



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: David Ramsay, City Manager

From: Ray Steiger, P.E., Interim Public Works Director
Don Anderson, P.E., Project Engineer

Date: February 16, 2010

Subject: NE 85th Street Corridor Improvements – Project Update

RECOMMENDATION:

It is recommended that the City Council review and discuss the NE 85th Street Corridor Improvement status.

BACKGROUND AND DISCUSSION:

In December of 2009, City Council was provided with a reading file update on this project which focused on the status of the scope, schedule, and budget issues, while also highlighting recent public outreach and the project's new *Communications Plan*. As identified at that time, staff is presenting this project update on the various work efforts related to the project: right-of-way acquisition, engineering design and community outreach, and the proposed channelization and channelized islands along 85th Street as required by the City's Comprehensive Plan.

The Project originally combined six funded CIP projects into one overall improvement to the NE 85th Corridor between 114th Avenue NE and 132nd Avenue NE. These improvements have been divided into two separate contracts: the underground utility conversion contract, and the street/sidewalk improvement contract. Due to complexities of completing necessary right-of-way acquisition along the corridor between 120th Avenue and 132nd Avenue, staff has accelerated the intersection improvements at 114th Avenue NE (west of I-405) into a third contract (Attachment A). This project is not hindered by right-of-way acquisition needs and design can be completed this year with construction beginning prior to the end of 2010.

The undergrounding conversion and street/sidewalk improvement contracts will continue on their schedule. Design of the undergrounding construction is approaching the 100% bid set with the last few details being coordinated with the individual private utility companies (e.g., Puget Sound Energy, Verizon, etc.). Design of the roadway improvements is at approximately 30% with much of the remaining engineering work to occur in the next six to eight months.

State Route 908 Jurisdiction

In December's update Council was informed on the status of the joint application made by the Cities of Kirkland and Redmond to the State for the transfer of State Route 908 to the local jurisdictions. In

January, Kirkland and Redmond staff attended hearings held in both the Senate and House Transportation Committees which saw positive results. Both bills were sent out of committee with momentum for them to be approved during this session.

While taking over the jurisdiction of NE 85th Street will allow for more local control over channelization, access, and landscaping decisions, the State has also agreed to provide funding of the overlay of the roadway upon the completion of the 85th Street corridor improvements. This overlay was previously budgeted by WSDOT in 2008, however was delayed in order to coordinate with the Kirkland project. The amount of this funding transfer to Kirkland for the overlay of 85th Street is still being negotiated however, early estimates indicate Kirkland will receive all of the approximately \$1 million estimated to overlay the former SR 908 from I-405 to 132nd Ave NE.

Right-of-Way Acquisition

The number of parcels originally requiring property rights to be acquired for the project was over 100. As the design has been further developed and refined, staff has been able to reduce the number of impacted properties to 73 by performing minor alignment modifications. 33 of these impacted properties are part of the undergrounding construction, and 40 properties are impacted by the roadway construction (Attachment B). Due to the staggered construction schedule, right of way acquisition is proceeding first for properties that are associated with the underground conversion; properties associated only with the roadway improvements will follow.

Since December, the City's project team has completed almost all appraisals and/or administrative offer summaries and had the City's right-of-way agent begin negotiations with the majority of property owners. Staff had anticipated that the majority of right-of-way negotiations necessary for the underground conversion would be completed by the end of March, 2010. Staff continues to target completion of the majority of acquisitions in this time frame, however, as has been our experience on other capital projects, the use of the eminent domain process is likely in order to facilitate the acquisition in the event that negotiations reach an impasse. As in all previous cases, resolution through continued negotiations will be sought and are the preferred alternative. Staff expects to be able to make a recommendation in April whether or not for Council to move forward with an ordinance to acquire right of way through eminent domain.

Channelization

The City's comprehensive plan requires that City Council approve any proposed medians within the NE 85th Street corridor. This memo includes exhibits depicting the proposed channelization and access control measures (c-curbing) and planted channelized islands where possible (Attachment C). This attachment highlights the plan presented to the neighborhoods, the Chamber of Commerce, local businesses and individual property owners, as well as the Kirkland Transportation Commission. The channelization plan has been developed to maximize where possible landscaped, channelized islands and also to maintain business and property access as much as practicable. These attempts are balanced against the public safety and engineering design standards and requirements.

Communications/Outreach

Staff is continuing to engage in 'shuttle diplomacy' with key stakeholders within the business community, the neighborhoods and directly with property owners. These discussions have identified

possible project scope refinements and to a large part are being addressed as the design proceeds. Some of the issues are as follows:

QUESTION: Why is the largest channelization island east of 124th Avenue NE necessary? Locations and plantings of channelization islands are concerns for both adjacent businesses and some neighborhood residents.

- *DESIGN RESPONSE: The proposed channelization is a direct result of the conditions of existing land development along the corridor. Along the west end, parcels are larger, blocks are shorter, and existing driveways are already fewer. The east end contains smaller parcels, more driveways, larger blocks, and more conflicting traffic movements. Remaining true to the comprehensive plan charge to provide aesthetic greening of the corridor while allowing left-turn access into businesses is a difficult challenge. Staff is balancing the overall vision against the current conditions. Design steps later in the roadway project can help visualize how the eastern end of the 85th corridor could contain more planted, channelized islands as parcels redevelop and driveways are eliminated.*

QUESTION: Is the additional left-turn lane (eastbound-to-northbound) at the intersection of NE 85th Street at 124th Avenue NE necessary? Is the need warranted?

- *DESIGN RESPONSE: While balancing the needs for future growth and existing traffic needs against real traffic impacts is difficult, the proposed additional left turn lane provides added capacity that helps the entire corridor operate more efficiently and with greater throughput (new considerations also follow in this memo).*

QUESTION: Why isn't the project undergrounding overhead utility lines from 128th Avenue NE to 132nd Avenue NE (especially since it is installing the conduit along that stretch anyway)?

- *DESIGN RESPONSE: Even with current franchise agreements in place, funding is not available to direct the private utilities to make the underground conversion on this easternmost stretch of the corridor. Additionally, this portion of 85th is the most anticipated to redevelop, where development is required by code to perform undergrounding at its cost. It is a prudent planning effort to build the dry conduit for future conversion while the city is rebuilding 85th with sidewalks, landscape strips and new pavement overlay.*

NE 85th Street/124th Ave NE Intersection

While staff recommends that the proposed channelization be approved as the best plan for the 85th Street projects at this time, discussions with business stakeholders and property owners have yielded a new option for the project's configuration of the intersection at 124th Avenue NE: Acquire the area needed to build the project to its final configuration, but only open one left turn (east to north) lane to traffic. As growth occurs and traffic levels warrant, the second left turn lane could be open to meet this need. While this option balances current potential traffic impacts, it delays operational decisions which would be expected to continue to have similar traffic impacts.

Opening the lane in the future will have advantages and disadvantages. These should be weighed carefully before a decision to open the lane is made. For example, opening the lane may reduce delay for vehicles, but it could also impact operations of nearby businesses by preventing current ingress and egress patterns. The advantages and disadvantages will be based on several factors

which may include performance factors such as vehicle delay, traffic volumes and queuing. Impacts to the neighborhood, nearby businesses and safety are other factors that should also be considered.

