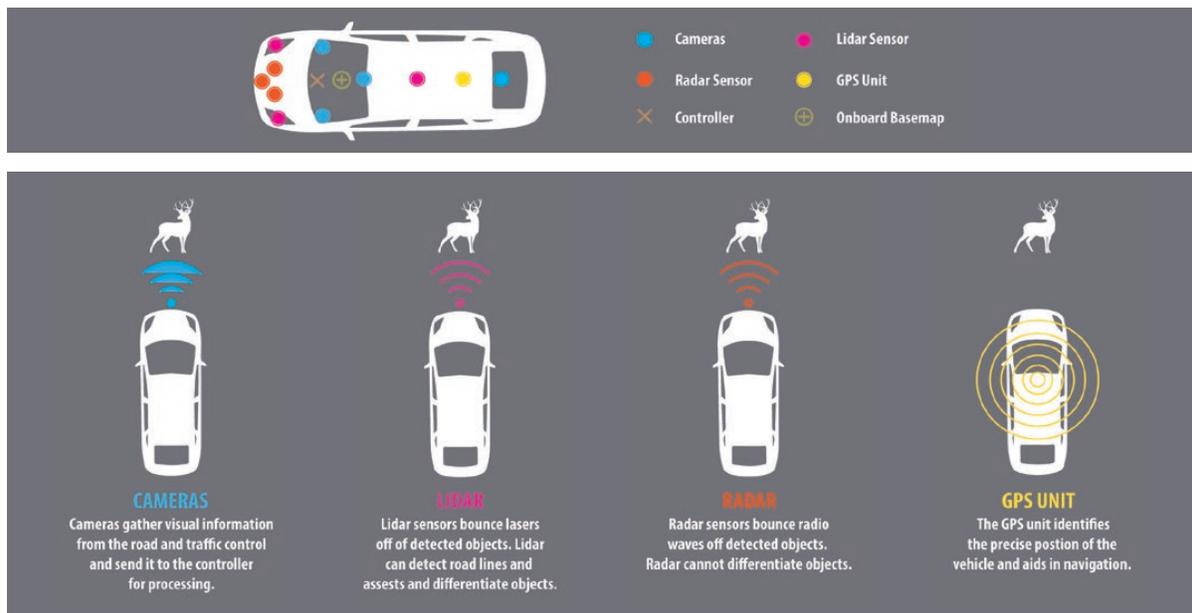


Figure 37. How Automated Vehicles Work

Expected Arrival

AV and CV technology is nascent and not fully adopted anywhere. Some autonomous technology is readily available today, but full automation is still to come. Despite rapid advances in AV and CV technology, there is still substantial uncertainty associated with the implementation of AVs and CVs for public use. Estimates range from several years for a highly autonomous vehicle to never for a fully autonomous vehicle (i.e., without the need for a human driver). Even after highly and fully autonomous vehicles are available, it will likely take some time before they represent a significant percentage of the vehicle fleet.

States and local agencies have the responsibility to develop and enforce rules for testing and operation of AVs on public roadways. In 2018, the Washington State Legislature directed the Washington State Transportation Commission (WSTC) to establish and convene a Work Group which consists of stakeholders representing the public and private sectors related to AVs. It is expected that policy recommendations from this work group will be forwarded to the State Legislature in 2023. While there is still much uncertainty on the arrival of this technology on City streets, the City of Sammamish will track developments at the State level, with particular interest in any recommendations or model ordinances for local jurisdictions.

State and regional coordination are imperative in accommodating AVs on Sammamish roads. Coordination at the state and county levels is needed to ensure a smooth rollout of the technology on local streets. If there is a lack of coordination or poor coordination, it could impact the regulations that are adopted as well as when such regulations may be adopted. Transportation issues do not end at jurisdictional boundaries, meaning that inconsistent or disjointed efforts to accommodate AVs in our region could be detrimental to the safe and reliable operation of this technology in the region. The City of Sammamish will participate in any such regional collaboration efforts to ensure that outcomes are as consistent as possible throughout the region.

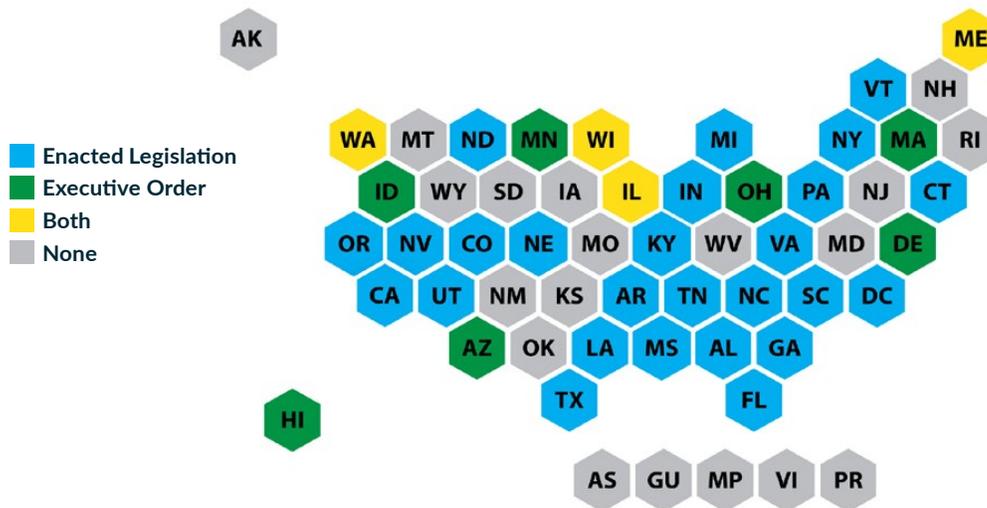


Figure 38. States With Autonomous Vehicles Enacted Legislation and Executive Orders. Sources: National Council of State Legislatures.



Impacts

AVs and CVs could result in significant changes in travel. These range from benefits such as reduced collision rates, more stable traffic flow, increased access to mobility, and reduced driving stress. Potential side effects include increased vehicle travel and overall traffic as well as potential greater demand for suburban development.

