



Lake Hills and NW Lake Sammamish Sewer Upgrade Project

Greater Redmond Transportation Management Association (GRTMA) Briefing Summary

Date, Time, and Location

Wednesday, February 5, 12 p.m.
GRTMA Office
8383 158th Ave NE, Suite 225, Redmond, WA 98052

Attendance

GRTMA

Kirk Hovenkotter, Executive Director
Nara Vajaphattana, Program Manager
3 GRTMA members representing City of Redmond, Nintendo, and Redmond Town Center

King County Wastewater Treatment Division (WTD)

Jack Launit, King County Project Manager
Kelly Foley Kruse, King County Community Relations

Overview

King County WTD project staff briefed GRTMA staff and members about the Lake Hills/NW Lake Sammamish Sewer Upgrade Project.

Jack Launit, King County WTD Project Manager, explained that the Lake Hills/NW Lake Sammamish sewer pipe runs from the Bellevue/Redmond City boundary on 177th Ave NE north to King County’s Brightwater Treatment Plant in Woodinville. A section of this pipe, located between NE 85th Street and 177th Ave NE in Redmond, is aging and is too small to hold anticipated future wastewater flows. King County is going to upgrade this 4.5-mile-long section of the pipe.

King County expects to complete its design at the end of 2020, hire a contractor in early 2021, and begin construction as early as 2021. Construction is expected to take about three years. When complete, the new pipe will provide sewer service for another 50 years or more.

Trail closures and detours

Kelly Foley Kruse, King County WTD Community Relations, reviewed the planned trail closures for the project, preliminary detour routes, and restoration plans. King County anticipates intermittent closures along the Sammamish River Trail throughout the 3-year-long construction project. Work along the trail will be completed in sections, but may not be consecutive. Closures will be between access points, requiring off-site detour routes. Each detour route will vary between a half-mile to a few miles in length.

Kelly reviewed [preliminary detours for each closure](#). She explained that the contractor may choose to close multiple trail segments at once. However, King County will direct its contractor not to close the trail on the east and west side of the Sammamish River at the same time, except for when work is underway to tunnel under the Sammamish River. King County is also considering additional constraints that would restrict the contractor from closing adjacent trail segments at the same time.



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Kelly also provided an overview of King County's plans to restore the Sammamish River Trail. King County intends to repave the Sammamish River Trail to at least its existing extent. The paved trail and gravel shoulder will be widened between NE 85th Street and Leary Way during project restoration. King County will also seek to relocate maintenance holes off of the trail where possible and replant trees and shrubs near the trail.

Summary of questions and feedback

Attendees asked questions and provided comments on Sammamish River Trail closures and detours, traffic impacts on West Lake Sammamish Parkway, tree removal and replacement, and coordination with other projects in the area such as Sound Transit's Downtown Redmond Link. Attendees were interested in further reviewing project planting plans and details for the sidewalk improvement at the Marymoor Park entrance.

Attendees had the following questions and comments for King County WTD outreach staff:

General

What methods will you use to install the pipe?

Most of the sewer pipe will be installed using open-cut construction. In open-cut construction, crews dig from the surface to the pipe depth, lay the pipe, then cover the pipe and restore the surface. We will use trenchless construction to cross under the Sammamish River north of Leary Way. We will also use trenchless construction to go under the west entrance to Marymoor Park. Trenchless construction does not require digging from the surface to the pipe depth. Instead, we will build two shafts on either end of the pipe. Then we will install the pipe using an auger bore or microtunneling machine.

Why are you using trenchless construction to cross the Sammamish River and the entrance to Marymoor Park?

The Sammamish River and its banks provide important habitat for fish and wildlife, including migrating salmon. To protect this sensitive habitat, we'll use a microtunneling machine to cross under the river. We'll bore under the Marymoor Park entrance rather than use open cut to maintain park access and protect habitat near Clise Creek.

What order will the construction be done in?

The contractor will have flexibility to schedule the work in the most efficient order for them to complete the work safely and quickly. We will have a better idea of what sequence the work will occur after a contractor is hired in early 2021. We will share that information with you as soon as it becomes available.

How are you coordinating with Sound Transit's Downtown Redmond Link project?

King County is meeting regularly with Sound Transit and their contractor to coordinate between the two projects. While overlapping construction is unavoidable, we will work with Sound Transit and the City of Redmond to reduce compounding construction impacts to you whenever possible.



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Sammamish River Trail

Who approves the project's detour routes?

The City of Redmond reviews and approves the project's detour routes.

Have you considered using flexible bollards to differentiate bike lanes from vehicle traffic?

King County staff weren't sure if our engineering review including looking at flexible bollards but committed to following up after the meeting with additional information.

After the meeting, staff confirmed that King County's project team had not previously looked into the use of flexible bollards to differentiate bike lanes. King County's project team is currently exploring whether or not this would be an option for some detour locations.

Will you add surface markings to the trail during restoration?

King County Parks will direct King County Wastewater Treatment Division on any surface markings for the trail, like centerline striping or separating the trail into pedestrian and bike lanes.

At this time, we expect to restore the trail to its current condition, which includes a center skip stripe north of Leary Way and no markings south of Leary Way.

Will the pedestrian bridge at Leary Way stay open during construction?

Yes, we heard early on in design that many trail users preferred using the pedestrian bridge to the sidewalk on the Leary Way vehicle bridge. We intend to keep the pedestrian bridge open during construction. However, trail users can expect minor delays at the bridge because construction traffic will also travel through this area. We will have flaggers in place to safely direct you around the work zone.

The pedestrian detour between Leary Way and the Marymoor Park entrance is long. Did you consider closing a lane of vehicle traffic on West Lake Sammamish Parkway to accommodate cyclists and pedestrians?

Yes, in response to public feedback we received about this detour route we explored the option of closing a lane of vehicle traffic on West Lake Sammamish Parkway and using that space to provide a pedestrian and/or bike detour. However, the City of Redmond has indicated to us that they would prefer not to close any lanes of vehicle traffic on West Lake Sammamish Parkway and Leary Way because these are some of the busiest corridors for vehicle and bus traffic in the area.

Communication

How will you communicate about trail closures ahead of the work starting?

We will be sharing information about trail closures to our project lists and will work closely with King County Parks and the City of Redmond to share information. In response to public feedback, we also plan to provide signage along the trail and detour routes.

How will you communicate to park users who do not receive regular project updates?

We have heard that the best way to reach park users is work closely with King County Parks and the City of Redmond to get the word out. We are also interested in having signage near or in the park for those who may not be a part of those existing communication channels.



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King County's project team welcomes any additional suggestions for how to best communicate about project activities during construction.

ALTERNATIVE FORMATS AVAILABLE

206-477-5371/ 711 (TTY Relay)