Another specific consideration for opening the lane is concurrency. Under the City's concurrency system, opening the lane may be necessary to avoid impacts to development. At this time, using just a single lane is sufficient to meet concurrency (i.e. V/C ratio less than 1.4) and does not render previous concurrency decisions invalid. The need to open the lane for concurrency will be directly affected by factors such as increase in traffic volumes, along with the location and magnitude of new development none of which can be predicted with certainty. Improvements at this intersection were critical in Sound Transit's decision to provide funding for the overall project. Corridor travel time improvements will occur with the addition of the dual left turns with future traffic volumes.

Schedule

With the project repackaging concept, separating out the intersection improvements at 114th Avenue NE at NE 85th Street, and with diligent and successful finalization of right-of-way negotiations, staff is proposing to adjusted the project schedule as follows:

Project Contract	December Update	Present Status	Schedule Impact
1. 114 th / 85 th Intersection	n/a	Starts Summer 2010	Accelerate 16 months
2. Underground Conversion	Starts Spring 2010	Starts Summer 2010	Delay of 4 months
3. Roadway Improvements	Starts Spring 2011	Starts Summer 2011	Delay of 4 months

Next update

Staff will continue frequent, regular updates to Council through reading files and/or regular session updates, and anticipates an early April update in regards to progress on right-of-way acquisition, and potential follow on schedule impacts.

- Attachment A: Vicinity Map
- Attachment B: Property Rights Status Map
- Attachment C: Channelization Exhibits

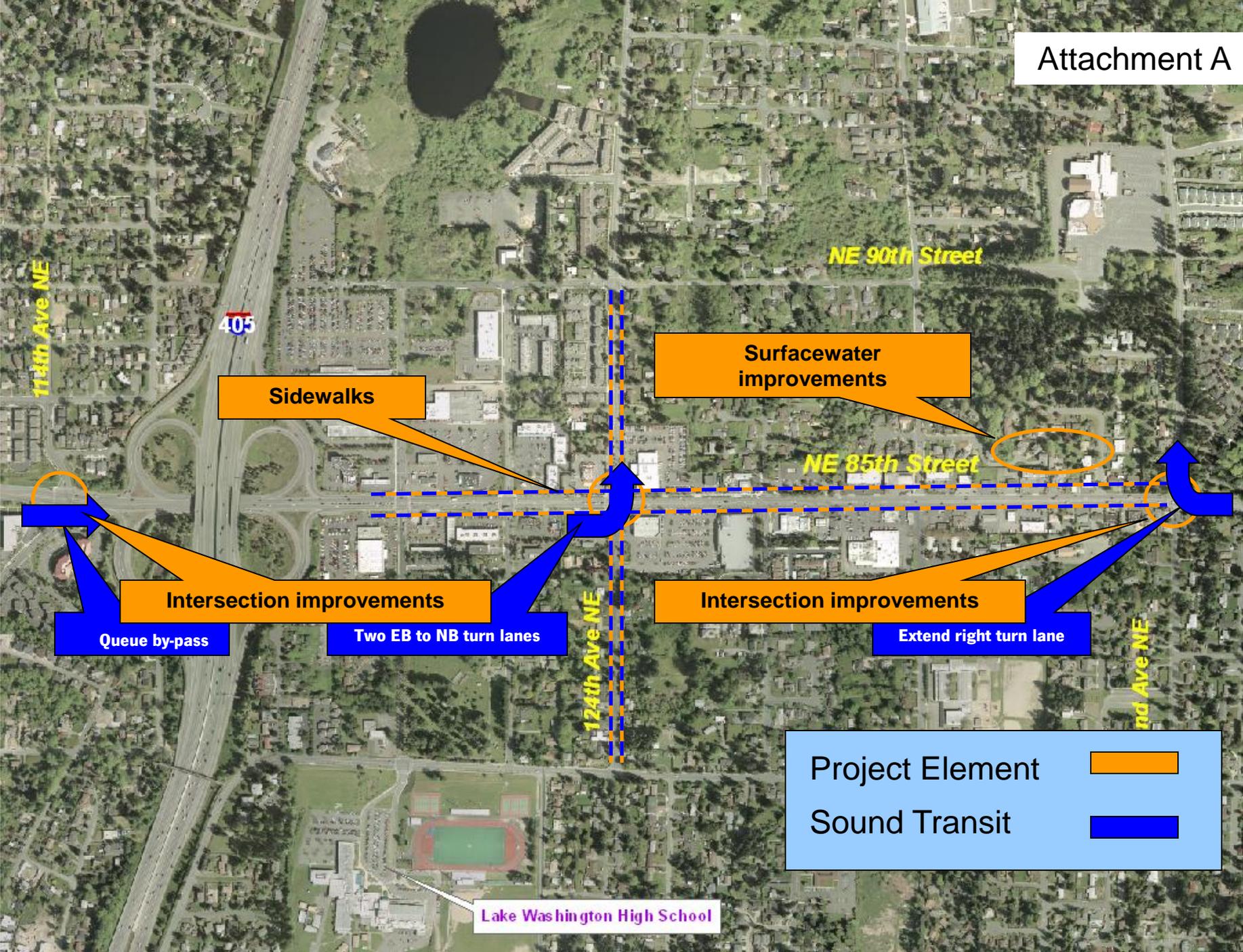
NE 85th Street Corridor Improvements

- Sound Transit – Transit corridor (Route 540)
- Kirkland CIP – non motorized/motorized
- Scope of project:
 - Intersection improvements
 - Landscape strips & sidewalks
 - Surface water treatment/detention
 - Approx \$8.5 funding (ST+City)
- Rose Hill Action Team process
- Considering underground conversion



