



## Technical Memorandum

### Redmond Central Connector – Phase 3 30% Plan Review Guidance Summary

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**Date:** December 14, 2022  
**Subject:** Redmond Central Connector – Phase 3  
30% Plan Review Guidance Summary  
**Project No.:** City of Redmond 50021915; Otak 32246.E00

#### Description of Project

The purpose of the Redmond Central Connector Project – Phase 3 (RCC3) is to continue the design and construction of a regional trail corridor from the 9900 Block of Willows Road NE to NE 124<sup>th</sup> Street, approximately 1.6 miles in length. The trail will be located within the former Burlington Northern Railroad (BNSF) rail corridor and will consist of a 12-foot-wide paved trail, along with associated street crossing improvements, trail connections, storm drainage, utilities, landscape, and urban design improvements. The trail will be consistent with and incorporate the design principles and elements developed as part of the Redmond Central Connector Master Plan and the completed Phase 1 (RCC1) and Phase 2 (RCC2) trail segments.

Puget Sound Energy (PSE) is currently developing plans for a power transmission line along the trail corridor that will include a maintenance access road that generally follows the proposed RCC3 trail alignment. The proposed 30% RCC3 design assumes that the PSE maintenance access road will be completed ahead of RCC3 construction and will serve as a base for much of the linear trail alignment, except at intersections and crossings.

#### What is included with 30% Plans

The proposed RCC3 30% design is based on an available construction budget of \$3.125 Million. The scope/scale of the design has been adjusted to reasonably fit within this available budget. The design team has considered potential trail enhancements which could be added if additional funding becomes available. These are further described under Added Alternatives. The current 30% Plans include the following:

- A 12-foot-wide paved trail (17-foot-wide with gravel shoulders)
- Enhanced street crossings/intersection improvements providing ADA compliance
- 9900 block and NE 100<sup>th</sup> St crossings with rapid flashing beacons placed east of Willows Road to avoid impacts to stream
- NE 116<sup>th</sup> Street Intersection Improvements – minimize improvements east of trail, curbs placed to allow for future addition of left turn lane, enhanced ADA improvements at crossing
- Stormwater improvements

- Baseline urban design elements
  - Concrete and select scoring/patterns/color at intersections/crossings
  - Concrete bands at intersections/crossings
  - Raised crossings at select intersections
- Street lighting only at intersections/crossings
- Conduit and junction boxes for future RCC standard trail lighting
- Landscape restoration – minimal to restore disturbed areas with native seeding
- Note that PSE maintenance access road stationing has been maintained for consistency. Separate stationing has been provided at the intersections where RCC3 trail alignment varies from the PSE alignment.

### **What is not included with 30% Plans, but will be included in the 60% and 90% Plans**

The 30% Plans do not include the following:

- TESC and Demolition Plans are not included
- Detailed grading and spot elevations are not included
- Landscape Plans are not included
- Signing and Striping Plans are not included
- Traffic Control Plans are not included
- Details (Roadway, Trail, Signal/Lighting, Hardscape) are only included selectively

### **Added Alternatives**

The following Added Alternatives are being considered, subject to available funding. Separate graphics have been provided to illustrate these concepts (as applicable) and separate construction cost estimates have been prepared to define the additional construction cost for each Alternative. Note that there will be additional funding required for design, construction, and contingencies associated with the Added Alternatives.

1. South Street Crossing Enhancements
  - a. Option A – Add rectilinear sidewalk and enhanced hardscape at 9900 Block and NE 100<sup>th</sup> Court, add plaza element adjacent to existing stream.
  - b. Option B – Same as Option A with varied plaza element layout and added decorative barrier through “discomfort zone” (north of NE 100<sup>th</sup> Street). The “discomfort zone” is the area from NE 100<sup>th</sup> Court to NE 102<sup>nd</sup> Street where the trail alignment gets close to Willows Road. The base design includes a safety rail barrier which gets upgraded to a decorative barrier within this zone.
2. Enhanced Crossing at new 102<sup>nd</sup> Street Intersection Crossing (META Building)
3. Enhanced Crossing at NE 116<sup>th</sup> Street SE Intersection Crossing
4. Reconstructed (full-length) Intersection at NE 116<sup>th</sup> Street SE with added Left-Turn Pocket
5. Trail Lighting – Full-Length – based on RCC Standard (with Wood Poles); additional costs for the conduit and junction boxes are included with the 30% Plans.