Consider the potential of AVs and CVs actively managing and optimizing their flow on City streets, reducing congestion by maintaining optimal distancing between all cars on the road and reducing error and delays caused by human operation. Such enhancements in traffic flow could be obtained without much public investment in the road system. Road widening projects to add capacity to Sammamish roadways would suddenly not be necessary. This type of fundamental shift in transportation planning could lead to big savings for the City over time, with the added benefit of better, safer traffic flow.

Specific AV and CV impacts on the City of Sammamish may include:

- Reduced potential for collisions
- Traffic flow benefits
- Increased access and travel options
- Increase in vehicle miles of travel (VMT)
- Reduced parking demand
- Increased curb activity (i.e. pick-ups/drop offs)
- Potential for redevelopment in commercial areas of the City due to reduced parking demand
- Increase in neighborhood cut-through trips
- Decreased transit ridership



How the City of Sammamish Can Prepare

Outlining a pathway to address AVs and CVs will prevent a reactionary approach and reduce the risk of being caught “flat-footed” when the technology is ready to deploy. Such a proactive approach will ensure that the City can minimize negative impacts while ensuring that the community benefits from the technology.

Sammamish should consider undertaking some or all of the following steps in the near- and mid-term to prepare for the arrival of AVs and CVs:

Near Term

- Begin community and stakeholder engagement.
 - › New technology can be confusing or concerning to residents who are unsure about it. Beginning community and stakeholder engagement early will allow time for everyone to understand what the impacts will be and the tools available to cities for addressing them. Early communication will allow for better identification of community concerns and a more deliberate approach to crafting policy and code language to incorporate the community concerns.
- Begin considering how AVs and CVs may fit into the Comprehensive Plan and initiate discussions about how to develop critical policies and priorities for the safe operation of AVs and CVs.
 - › The City’s policy framework will need to be revised to address AVs and CVs on City streets, outlining how the City intends to deal with the new technology and what elements the City wants to limit.
- Track and monitor federal and state developments. Use the City’s contract lobbyists to advocate for Sammamish’s interests.
 - › Much of what determines how and when the technology can be deployed will occur at the state and federal levels. The better the City grasps the issues while they are being considered by lawmakers, the better the City can advocate for its interests.

Mid-Term

- Plan infrastructure needs and build data and computing capacity.
 - › Consider long-term infrastructure needs, such as data storage and processing capacity, to better position the City to support and integrate AV and CV technology.
- Plan the City’s soon-to-come Traffic Management Center (TMC) to accommodate the data, communication, and computing needs of CAVs in the future. This could include fiber optic infrastructure, data management (cloud), etc.
 - › CAVs are estimated to produce nearly 11 Terabytes of data per day. It is estimated that a CAV will upload 25 Gigabytes of data every hour to external networks. CAVs will upload data about everything including its route, its speed, the wear and tear on its components, and even road conditions. The challenge is transmitting the large volume of vital data to the City’s upcoming TMC. Existing copper wire based networks are not sufficient for collecting and reliably transmitting the volume of data a CAV has to offer, which is essential to manage traffic and improve safety.
 - › The City should consider expanding the existing fiber optic network in priority areas to replace existing copper wire based networks.
- Develop an inventory of AV-ready assets, asset gaps, and future upgrades that may be necessary.
 - › Assets may include signs, lights, lane markings, and curb space, so they are reliably detectable and discernible by AV sensors for their safe operation.



- Consider land use impacts and whether AVs and CVs will put pressure on the suburban character of Sammamish, given that they will allow people to live further from job centers.
- › Impacts to the Sammamish transportation system will lead to land use impacts, as transportation and land use are closely tied. The expected reduced burden of driving, reduced travel costs, and optimized travel routing provided by AVs and CVs is likely to increase the desirability of living further from job centers. Sammamish has long been a bedroom community at the edge of the urban growth area; the current growth pressures could be exacerbated as a result of people looking to live further from the more urban areas of King County.
- Plan for impacts to transit.
 - › AVs and CVs are expected to make it easier to travel by car, which will potentially reduce transit ridership. The City will need to closely coordinate with King County Metro on transit investments and service. Furthermore, the City should consider equity when reviewing transit service to ensure that those who cannot afford to use AVs or CVs can still benefit from other mobility options such as transit.

Regardless of the methods taken to prepare for the arrival of AV and CV technology, any level of preparedness for the inevitable arrival of AVs and CVs will greatly serve the Sammamish community.

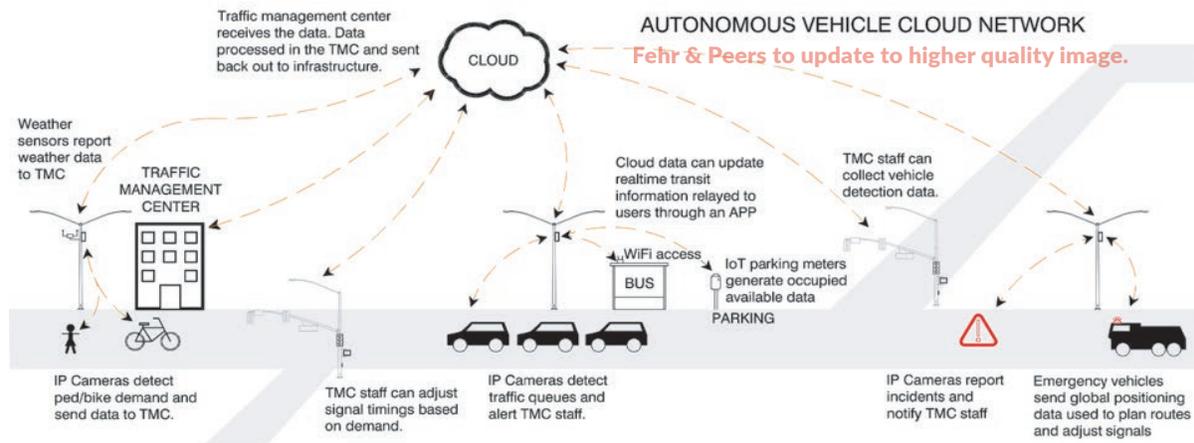


Figure 39. Autonomous Vehicle Cloud Network.