COSTCO

Lake Washington High School



114th Ave NE

405

NE 90th Street

Sidewalks

Surfacewater improvements

NE 85th Street

Intersection improvements

Intersection improvements

Queue by-pass

Two EB to NB turn lanes

Extend right turn lane

124th Ave NE

134th Ave NE

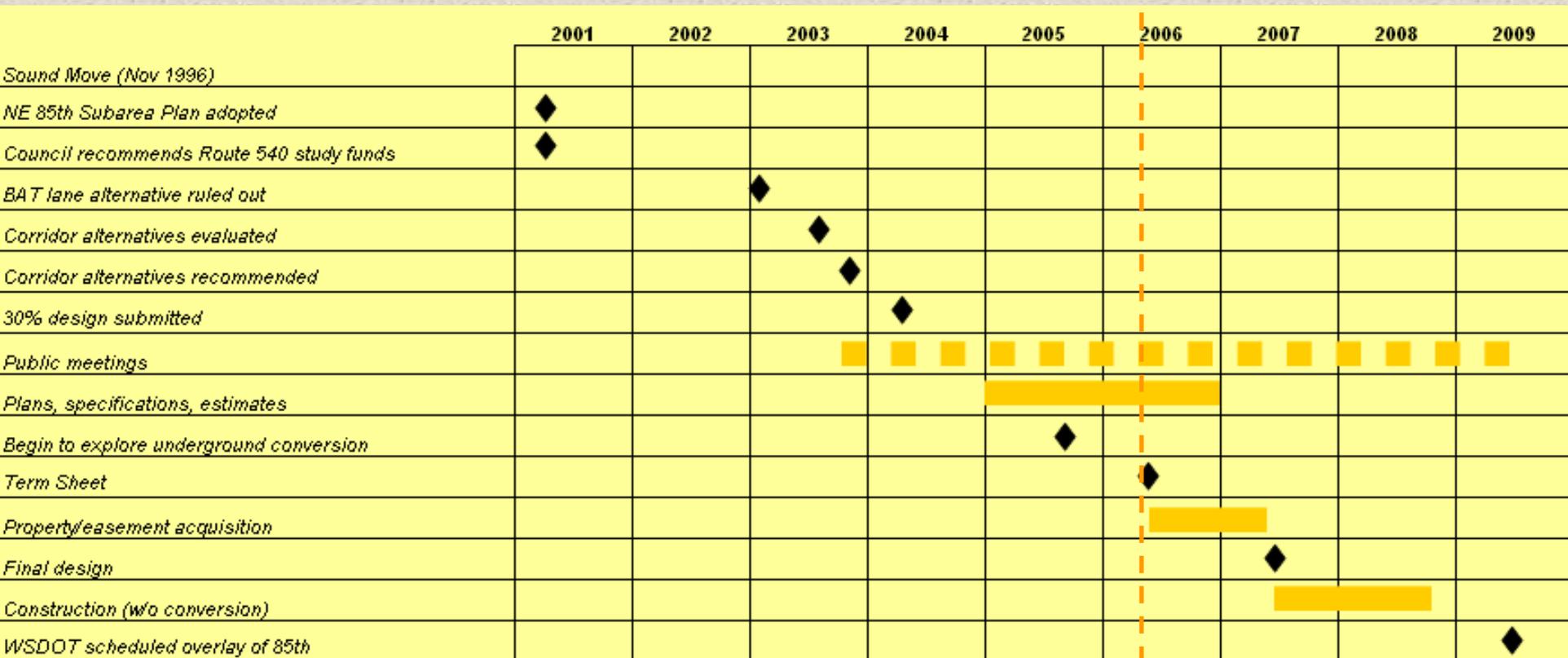
Project Element

Sound Transit



Lake Washington High School

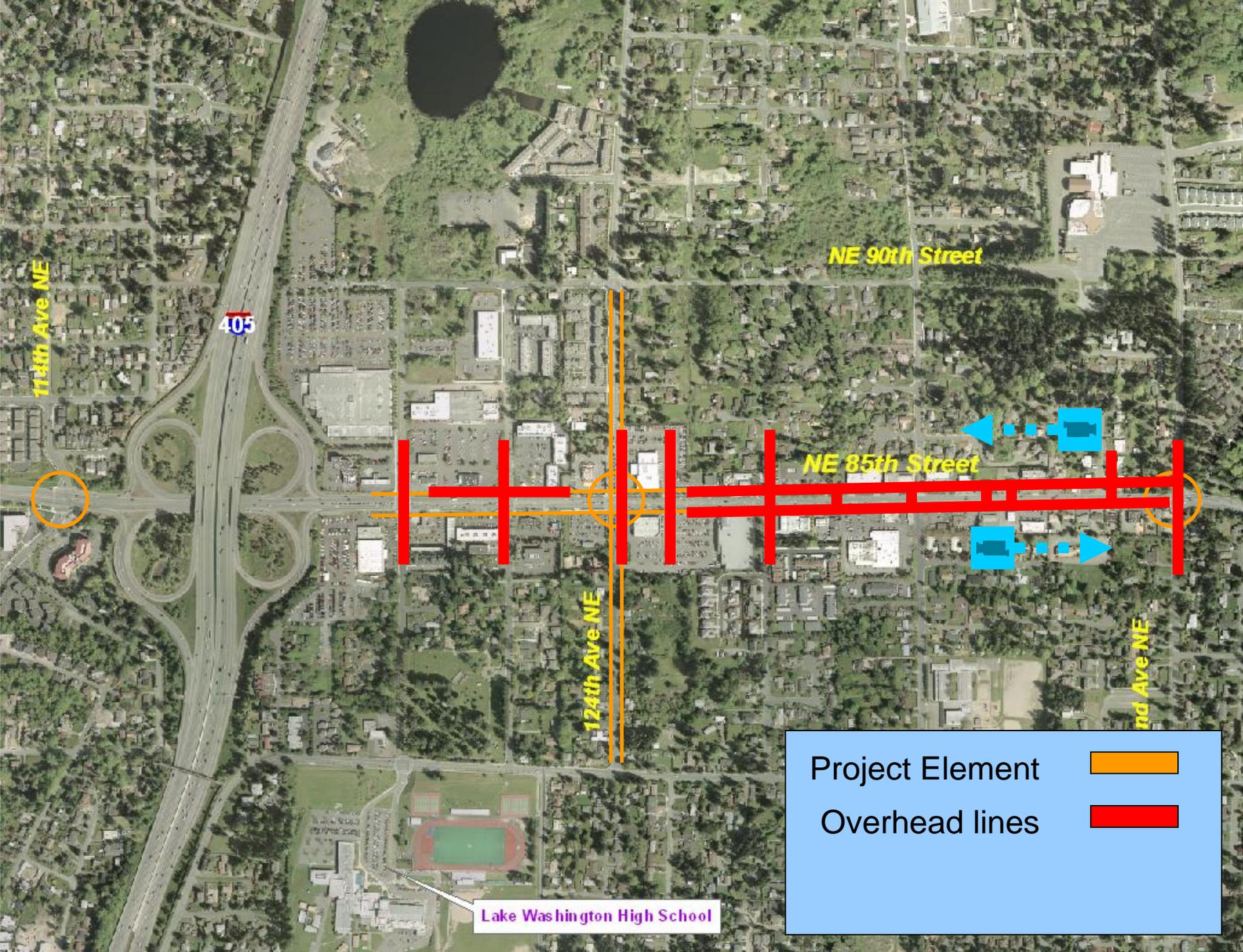
NE 85th Street Corridor Improvements



Tonight

NE 85th Street Corridor Improvements

- Sound Transit
 - Contribute \$3.7 Million
 - Enhance travel time and patron access
- Term Sheet with City
 - Outlines scope of improvements
 - Outlined responsibilities
 - Kirkland as lead agency
 - Joint design development



