

City of Issaquah  
Public Works Department

**NEWPORT WAY/MAPLE STREET ROAD IMPROVEMENT PROJECT**  
(Local Improvement District #21)

**STAFF REPORT**  
March 11, 1994

1. Project Description

This project consists of a new arterial along the Maple Street corridor from SR 900 to a connection on the existing Newport Way in the vicinity of Locust Street. Important elements include:

- √ Construction of a new five-lane Maple Street with 56 feet of pavement, curb to curb, from SR 900 to 10th Avenue. This will be striped for four travel lanes and a center turn lane. From 10th Avenue Southeast to Locust Street, the roadway tapers to the existing two lanes.
- √ Construction of a 12-foot urban corridor on the north side of Maple Street from SR 900 to 10th Avenue NW. This urban corridor is a multi-purpose facility linking downtown Issaquah with the SR 900 business area. It will be separated from vehicular traffic by a 4-foot planter strip. An 8-foot sidewalk will be constructed on the South side of Maple Street, with tree pits at the curb.
- √ A new 12" water main will be installed on Maple Street from the West side of SR 900 through 12th Avenue NW to the 10th Avenue intersection.
- √ Newport Way will be widened approximately 1 foot on each side from SR 900 to 10th Avenue NW to accommodate bicycles.
- √ A bridge structure is to be constructed over Tributary 170. Retaining walls are required near the structure on the south side to minimize impacts to wetlands.
- √ An enclosed drainage system will be constructed to drain the roadway runoff on Maple Street. Detention and wetponds constructed by Trammell Crow will accommodate the detention and water quality requirements for the roadway runoff from Maple Street between 12th Avenue NW and Locust Street. A wetpond & biofilter combination will accommodate the detention and water quality requirements for the roadway runoff from Maple Street between SR 900 and 12th Avenue. This wetpond will be located about halfway between Mall Streets and Maple Street adjacent to SR 900. The ditch system along Newport Way will be maintained except at the southeast corner of the 12th Avenue/Newport Way intersection.
- √ New traffic signals will be installed at the intersection of Maple Street with SR 900, 12th Avenue and 10th Avenue. A pedestrian signal will be installed mid-way between SR 900 and 12th Avenue.

- √ Under a related Hazard Elimination Project, the intersection of Newport Way/12th Avenue will be widened to allow left turn pockets.
- √ 12th Avenue NW will be improved to accommodate three lanes and bicycle paths both sides from Gilman Boulevard to Newport Way.

2. L.I.D. Boundary and Map

Within the boundaries of L.I.D. #21 are 79 parcels, under 37 ownerships. The attached small scale map (Exhibit A) shows the general boundaries. The City Clerk has a full-size map on file if more detail is required.

3. General and Limited Assessments

All parcels in the L.I.D. share in the costs of constructing Maple Street and widening Newport Way as a 'general' assessment. Improvements on Twelfth Avenue NW from Newport Way to NW Gilman Boulevard will be paid for by those property owners with frontage on the street as a 'limited' assessment. In addition, property owners on Maple Street from SR 900 to 10th Avenue NW will be assessed for the costs of installing a 12 inch diameter water main, as this work must be done before the roadway is completed. These property owners would be responsible in any event for installing this water main as part of their site improvements, and will be required to furnish letters of commitment to pay the limited water main assessment prior to bid award.

4. Costs and Revenues

Shown in Table A, attached, as the 'approved budget amount', is the project budget approved by the Mayor and Council in April, 1993 at the time of L.I.D. formation. Shown as the 'current budget amount' are recent cost estimates. Actual costs shown are through February, 1994. Please note the additional cost categories for water main construction (see above discussion) and Tibbetts Greenway wetland mitigation. Overall, the roadway project requires 1.64 acres of wetland mitigation, of which 0.9 acres is provided on the Commons of Issaquah site (in addition to its own mitigation). The SEPA and Planning staffs have agreed to accept a cash contribution towards wetland construction in the upcoming Tibbetts Greenway project as the remaining mitigation of about 0.75 acres.

