



April 26, 2018

The Honorable Steve Hobbs
Chair, Senate Transportation Committee
P.O. Box 40444
Olympia WA 98504-0444

The Honorable Judy Clibborn
Chair, House Transportation Committee
P.O. Box 40600
Olympia WA 98504-0600

David Schumacher
Director, Office of Financial Management
P.O. Box 43113
Olympia, WA 98504-3113

RE: Implementing Practical Design Connecting Washington Project Title and Scope Change Request

Dear Senator Hobbs, Representative Clibborn and Director Schumacher:

The Washington State Department of Transportation requests legislative approval for scope changes for a project consistent with the process outlined in RCW 47.01.480(1)(a). The statute states practical design-related changes to the scope of a Connecting Washington project may be proposed by the department for legislative approval "... if the projects intended performance is substantially unchanged and the local governments and interested stakeholders impacted by the project have been consulted and have reviewed the proposed changes." Consistent with the process established by the Office of Financial Management and the Legislature, the Washington State Department of Transportation is submitting the required documentation (see attachment) for review and legislative approval of the proposed changes. The following is a summary of this proposal:

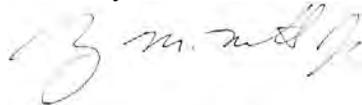
Project List ID	LEAP Document 2018-1 Title	Proposed Project Title
L2000201	I-90/Eastgate to SR 900 - Peak Use Shoulder Lane Project	I-90/Eastgate to SR 900 – Corridor Improvements

Project List ID	LEAP Document 2018-1 Project Description	Proposed Project Description
L2000201	I-90 between the SR 900 interchange and Eastgate Interchange experience severe congestion during peak traffic hours. Re-striping westbound I-90 to create a 14' peak use shoulder lane between the SR 900 interchange and Eastgate, and eastbound I-90 from Eastgate to Westlake Sammamish Parkway, and adding an Active Traffic Management System will improve mobility and increase freeway capacity by allowing travelers to use the outside shoulders (right shoulders) driving during peak traffic hours.	This segment of I-90 corridor between Eastgate and SR 900 interchanges experiences severe congestion during peak traffic hours. Re-constructing the existing shoulders to full depth pavement, re-striping of the eastbound and westbound mainline I-90 to create an additional auxiliary lane on each direction between Eastgate and Westlake Sammamish Parkway (WLSP) interchanges, and modifying westbound I-90 off-ramp to WLSP will increase the freeway capacity and improve mobility.

In addition, we would like to share the Title and Scope change on a TPA funded project for informational purposes only. The SR 162 Orting pedestrian evacuation-crossing project currently indicates a tunnel in the title and project description. City and stakeholders raised concerns that a tunnel would have risk of being buried in an event of a lahar and have selected an option for a bridge as a crossing solution. The new title and description will refer to a bridge instead of a tunnel in the future.

Please contact Jay Alexander at (360) 705-7121 or alexanja@wsdot.wa.gov if you have questions or need additional information.

Sincerely,



Roger Millar, PE, AICP
Secretary of Transportation

RM:jd

cc: Kelly Simpson, STC
Mark Matteson, HTC
Dean Carlson, OFM

**Connecting Washington
Project Scope/Title Change Request**

Type of Change: ✓ Title ✓ Scope

Project Title: I-90/Eastgate to SR 900 - Peak Use Shoulder Lane Project

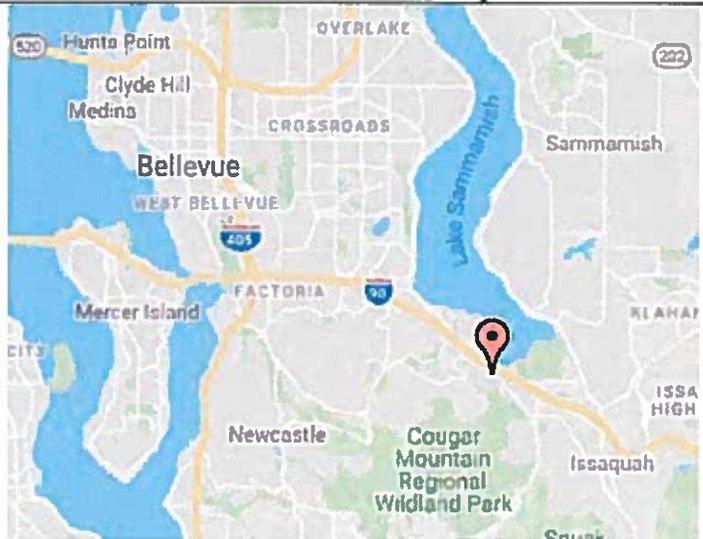
Project Number: L2000201

Program: Improvement

WSDOT Region: Northwest

County: King

Leg. District: 5, 41, 48



Project Description from LEAP Document 2018-1:

I-90 between the SR 900 interchange and Eastgate Interchange experience severe congestion during peak traffic hours. Re-striping westbound I-90 to create a 14' peak use shoulder lane between the SR 900 interchange and Eastgate, and eastbound I-90 from Eastgate to Westlake Sammamish Parkway, and adding an Active Traffic Management System will improve mobility and increase freeway capacity by allowing travelers to use the outside shoulders (right shoulders) driving during peak traffic hours.

Proposed Project Title:

I-90/Eastgate to SR 900 – Corridor Improvements

Proposed Project Description:

This segment of I-90 corridor between Eastgate and SR 900 interchanges experiences severe congestion during peak traffic hours. Re-constructing the existing shoulders to full depth pavement, re-striping of the eastbound and westbound mainline I-90 to create an additional auxiliary lane on each direction between Eastgate and Westlake Sammamish Parkway (WLSP) interchanges, and modifying westbound I-90 off-ramp to WLSP will increase the freeway capacity and improve mobility.

Justification of Need:**1. What is the requested change to this project description?**

(Describe specifically the requested change)

This request is for revising the initial project concept of Peak Use Shoulder Lanes (PSL) to Auxiliary Lanes in both directions between Eastgate and Westlake Sammamish Parkways interchanges.

Community Engagement, acquisition of most recent data, detail traffic analysis, and implementation of practical solutions further refined the scope and operational elements of the project resulting in the following requested changes:

- Eliminating the 14 feet wide shoulder lane and the associated pull-outs
- Creating 11 feet EB auxiliary lane between Eastgate and WLSP I/C
- Creating 11 feet WB auxiliary lane between WLSP and Eastgate I/C
- Modification of the WB I-90 off-ramp to WLSP

2. Why are these changes requested?

With PSL, traffic will be allowed on the shoulder lane during the peak hours only; westbound during AM peak, and Eastbound during PM peak. In addition, the 14ft wide PSL will eliminate the outside shoulders. As described below, the requested changes will provide additional benefits to the eastbound and address the observed traffic issues on westbound.

For the eastbound traffic, the initial concept of adding a 14ft wide PSL will provide the intended performance of alleviating congestion between Eastgate and SR900. The new concept with the 11 feet auxiliary lane will perform the same as PSL. However, the auxiliary lane will have the added benefits of maintaining a minimum outside shoulder, less impact to the environment by eliminating the pull-outs, and provide unrestricted use of the facility.

For the westbound traffic, the initial concept of adding a 14ft wide PSL will provide the intended performance of alleviating congestion between SR 900 and Eastgate. However, the increase in traffic due to this performance improvement, will have unintended consequence of making the already bad congestion at the I-90/I-405 interchange, worse. The congestion at I-90/I-405 interchange will result in backups extending past Eastgate interchanges. This will eliminate most of the projected performance improvements using PSL. The new concept with the 11 feet auxiliary lane and modification to the off-ramp, will add capacity and improve mobility without adding to the I-90/I-405 interchange congestion.

3. Does change impact the intended performance of the legislative scope?

There is minimal impact to the intended performance of the legislative scope. With the auxiliary lanes, travelers will have unrestricted use of the facility to and from the cities of Bellevue and Issaquah. In addition, if the concept from PSL to auxiliary lane is not changed, there will be the unintended consequence of making the congestion at the I-90/I-405 interchange worse and the resulting spill over on to WB I-90 will increase the delays at the Eastgate interchanges.

Given the legislative intent to alleviate congestion for drivers within this segment of I-90 corridor, investing in the targeted improvements provided in the requested changes will address the original intent as well as improve safety and minimize the environmental impacts along this Mountain to Sound Greenway. This project change will still address congestion within the same segment of I-90 corridor from Eastgate to SR900 interchanges.

4. Have the impacted local governments and stakeholders been consulted and reviewed the proposed change? What are the reactions to the requested change?

The cities of Bellevue, Issaquah, and Sammamish, Washington State Patrol, Metro Transit, Mountain to Sound Greenway Trust as well as local communities have been involved during the entire project development process. All groups are in support of the changes and are committed to working with WSDOT to get the project completed. WSDOT staff from Northwest Region, have had limited conversations with local legislators and they are supportive of the proposal.