114th Ave NE

405

NE 90th Street

NE 85th Street

124th Ave NE

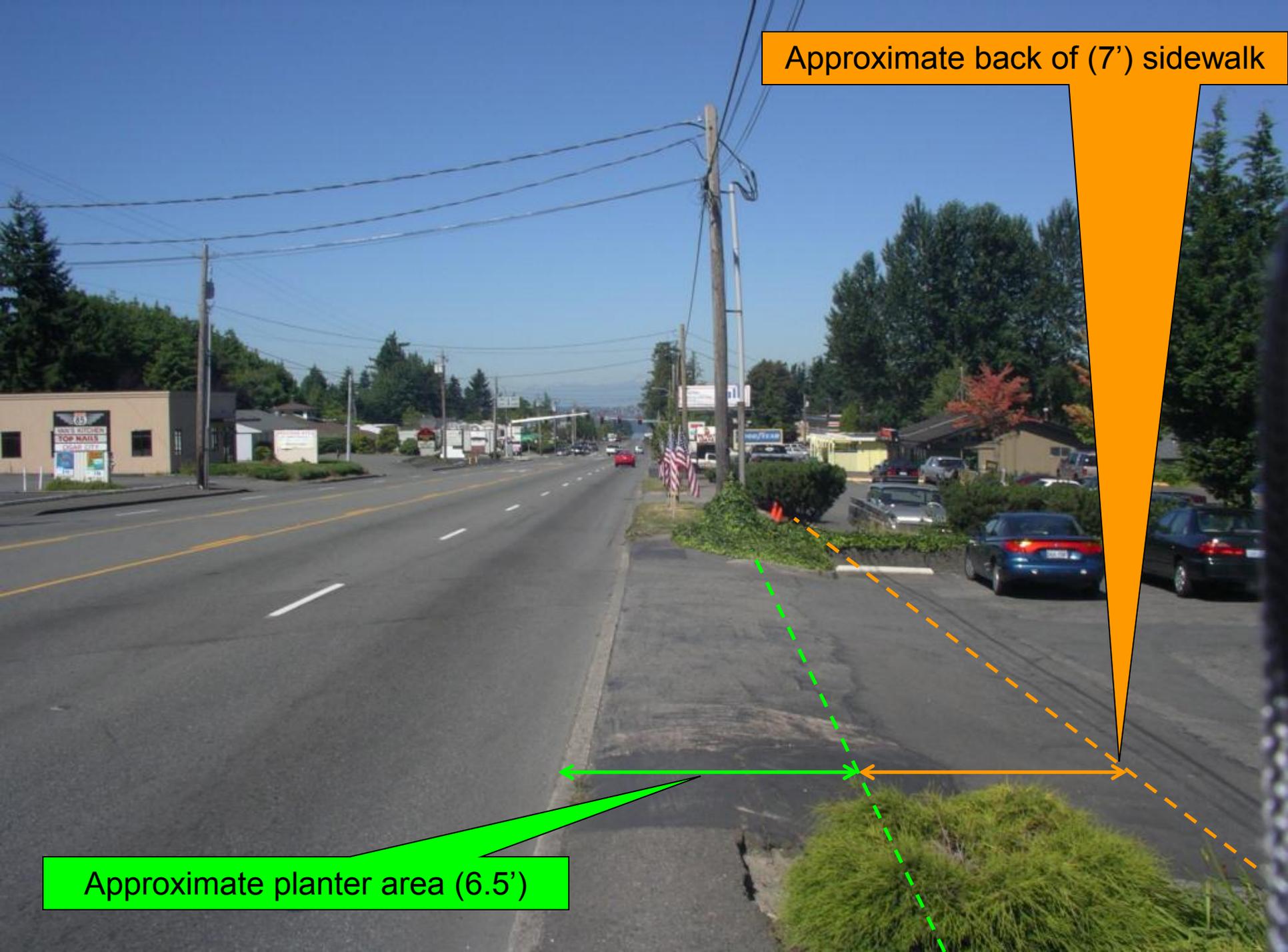
nd Ave NE

Lake Washington High School

Project Element	
Overhead lines	

Approximate back of (7') sidewalk

Approximate planter area (6.5')



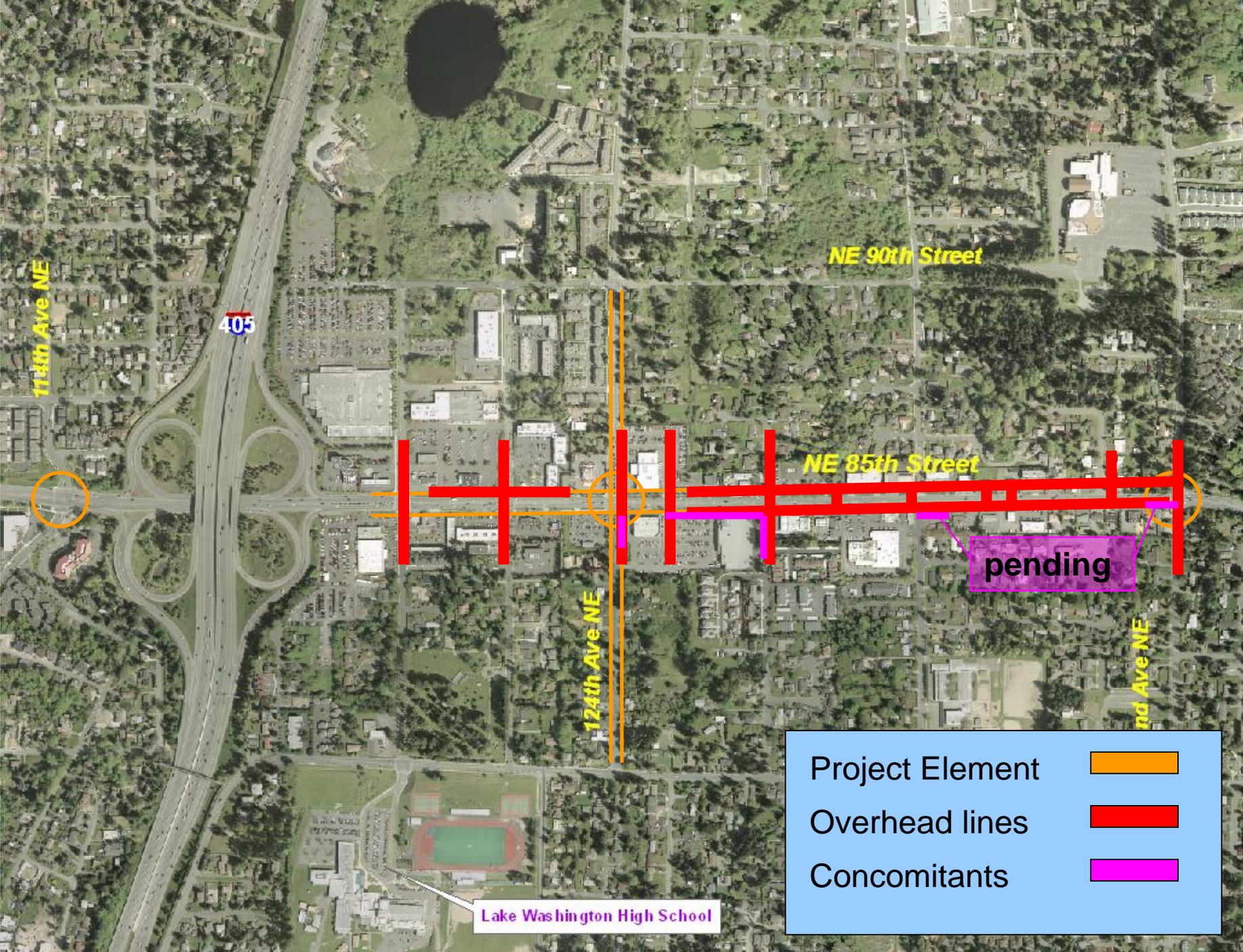


Approximate planter area (6.5')

Approximate back of (7') sidewalk

NE 85th Street Corridor Improvements

- Summary of Under-grounding Costs
 - \$2.5 million City
 - \$0.5 million private service upgrades
 - \$0.6 million PSE Contribution
 - \$3.6 million total cost
- Funding Options
 - Concomitants