Current estimates of cost through the Design Phase (including right-of-way acquisition) are close to budgeted amounts. Right-of-way estimates include a 10% contingency on appraised values. Construction cost estimates are based on the 80% design level plans. An engineer's estimate based on the 100% design level plans will be available by March 21st. Exhibit B discusses construction cost increases and describes potential cuts that could be made.

Table B, attached, compares currently projected revenues with those estimated at the time of L.I.D. formation. While overall costs have increased, the amount estimated to be charged to all property owners in the general assessment is close to the March, 1993 projection of \$2.44 million.

#### 5. Right-of-Way Acquisition

Attached is a table (Exhibit C) which shows right-of-way requirements for the Newport Way/Maple Street Road Improvement Project. Please note that right-of-way and/or easements are required from 21 parcels. On some of these parcels, the property owner is obligated to dedicate right-of-way due to short plat or master site plan requirements. On other parcels we are required to purchase right-of-way and/or easements as shown. With respect to the Trammel Crow parcel, the final numbers for slope easements need to be computed when plans are completed next week.

Total estimated cost of right-of-way and easement acquisition is \$1,208,800, compared to \$1,195,200 estimated in 1993 (see Agenda Bill #3463). We request authorization to purchase needed right-of-way and/or easements in accordance with the needs table. We also request authorization to negotiate with each property owner and purchase right-of-way and/or easements without further Council action provided the total cost for each parcel does not exceed an amount established by the City Council in Executive Session (except for Trammel-Crow, which has already been negotiated).

Design phase funding for acquisition of right-of-way and easements has already been granted by the Transportation Improvement Board

#### 6. Transportation Improvement Board Construction Prospectus

Attached for information purposes only at this time is a Construction Prospectus which must be submitted to the Transportation Improvement Board. Cost information in the Prospectus is based on the 80% design level plans and will be revised when the engineer's estimate is made. This cost information includes only that portion of project funds identified as being eligible for T.I.B. funding in Table A. Please note, on page 3, that we will be requesting an additional \$400,00 (+) in T.I.A. funds. This amount is not reflected in Table B and, if granted, would further reduce the general assessment.

#### 7. Design and Permitting Status

Plans and specifications are almost 100% complete and the project is ready to advertise. Right-of-way acquisition is to be completed by mid-April. City permits and a LUC-A are pending and will be issued as soon as staff workloads allow. An application for modification of the short plat on the south side of Maple Street has been submitted and will be approved when right-of-way deeds are acquired. A Department of Fisheries hydraulic permit application has been submitted and the permit will be issued soon. The Corps of Engineers permit for wetland filling and mitigation is to be issued by April 1st. Applications for modifications to SR 900 and the Park and Ride lot have been submitted to WSDOT and the permits will be issued prior to construction in May.

#### 8. Schedule

Following is a proposed schedule of required Council actions leading to contract award. Also shown are the probable dates of commencement, substantial completion and completion of construction.

March 14, 1994	C.U.C. Reviews R.O.W. Acquisition
March 21, 1994	Council Approves R.O.W. Acquisition
March 28, 1994	C.U.C. Reviews Construction Prospectus
April 4, 1994	Council Approves Construction Prospectus
April 11, 1994	C.U.C. Oversight
April 20, 1994	Bid Opening

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April 25, 1994	C.U.C. Reviews Bids
May 2, 1992	Council Awards Bid
May 3, 1994	Notice of Award
May 16, 1994	Preconstruction Conference Notice to Proceed
September 15, 1994	Substantial Completion
November 1, 1994	Project Completion

9. Resolution of Lawsuits

Three lawsuits filed by property owners against L.I.D. #21 are pending. A hearing on a motion for summary judgement and dismissal of the suits is scheduled for April 1, 1994. Two of the property owners have made offers of settlement in discussions with City staff and the City Attorney. These offers will be discussed by the C.U.C. on March 14th and presented to the full Council in Executive Session on March 21st.