Appendices

Placeholder for Appendices



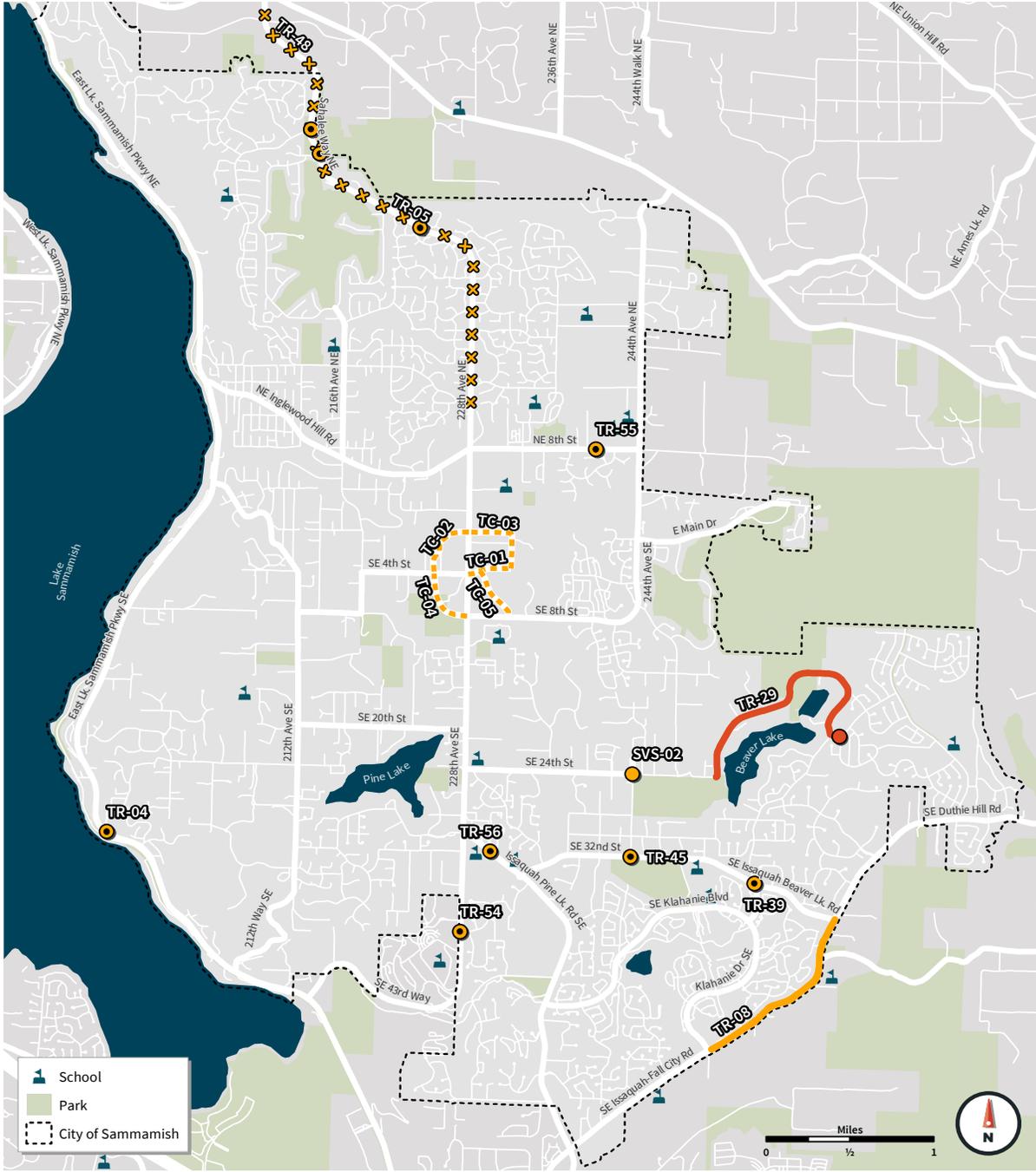
FEHR & PEERS

City of Sammamish

801 228th Ave SE
Sammamish, WA 98075
425-295-0500

<https://www.sammamish.us>

Package A **\$153,663,000 - \$204,883,000**



Complete Streets Projects

Required Concurrency Projects
 Total: \$107,959,000 - \$143,944,000



TR-04: East Lake Sammamish Parkway SE & SE 24th St Intersection
 Cost: \$4,032,000 - \$5,376,000

Construct a traffic signal with turn lanes, curb, gutter and sidewalk at the East Lake Sammamish Parkway SE and SE 24th Street intersection. A one-lane roundabout is an alternative being considered as well.

TR-05: Sahalee Way NE from North City Limits to NE 12th Place, including concurrency failing intersections and other intersection improvements
 Cost: \$77,283,000 - \$103,044,000

Widen Sahalee Way NE to three lanes with median or two-way left turn lane, buffered bike lanes, curb, gutter and sidewalk from NE 12th Way to NE 36th Street. From NE 36th Street to NE 37th Street, widen to a five lane cross-section. From NE 37th Street to North City Limits, widen to a four lane cross-section with median. This includes the possibility of adding "climbing" lane as needed. Paired with this project are multiple intersection improvements, including the installation of a signal at the Sahalee Way and NE 28th Place intersection, a possible by-pass lane at the Sahalee Way and NE 37th Street intersection, and improving sight distance at the Sahalee Way and NE 36th Street intersection.

TR-39: 256th Ave SE/E Beaver Lake Drive SE & Issaquah Beaver Lake Road Intersection
 Cost: \$1,775,000 - \$2,366,000

Construct a roundabout at the 256th Avenue SE/E Beaver Lake Drive SE and Issaquah Beaver Lake Road intersection.

TR-45: SE 32nd Street & 244th Avenue SE Intersection
 Cost: \$135,000 - \$180,000

Install all-way stop control at the intersection of SE 32nd Street and 244th Avenue SE.

***TR-48: Sahalee Way: SR 202 to North City Limits: From SR-202 to North City Limits**
 Cost: \$21,969,000 - \$29,292,000

Widen Sahalee Way from SR 202 to North City Limits as necessary to extend double northbound left turn lanes; this will include widening to four or five lanes, adding at least one additional southbound travel lane or climbing lane. All project improvements are outside of city limits and will require coordination with other municipalities.

TR-54: 228th Avenue SE & SE 40th Street Intersection
 Cost: \$729,000 - \$972,000

Create a left turn lane on the 228th Avenue SE approaches and reduce the median on the SE 40th Street approaches at the intersection of 228th Avenue SE and SE 40th Street.