114th Ave NE

405

NE 90th Street

NE 85th Street

124th Ave NE

nd Ave NE

Lake Washington High School

pending

Project Element	
Overhead lines	
Concomitants	

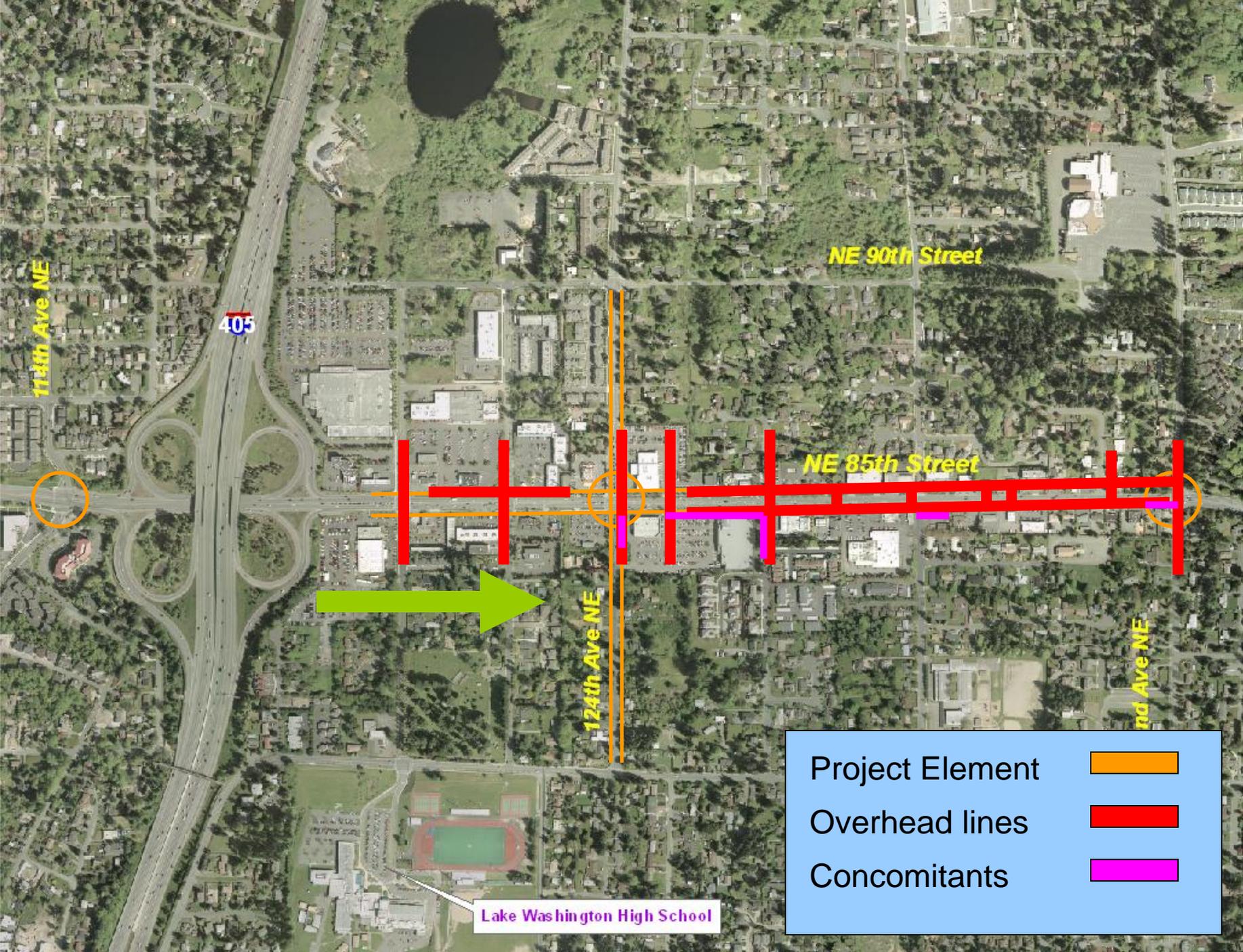
NE 85th Street Corridor Improvements

- Summary of Under-grounding Costs
 - \$2.5 million City
 - \$0.5 million private service upgrades
 - \$0.6 million PSE Contribution
 - \$3.6 million total cost
- Funding Options
 - Concomitants (approx 15%)
 - Local Improvement District
 - Some amount of City reserves

NE 85th Street Corridor Improvements

- Summary of Eligible Reserves:

RESERVE	EST 12/06 (w/o 85 th St)	TARGET (per policy)	OVER (UNDER) TARGET
General Capital Contingency	\$3,518,000	\$5,900,000	(\$2,382,000)
REET I	\$3,990,000	\$1,435,000	\$2,555,000
REET II	\$2,343,000	\$6,034,000	(\$3,691,000)



