

foot travel lanes heading eastward

- Preserve 13-foot-wide sidewalks on south edge of NE 76th Street, per 20C.40.105-020
- Maintain 8-foot-wide parking lane along south edge of NE 76<sup>th</sup> Street

#### **4.1.3 King County Wastewater Utility Envelope**

The City has coordinated with King County and determined the following alignment criteria for a Wastewater Utility Envelope:

- 24-inch diameter wastewater pipe ranging in depth to as little as 8 feet below ground
- Location options include:
  - Develop within former BNSF right-of-way, ten feet apart from the City stormwater trunk line
  - Coordinate with City to develop utilidor in conjunction with East Link light rail construction
  - Construct within the NE 76th Street right-of-way

#### **4.1.4 Other Rail Envelope**

Another rail use, besides East Link, would reduce the amount of room for some of the project goals and possibly require deviations from design criteria in some locations. The trail would still be feasible, but the associated park spaces would be more limited and the pedestrian experience within the park trail space would be negatively impacted by the use of the multiple tracks for Sound Transit and a passenger rail service.

The City plans to remove the existing tracks in Downtown as part of the stormwater trunk line construction project, as the project proposes to trench the excavation to install the 4-foot-wide pipe at depths of up to 20 feet.

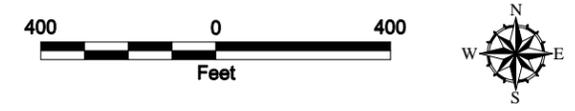
**Figures 4.03 a, b, c** show alternatives for using the existing tracks and moving the tracks within the pinch point areas.

However, if the existing tracks are proposed to be used in the near-term, the following changes would likely need to occur to the proposed envelopes in this IAP:

- In areas where the former BNSF right-of-way is 50 feet wide, there is currently insufficient space for all of the projects to be constructed to their design standards. As a result, either more right-of-way would be necessary for all of the projects to fit, or deviations from the design standards may be necessary, or both.
- The stormwater trunk line would be constructed on the far north edge of the former BNSF right-of-way. This could escalate construction costs for this project due to one or more of the following alternatives: the need to shore up most of the excavation; the need to temporarily remove or permanently shift the rails; the need to temporarily or permanently access private property for construction or a perpetual subsurface easement; or if these solutions are not successful, the project may need to move to an entirely different location.
- There could be more conflicts with the Sound Transit design within the former BNSF right-of-way, making the NE 76<sup>th</sup> Street options more viable for the transit way.
- Additional space may be required at intersections for pedestrian and vehicular traffic control, such as gates for the trains.
- Additional trestle width will be required to accommodate both other rail and trail connections across the rivers and streets.
- City code requires that all rail stations be located within the downtown limits. No passenger rail station has been studied at this time outside of the East Link project.

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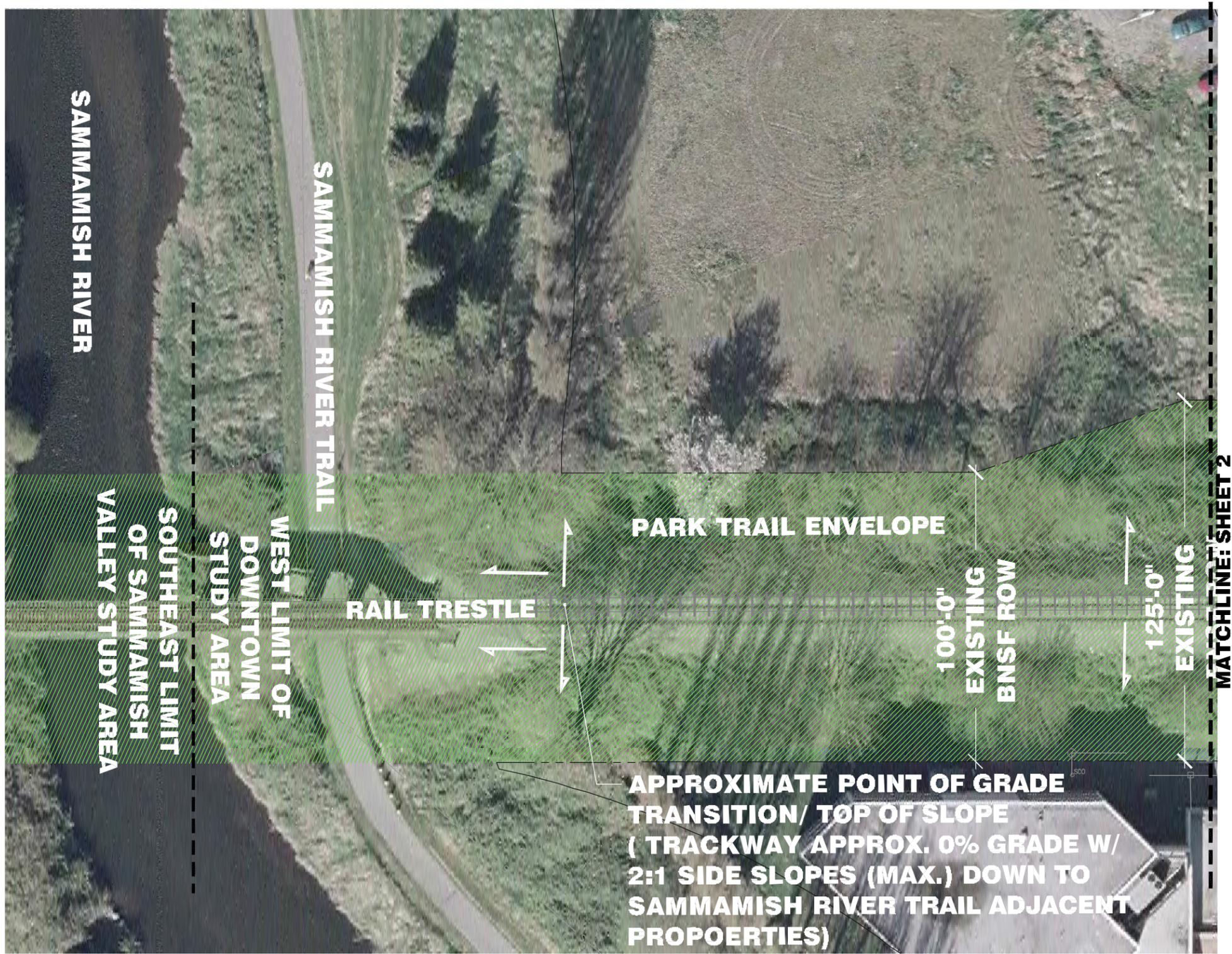


Notes:  
 1. The locations of all features shown are approximate.  
 2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.  
 Reference: Aerial photo provided by ESRI GIS Bing Aerial Map.

<b>Site Area</b>	
BNSF Rail Corridor Master Plan Redmond, Washington	
<b>GEOENGINEERS</b>	<b>Figure</b>

**Figure 3.01**  
 Critical Area Evaluation Study: Downtown Study Area

**Figure 4.02**  
Infrastructure Alignment Plan-Plan Enlargements (1-10)



**1 DOWNTOWN STUDY AREA INFRASTRUCTURE ALIGNMENT PLAN**

SCALE: 1"=20'-0"

- LEGEND**
- PARK TRAIL & UTILITY ENVELOPE
  - NE 76TH ST & LIGHT RAIL ENVELOPE



9/10/2019