TR-55: 242nd Ave NE & NE 8th Street Intersection
 Cost: \$1,928,000 - \$2,570,000

Add westbound right turn pocket at the 242nd Avenue NE and NE 8th Street intersection. This includes widening the NE 8th Street approaches.

TR-56: Issaquah-Pine Lake Road & 230th Lane SE/231st Lane SE Intersection
 Cost: \$108,000 - \$144,000

Rechannelize and restripe 230th Lane and 231st Lane and extend the westbound left turn pocket on Issaquah Pine Lake Road at the intersection of Issaquah-Pine Lake Road and 230th Lane SE/231st Lane SE.

Other Complete Streets Investments
 Total: \$20,541,000 - \$27,388,000



****SVS-02: SE 24th Street & 244th Avenue SE Intersection**
 Cost: \$135,000 - \$180,000

Implement all-way stop control at the intersection of SE 24th Street and 244th Avenue SE.

TR-08: Issaquah-Fall City Road From Klahanie Drive SE to Issaquah-Beaver Lake Road
 Cost: \$20,406,000 - \$27,208,000

Widen Issaquah-Fall City Road to 3 lanes with a median or two-way left turn lane from Klahanie Drive SE to Issaquah-Beaver Lake Road SE. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk.

* Project extends beyond city limits and will require coordination with other jurisdictions.

**Required to meet future 2035 concurrency

Town Center Projects
To Be Funded and Constructed
By Private Development

TC-01: SE 4th St Extension

Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 228th Ave SE to the proposed Main St NE Connector. Also includes adding an eastbound right turn lane at the intersection of SE 4th St and 228th Ave SE.

TC-02: Town Center NW Connector

Construct a connector road from the intersection of Main St/228th Ave SE through the northwestern portion of the Town Center development to the 225th PI SE/SE 4th St intersection. Includes modifications to the existing signal at Main St/228th Ave SE to include a west leg.

TC-03: Main St/Town Center NE Connector

Extend Main St from 228th Ave SE southeastward along the northeastern portion of the Town Center development to the SE 4th St Extension. This includes providing infrastructure at the southern tip of the connector road for future expansion to the east.

TC-04: Town Center SW Connector

Extend 225th PI SE from SE 4th St southeastward through the Town Center development to the intersection of 228th Ave SE/SE 8th St.

TC-05: Town Center SE Connector

Construct a connector road from roughly 500 feet east of the SE 4th St/228th Ave SE intersection southward to SE 8th St. Includes the installation of a traffic signal at the intersection of Town Center SE Connector and SE 4th St.

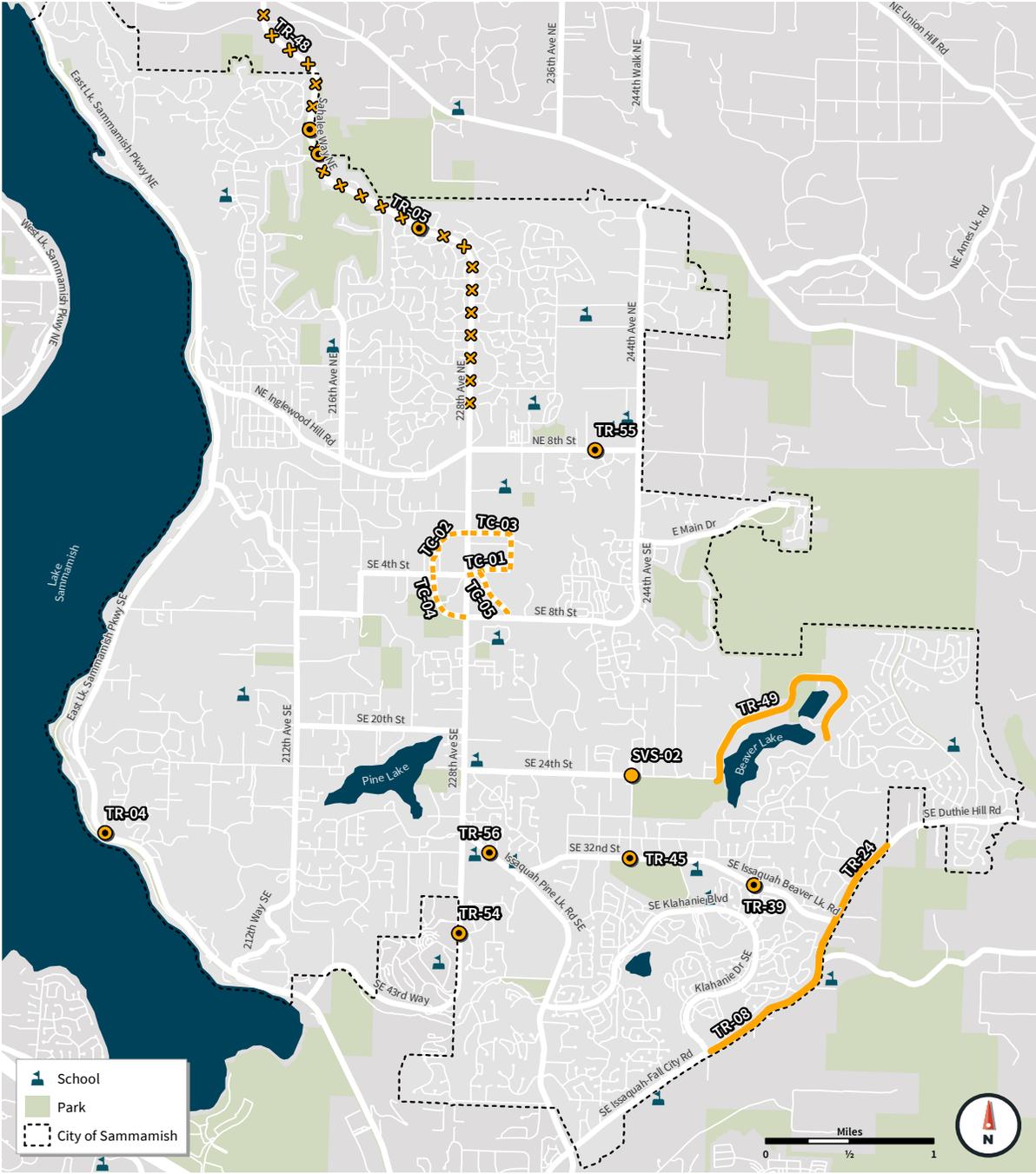
New Connections
Total: \$25,163,000 - \$33,551,000

****TR-29: SE Belvedere Way Connection Between E Beaver Lake Drive and SE Belvedere Way**
Cost: \$25,163,000 - \$33,551,000

Add a new roadway connection between E Beaver Lake Drive and SE Belvedere Way. Roadway connection will include complementary safety improvements along E Beaver Lake Drive from the new connection to SE 24th Street.