114th Ave NE

405

NE 90th Street

NE 85th Street

124th Ave NE

nd Ave NE

Lake Washington High School

Project Element



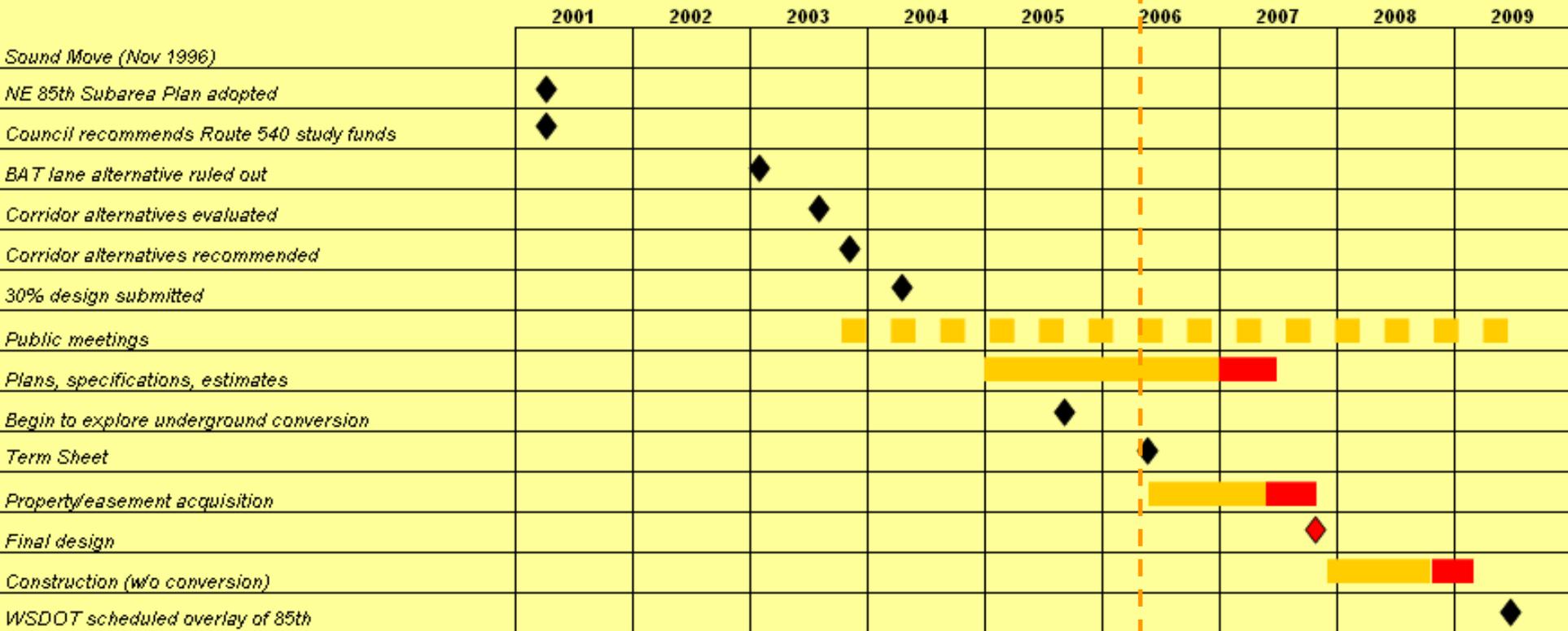
Overhead lines



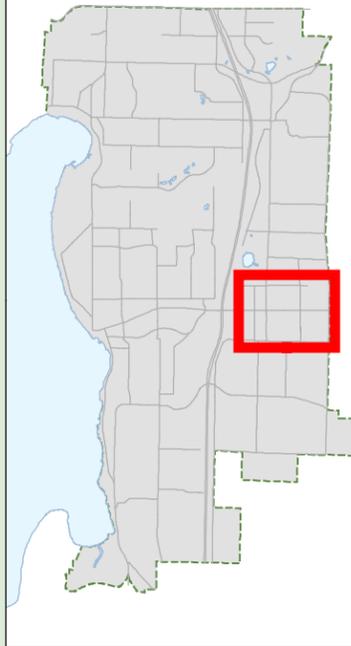
Concomitants



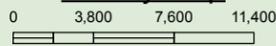
NE 85th Street Corridor Improvements



Tonight



Vicinity Map



Map Legend

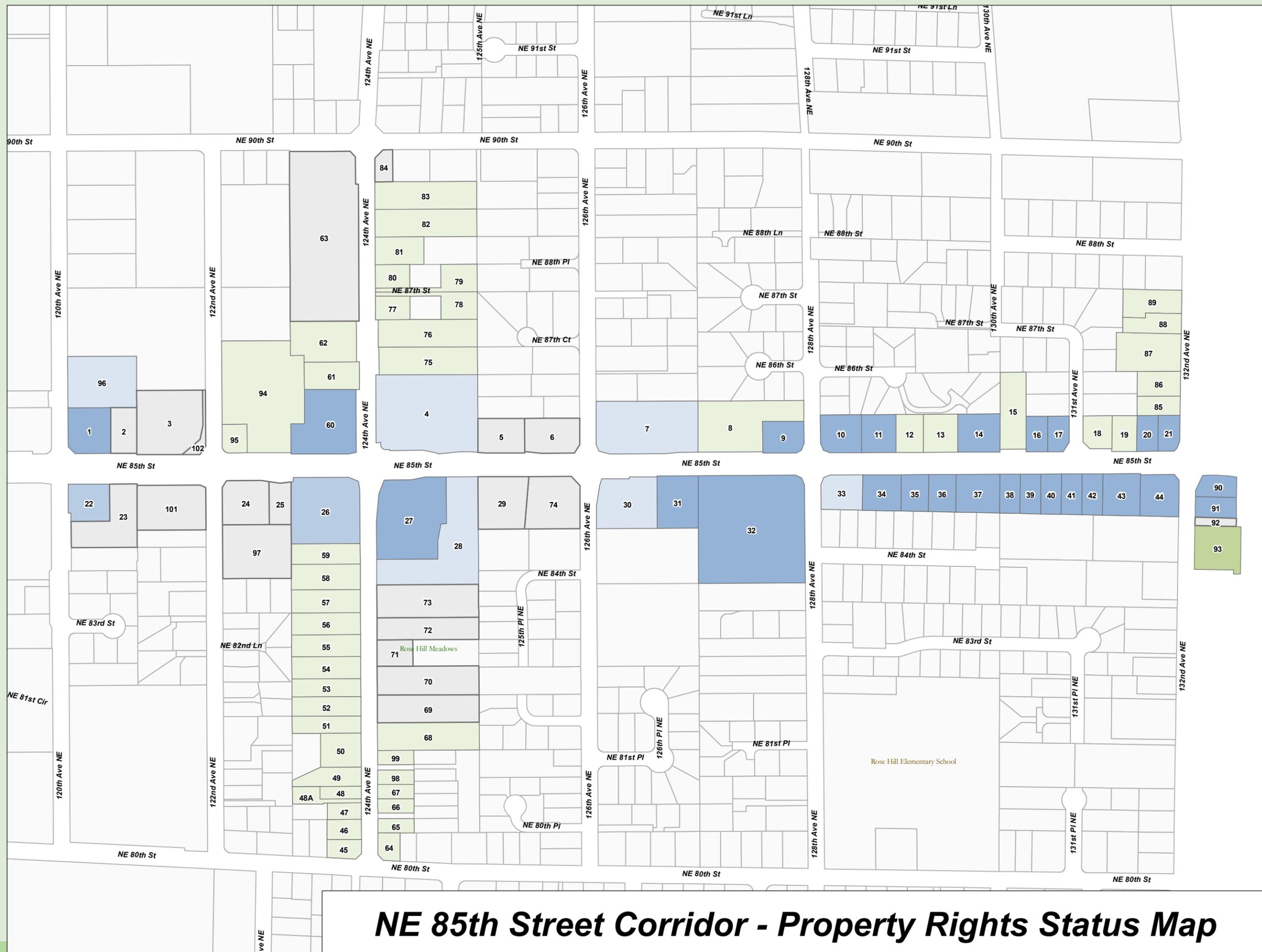
- No Property Rights Needed
- 1st Contract Status**
- Info Packets
- Appraisals
- Negotiations
- 2nd Offer
- Rights Secured
- 2nd Contract Status**
- Info Packets
- Appraisals
- Negotiations
- 2nd Offer
- Rights Secured



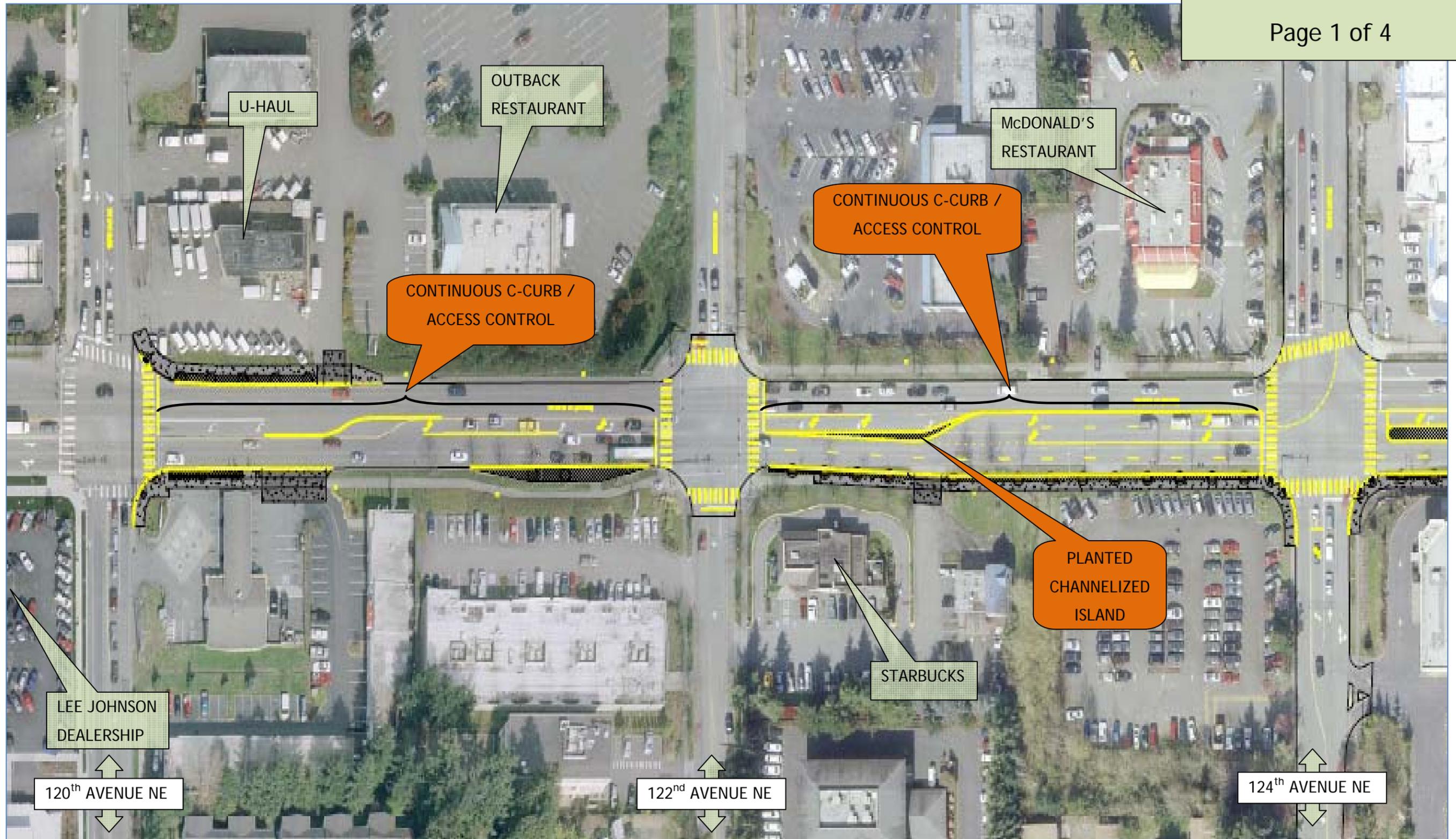
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Map Created - May 15, 2009
 Map Revised - May 18, 2009

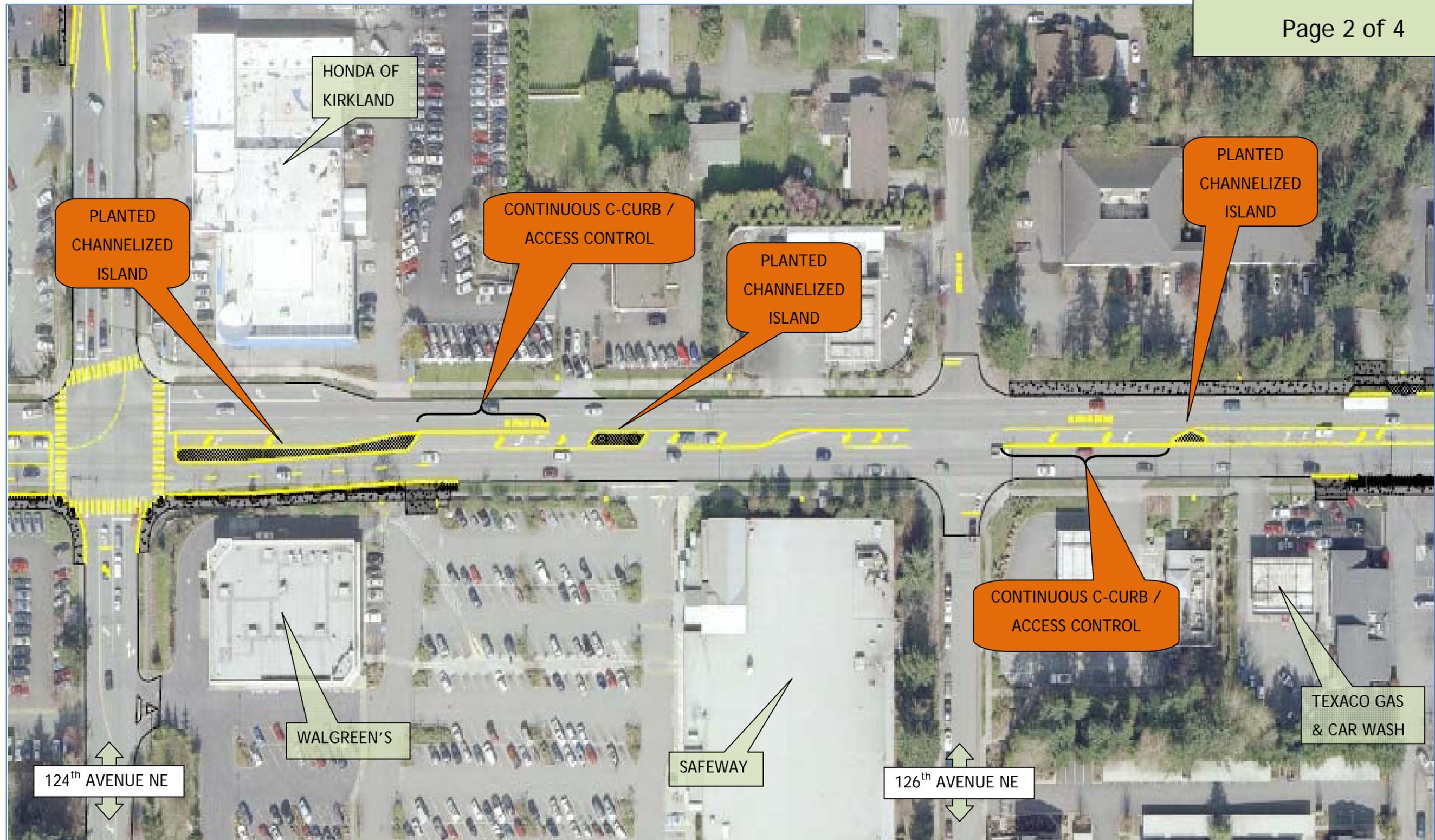
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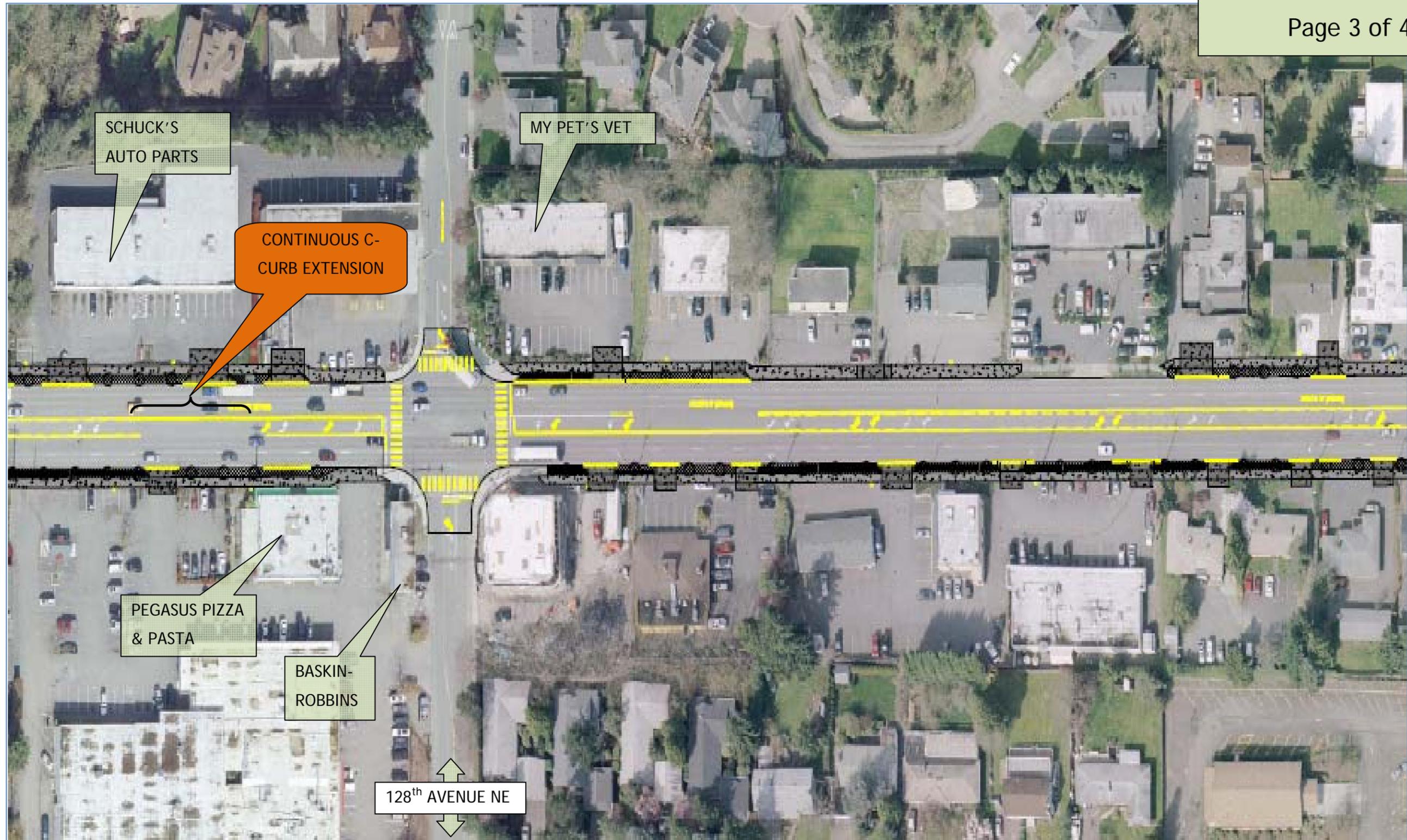
NE 85th Street Corridor - Property Rights Status Map