***Required to meet future 2035 concurrency*

Package B **\$164,959,000 - \$219,944,000**



Complete Streets Projects

Required Concurrency Projects
 Total: \$107,959,000 - \$143,944,000



TR-04: East Lake Sammamish Parkway SE & SE 24th St Intersection
 Cost: \$4,032,000 - \$5,376,000

Construct a traffic signal with turn lanes, curb, gutter and sidewalk at the East Lake Sammamish Parkway SE and SE 24th Street intersection. A one-lane roundabout is an alternative being considered as well.

TR-05: Sahalee Way NE from North City Limits to NE 12th Place, including concurrency failing intersections and other intersection improvements
 Cost: \$77,283,000 - \$103,044,000

Widen Sahalee Way NE to three lanes with median or two-way left turn lane, buffered bike lanes, curb, gutter and sidewalk from NE 12th Way to NE 36th Street. From NE 36th Street to NE 37th Street, widen to a five lane cross-section. From NE 37th Street to North City Limits, widen to a four lane cross-section with median. This includes the possibility of adding "climbing" lane as needed. Paired with this project are multiple intersection improvements, including the installation of a signal at the Sahalee Way and NE 28th Place intersection, a possible by-pass lane at the Sahalee Way and NE 37th Street intersection, and improving sight distance at the Sahalee Way and NE 36th Street intersection.

TR-39: 256th Ave SE/E Beaver Lake Drive SE & Issaquah Beaver Lake Road Intersection
 Cost: \$1,775,000 - \$2,366,000

Construct a roundabout at the 256th Avenue SE/E Beaver Lake Drive SE and Issaquah Beaver Lake Road intersection.

TR-45: SE 32nd Street & 244th Avenue SE Intersection
 Cost: \$135,000 - \$180,000

Install all-way stop control at the intersection of SE 32nd Street and 244th Avenue SE.

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** Project extends beyond city limits and will require coordination with other jurisdictions.
 **Required to meet future 2035 concurrency*

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 Cost: \$729,000 - \$972,000

Create a left turn lane on the 228th Avenue SE approaches and reduce the median on the SE 40th Street approaches at the intersection of 228th Avenue SE and SE 40th Street.

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 Cost: \$1,928,000 - \$2,570,000

Add westbound right turn pocket at the 242nd Avenue NE and NE 8th Street intersection. This includes widening the NE 8th Street approaches.

TR-56: Issaquah-Pine Lake Road & 230th Lane SE/231st Lane SE Intersection
 Cost: \$108,000 - \$144,000

Rechannelize and restripe 230th Lane and 231st Lane and extend the westbound left turn pocket on Issaquah Pine Lake Road at the intersection of Issaquah-Pine Lake Road and 230th Lane SE/231st Lane SE.

Other Complete Streets Investments
 Total: \$57,000,000 - \$76,000,000



****SVS-02: SE 24th Street & 244th Avenue SE Intersection**
 Cost: \$135,000 - \$180,000

Implement all-way stop control at the intersection of SE 24th Street and 244th Avenue SE.

TR-08: Issaquah-Fall City Road From Klahanie Drive SE to Issaquah-Beaver Lake Road
 Cost: \$20,406,000 - \$27,208,000

Widen Issaquah-Fall City Road to 3 lanes with a median or two-way left turn lane from Klahanie Drive SE to Issaquah-Beaver Lake Road SE. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk.

****TR-24: SE Duthie Hill Rd: From SE Issaquah-Beaver Lk Rd to "The Notch"**
 Cost: \$12,268,000 - \$16,357,000

Widen to 3 lanes with median/two-way left turn lane with striped or buffered bike lanes, curb, gutter and sidewalk on the west side and an 8 foot shoulder on the east side from SE Issaquah-Beaver Lake Rd to "Notch". SE Duthie Hill Road & 266th Avenue SE (High Country) Intersection Improvement.

TR-49: West Beaver Lake Drive: From 24th Street to SE Belvedere Way
 Cost: \$24,191,000 - \$32,255,000

Reconstruct as necessary to include shoulders/ multi-use pathway or sidewalks.

**Town Center Projects
To Be Funded and Constructed
By Private Development**



TC-01: SE 4th St Extension

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TC-02: Town Center NW Connector

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Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Discussion: Priorities for the Potential Covid-19 Special Legislative Session		
DATE SUBMITTED:	May 12, 2020		
DEPARTMENT:	City Manager's Office		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational		
RECOMMENDATION:	See Exhibit 1 for lobbyist recommendations.		
EXHIBITS:	1. Exhibit 1 - Memo from City Lobbyists 2. Exhibit 2 - AWC Covid-19 Legislative Priorities		
BUDGET:			
Total dollar amount			<input type="checkbox"/> Approved in budget
Fund(s)			<input type="checkbox"/> Budget reallocation required
			<input checked="" type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:			
<input type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety		
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability		
<input checked="" type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation		
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability		

NEEDED FROM COUNCIL:

Review the City lobbyists' recommendations in Exhibit 1 and provide direction on desired priorities for the potential special legislative session.

KEY FACTS AND INFORMATION SUMMARY:

During his press conference on April 7, 2020, Governor Inslee said the State Legislature may need to hold a special session, prior to their scheduled return in January, to address the ongoing public health emergency and the economic damage it has caused. On May 19, 2020, the Council will discuss the City's priorities in preparation for this potential special legislative session.

The City's lobbyists, Luke Esser and Nick Federici, will be in attendance on May 19 to discuss strategy and answer the Council's questions. **Exhibit 1** includes a memo from Luke and Nick, which discusses

scenarios for the potential session, AWC's adopted priorities, and their recommendations for moving forward.