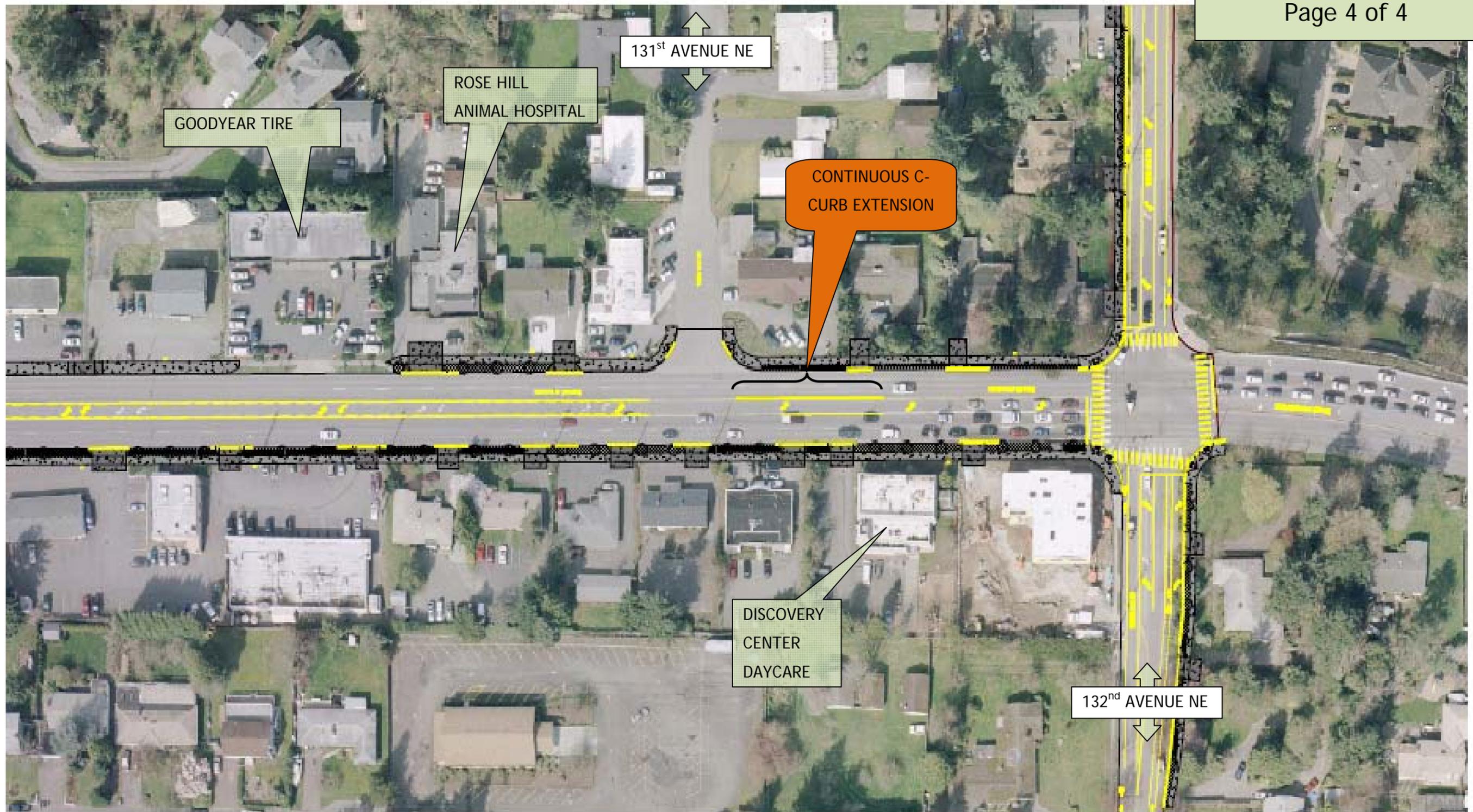
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