Exhibit 2 contains adopted legislative priorities from the Association of Washington Cities (AWC) regarding Covid-19 response and relief. Note that Sound Cities Association (SCA) is considering adopting AWCs legislative priorities to provide consistent messaging from cities to legislators.

Memo On Possible Special Legislative Session

By Nick Federici and Luke Esser

May 13, 2020

Current Economic & Fiscal Context

The COVID-19 public health emergency has caused serious impacts on the state's \$53 billion 2019-21 biennial budget. Unofficial reports estimate that the June 17 quarterly revenue forecast will show a budget shortfall of about \$7 billion, with about \$3.8 billion of that shortfall anticipated in the current 2019-21 biennium, and the \$3.2 billion balance in the upcoming 2021-23 biennium. The Legislature and Governor left about \$3 billion in reserve funds which can be utilized to help backfill the current shortfall.

In response to this shortfall, on May 13 Gov. Inslee issued to state agencies a freeze on hiring, personal services contracts and equipment purchases, with some exceptions. The directive aims to mitigate the impacts of the COVID-19 pandemic on Washington's economy and financial outlook. There are exceptions to these three freezes for expenditures related to public safety, health and welfare activities, generating revenue and meeting statutory mandates, and items funded by federal or private grants.

State Funding For Local Governments

The Governor has authorized the Department of Commerce to distribute \$296.5 million of the state's share of federal CARES Act funds to local jurisdictions, including \$1.9 million to the City of Sammamish. Funds will be available only for the reimbursement of "necessary" expenditures incurred by a local government as a result of the COVID-19 epidemic, in accord with guidance provided by the U.S. Treasury Department. Unfortunately, lost revenues are not eligible for reimbursement. The state Department of Commerce is expected to issue letters of awards to cities during the week of May 18 and in those letters will ask cities to provide certain key information to complete their contract.

Potential Special Session

There are many schools of thought and scenarios under discussion regarding a potential Special Legislative Session, including:

1. Reconvening the Legislature shortly after the June 17 quarterly revenue forecast, to allow them to act immediately on the budget, presumably with targeted cutting and/or redistributing funds in line with the shortfall that would then be official. In addition, the Legislature might also provide the Governor with clearer authorization or extensions of executive orders (particularly in the wake of a federal lawsuit filed on May 5 against Gov. Inslee by several House Republican legislators).
2. Reconvening the Legislature later in the fall, perhaps to avoid the need to cut as deeply into the budget due to a hoped-for recovery that could be demonstrated in the next quarterly revenue forecast on Sept. 23.
3. Reconvening the Legislature only when absolutely necessary (perhaps not until the next Regular Session in January 2021), potentially leaving the Governor to order across-the-board cuts to the budget, which could total as much as 15% to non-entitlement programs and non-public school funds.

If the Legislature does reconvene prior to the Nov. 3 elections, it seems likely that they would focus largely on actions directly related to the COVID-19 epidemic and its fiscal impacts, such as policies and funding related to public health, unemployment insurance, and the like. It is possible that they would also act on economic recovery items, but given the scarcity of resources there will probably be little

appetite or ability to invest much in such efforts. Given past precedent, until the Regular Session in January 2021 it seems unlikely that the Legislature would take any action to help balance the budget with revenue measures, though the Governor's Budget Director has stated a preference against an "all-cuts" solution to balancing the budget.

AWC Priorities

Attached is a list of policy and fiscal priorities for cities during a potential Special Session as recently adopted by the AWC Board. We draw your attention in particular to the priorities of "Fiscal Flexibility" and "Regulatory Relief" as they might provide direct, immediate benefits to the City of Sammamish.

Under "Fiscal Flexibility" the AWC is asking for the lessening of restrictions during the COVID-19 public health epidemic as to which programs certain revenues can fund and/or removing non-supplant restrictions for the following revenue sources:

- *Criminal justice sales taxes
- *Lodging sales taxes and tourism promotion fees
- *Affordable housing sales tax credit (from 2019's HB 1406)
- *Real estate excise taxes
- *Property tax levy lid lifts
- *Interfund loans

Under "Regulatory Relief" the AWC is asking for the tolling or suspending of permitting review and approval requirements that include deadlines and public meeting requirements that are not possible to meet during the COVID-19 public health emergency, including:

- *RCW 58.17.095 (public hearing on the proposed subdivision shall be held if any person files a request for a hearing within 21 days of the publishing of notice)
- *RCW 58.17.140 (preliminary plats shall be approved, disapproved, or returned to applicant for modification/correction within 90 days from date of filing, final plats within 30 days)
- *RCW 36.70B.070 (project permit applications (28 days), notice to applicant)
- *RCW 36.70B.080 (development regulations requirements (120 days to process a completed permit application subject to damages)
- *RCW 36.70B.110 (notice of application, public comments, hearing, appeal deadlines)

Consultant Recommendations

We recommend the Council ratify support for those AWC priorities which align with City of Sammamish priorities, as they represent an opportunity for the city family to present a united voice to the State Legislature to the greatest extent possible during a Special Session.

At the same time, it would be useful for the consultants to know which aspects of the "Fiscal Flexibility" and "Regulatory Relief" priorities will provide the greatest benefits to the City of Sammamish, so that we can focus our efforts on advocating for the items most beneficial to the City.

Once the date of any Special Legislative Session is known, if not sooner, we recommend organizing a call or videoconference for the Council, as well as relevant city staff and consultants, with the local legislative delegations from the 5th, 41st, and 45th Legislative Districts, to educate them regarding the challenges the City is facing because of the COVID-19 public health emergency, and to highlight for them the City's priorities for an upcoming Special Session.



COVID-19 Public Health Emergency – Response & Relief City Legislative Priorities

Washington cities and towns have a unique role to play in responding to any emergency and they have been particularly involved in keeping their communities safe during the COVID-19 public health emergency.

Cities and towns have been impacted significantly due to costs for emergency response and loss of revenue from the dramatic impact the emergency has had on our State's economy. Regardless of these impacts, cities and towns are committed to partnering with the State to keep our communities safe during this unprecedented challenge.

As the Legislature considers necessary actions to address the impacts of COVID-19 on our state, we ask that priority be given to support for cities and towns in the following areas:

- **Financial support**
 - Maintain critical state shared revenues that provide funding for essential public services.
 - Provide fiscal relief to cities hard hit with costs for emergency response and loss of tax revenue.
- **Fiscal flexibility**
 - Provide flexibility within existing restricted revenues to allow cities to use funds where they are most needed right now.
- **Regulatory relief**
 - Continue the emergency action taken by the Governor to provide flexibility on regulatory requirement and statutory deadlines. Cities hard hit by this emergency may still be experiencing staffing shortages and back-logs that will impact their ability to comply with typical statutory deadlines and meet regulatory requirements.
- **City-owned utility support**
 - Allow city-owned utilities that have waived late fees and shut-offs to extend their ability to collect outstanding debt so that they can work with rate-payers on payment plans without impacting the financial viability of the utility or raising rates on other customers.
 - Provide funding to help offset losses related to forgiving late fees and delinquent accounts for those customers hard-hit by the emergency.
- **Economic stimulus**
 - Investing in public infrastructure projects is one of the best ways to support economic stimulus as infrastructure projects have a positive economic multiplier with the creation of family-wage jobs and supporting increased economic activity.

Cities also support efforts to help the most vulnerable residents and our small businesses

- Cities support programs to provide emergency rental assistance and emergency housing.
- Cities support programs to provide emergency assistance to small businesses.

The proposed priorities are fairly broad - listed below are some additional specifics.

Fiscal flexibility proposals:

- Criminal justice sales taxes

- Cities and counties levy criminal justice sales taxes that are shared via a distribution formula and must be used for criminal justice purposes. Cities would like to be able to use those funds for any emergency response costs with the maximum flexibility.
- Lodging sales tax and tourism promotion fees
 - Cities can levy a local lodging sales tax and per-room tourism promotion fee, but those funds are restricted primarily to efforts to promote tourism. During this emergency, cities would like approval to use those funds for response efforts, such as providing emergency shelter or quarantine housing.
- Affordable housing sales tax credit (HB 1406 funds)
 - Cities would like flexibility to use these resources for COVID-19 quarantine and isolation needs, and to replace lost homeless shelter capacity due to social distancing within shelters.
- Real Estate Excise Taxes (REET)
 - These revenues are primarily dedicated to capital investments. We urge that cities be allowed to repurpose those funds for short-term emergency needs.
- Property tax levy lid lifts
 - Cities with voter-approved levy lid lift authority to increase their property tax above the one percent limit have non-supplanting requirements on the use of those funds. Provide more flexibility for use of these local funds by eliminating the non-supplant restrictions.
- Interfund loans
 - Cities may have reserve funds for specific purposes and can (under certain circumstances) provide themselves interfund loans to the city general fund. Cities would like maximum flexibility to use this existing tool without resulting in an audit finding.

New revenue proposals:

- Revising the 1% property tax cap

Regulatory relief proposals:

- Open Public Meetings Act requirements
 - In order to ensure access to open public meetings while protecting public health, we will need to continue temporary modifications to the Open Public Meetings Act to continue to accommodate social distancing.
- Frequency of local audits
 - For jurisdictions with a clean audit history, temporarily reduce the frequency of state audits and the associated billing costs, as the state did in response to the recession a decade ago.
- Toll or temporarily suspend permitting review and approval requirements

Several land use and permit review statutes include deadlines and public meeting requirements that will likely not be achievable in the current emergency. There are many other statutes with related deadlines; a blanket suspension on land use statutory deadlines may be appropriate.

 - RCW 58.17.095 (public hearing on the proposed subdivision shall be held if any person files a request for a hearing within 21 days of the publishing of notice)
 - RCW 58.17.140 (preliminary plats shall be approved, disapproved, or returned to applicant for modification/correction within 90 days from date of filing, final plats within 30 days)
 - RCW 36.70B.070 (project permit applications (28 days), notice to applicant)
 - RCW 36.70B.080 (development regulations requirements (120 days to process a completed permit application subject to damages))
 - RCW 36.70B.110 (notice of application, public comments, hearing, appeal deadlines)

Economic stimulus proposals:

- Infrastructure funding via the PWTF and other infrastructure programs like CERB.
- Tax Increment Financing – however, with the need for a constitutional amendment this is unlikely to be successful in a special session and may be more of an opportunity to continue educational efforts to generate support for 2021.

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Information: Human Services Commission Restart		
DATE SUBMITTED:	May 12, 2020		
DEPARTMENT:	City Manager's Office		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action	<input type="checkbox"/> Direction	<input checked="" type="checkbox"/> Informational
RECOMMENDATION:			
EXHIBITS:			
BUDGET:			
Total dollar amount	<input type="checkbox"/>	Approved in budget	
Fund(s)	<input type="checkbox"/>	Budget reallocation required	
	<input checked="" type="checkbox"/>	No budgetary impact	
WORK PLAN FOCUS AREAS:			
<input type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety		
<input checked="" type="checkbox"/> Communication & Engagement	<input type="checkbox"/> Community Livability		
<input checked="" type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation		
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/> Financial Sustainability		

KEY FACTS AND INFORMATION SUMMARY:

In response to Covid-19, Governor Inslee enacted a number of measures that have affected the City's ability to hold public meetings. Due to these restrictions, all of the City's commission meetings since the second week of March have been canceled.

Following discussion with the City Attorney and Interim City Manager, staff have decided to restart the Human Services Commission to work on agenda topics that are allowed under the Governor's order. This will primarily include two topics:

1. Human Services Grant Review

Every other year, the Commission reviews human services grant applications and develops a funding recommendation for the Council to consider including in the City's next budget. This is a significant effort that consumes most of the Commission's meetings from early spring until fall. This year the Commission will have less time to review than normal, as the application deadline

was extended by the Human Services Funders Collaborative due to the stress non-profits are facing. With applications scheduled to arrive any day, the Commission needs to begin their review as soon as possible to develop their recommendation in time for the 2021-2022 budget process this fall.

2. Covid-19 Human Services Topics (as needed)

The Council has appointed a highly-qualified group of Commissioners with a broad range of experience. When the Commission was formed, one of the duties set out in their [charter](#) was to "... provide recommendations to the City Council on emerging issues and concerns related to human services." This group is willing and able to help the Council with human services recommendations related to Covid-19 upon the Council's direction.

While the Governor's order is in effect, the Commission's meetings will be held virtually and streamed. Staff are tentatively looking at the first or second week of June to hold the grant review kickoff meeting. Details will be posted on the City's website when they are available.

Agenda Bill

City Council Regular Meeting
May 19, 2020



SUBJECT:	Discussion: Farmers Market		
DATE SUBMITTED:	May 15, 2020		
DEPARTMENT:	Council		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action	<input checked="" type="checkbox"/> Direction	<input type="checkbox"/> Informational
RECOMMENDATION:	Discuss and provide direction to the Interim City Manager.		
EXHIBITS:			
BUDGET:			
Total dollar amount	<input type="checkbox"/>	Approved in budget	
Fund(s)	<input type="checkbox"/>	Budget reallocation required	
	<input checked="" type="checkbox"/>	No budgetary impact	
WORK PLAN FOCUS AREAS:			
<input type="checkbox"/> Transportation	<input type="checkbox"/>	Community Safety	
<input type="checkbox"/> Communication & Engagement	<input type="checkbox"/>	Community Livability	
<input type="checkbox"/> High Performing Government	<input type="checkbox"/>	Culture & Recreation	
<input type="checkbox"/> Environmental Health & Protection	<input type="checkbox"/>	Financial Sustainability	

KEY FACTS AND INFORMATION SUMMARY:

Councilmember Gamblin has requested a Council discussion on the Farmers Market. In particular, he is seeking to discuss the following two questions:

1. How can the City can protect its rights and intellectual property relating to the Farmers Market?
2. How can the City ensure residents are fully informed about the ownership and management of the Farmers Market to prevent confusion on the City's involvement?

Following this discussion, the Council may wish to provide direction to the Interim City Manager regarding next steps.

Background

During their Special Meeting on April 14, 2020, the City Council voted to cancel all City events through the end of August, as well as the 2020 Farmers Market. This significant step was taken to protect the community and mitigate the risks associated with COVID-19.

Council,

Update on PIC tonight as follows:

1. [Proposed King County Rates and Fees](#)

PIC voted to move this forward to take a policy position. **“The Sound Cities Association (SCA) urges King County and other entities to forego any increases in rates and fees in light of the COVID-19 public health emergency and the resulting economic impacts.”** If you have any issues with this rate proposal freeze language, please let me know so that I can take that feedback back to PIC. Sewer rate will be voted on prior to next PIC, but we are asking for any other rate increases to not be moved forward.

2. [COVID-19 Legislative Priorities](#)

In preparation for the potential of a special session, the Association of Washington Cities (AWC) adopted legislative priorities related to COVID-19 response and relief ([Attachment A](#)). To provide a consistent message to legislators, SCA is considering adopting the same legislative priorities. We don't know if there will be a session or not...it could be after the election, maybe June, it's really unknown at this point. Most of the work is predicted to be done behind closed doors, so we should be prepared to voice our city's needs to our legislators. AWC has provided some of those (find them in the PIC packet for May) **do we adopt the same (as PIC)?**

Here is AWC's list:



1076 Franklin Street SE • Olympia, WA 98501-1346

COVID-19 public health emergency – Response & relief city Legislative Priorities

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As the Legislature considers necessary actions to address the impacts of COVID-19 on our state, asks that priority be given to support for cities and towns in the following areas:

- **Financial support**
 - Maintain critical state shared revenues that provide funding for essential public services.
 - Provide fiscal relief to cities hard hit with costs for emergency response and loss of tax revenue.
- **Fiscal flexibility**
 - Provide flexibility within existing restricted revenues to allow cities to use funds where they are most needed right now.
- **Regulatory relief**
 - Continue the emergency action taken by the Governor to provide flexibility on deadlines for permitting and land use timelines. Cities hard hit by this emergency may still be experiencing staffing shortages and back-logs that will impact their ability to comply with typical statutory deadlines.
- **City-owned utility support**
 - Allow city-owned utilities that have waived late fees and shut-offs and extension of their ability to collect outstanding debt so that they can work with rate payers to extend payment plans without impacting the financial viability of the utility or raising rates on other customers.
 - Provide funding to help offset losses related to forgiving late fees and delinquent accounts for those customers hard-hit by the emergency.
- **Economic stimulus**
 - Investing in public infrastructure projects is one of the best ways to support economic stimulus as infrastructure investments have a positive economic multiplier with the creation of family-wage jobs and support increased economic activity.

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- Cities support programs to provide emergency rental assistance and emergency housing.
- Cities support programs to provide emergency assistance to small businesses.

3. Proclamation

There was a proclamation for consideration to move to the next PIC meeting to have SCA formally adopt for **future action**, but it is moved as an emergency and voted on tonight. Per our Council rules, because we hadn't discussed, I was unable to vote and did abstain on the

vote, along with several other cities that have similar rules. Here is the language (with one alteration – 911 was moved to the front of numbers to call), which was adopted tonight at PIC:

Proclamation

Whereas, the Sound Cities Association has declared a commitment to diversity, equity and inclusion as a as organizational priority; and

Whereas, since the outbreak of COVID-19, immigrant and refugee community leaders and civil rights organizations have reported a regional and national increase in bias, harassment, and hate crimes, particularly against Asian American and Pacific Islander, Black and African American, Hispanic and Latino, and other marginalized communities; and

Whereas, misinformation about coronavirus propagates fear that hurts people and impairs the ability of our first responders and other city services to provide necessary response to COVID-19; and

Whereas, each of us can and should promote inclusiveness, celebrate diversity, support all fellow community members, prevent the spread of misinformation, and reject hate and bias in all forms; and

Whereas, the Sound Cities Association and its member cities reject racially based bias, harassment, and hate crimes due to COVID-19, will not tolerate discrimination of any kind, and denounces all COVID-19-related misnaming, blaming and harassment based on race, ethnicity, place of origin, physical ability, socio-economic status, gender identity, sexual orientation, age or religion; and

Whereas, we ask community members who observe or are experiencing incidents of discrimination, harassment, or hate crimes to report the incident, to the Washington State Human Rights Commission (Toll-free (1-800-233-3247) or the King County Office of Civil Rights at (206) 684-4500), or to call 911 in emergency circumstances;

Now, therefore, we, the Sound Cities Association, do hereby proclaim
Our commitment to an inclusive community that rejects stigma and bias related to COVID-19

And we urge all our members and residents of our member cities to treat each other with respect and work together to overcome all expressions of hate and bigotry.