



CITY OF KIRKLAND

Department of Public Works

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www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dave Snider, P.E., Capital Projects Manager
Ray Steiger, P.E., Public Works Director

Date: November 29, 2012

Subject: NE 120th Street Extension Project – Status Update

RECOMMENDATION:

It is recommended that City Council receive a status update on the NE 120th Street Extension Project.

BACKGROUND DISCUSSION:

The Project will provide a new public roadway, at NE 120th Street, between 124th Avenue NE and Slater Avenue NE (Attachment A). The Project has been designed to improve multi-modal mobility as well as provide congestion mitigation and improved emergency vehicle access in the Totem Lake Urban Center. The improvements include a three-lane roadway section, bicycle lanes, planter strip, and sidewalks. The Project also includes a new Intelligent Transportation System (ITS equipped) signal at 124th Avenue NE, ITS signal upgrades at Slater Avenue NE, new street lights, and significant surface water quality enhancements.

In 2010, the Project's design was used as a University of Washington College of Civil Engineering pilot project and is eligible for a Greenroads™ Certification throughout final design and construction phases. The Greenroads Foundation is a non-profit, third-party entity established in summer 2010 to manage certification reviews for roadway projects using a proprietary rating system. Greenroads™ is a collection of sustainability best practices, called "credits," that relate to roadway design and construction. The Greenroads™ score is then used as an indicator of sustainability for the roadway and the process provides a holistic way of considering a roadway's design and construction implementation. Ultimately, the goal of the program is to reduce impacts on the environment and improve life-cycle costs through the implementation of low impact designs (LID), energy efficient and low light polluting lighting fixtures, and through the use recycled materials in road base and pavements.

Schedule

To remain in compliance with two separate grants awarded to the City (a Federal Surface Transportation Program (STP) grant for \$2,502,640 and a Transportation Improvement Board Urban Arterial Program (UAP) grant for \$800,000) and to meet the current CIP scheduling, staff is actively pursuing an advertisement for contractor bids. The original Project identified in the 2011-2016 CIP, identified advertisement for contractor bids in the 4th Quarter of 2012; however, due to prolonged property negotiations, the schedule now shows the contractor bidding period occurring in early 2013, and a start of construction immediately following in the spring. The Project's overall design is substantially complete, and additional federally required environmental documentation is being completed.

Right-of-Way Acquisition

The Project requires the acquisition of right-of-way (ROW) and temporary construction easements affecting four parcels (Attachment B). At their August 7th, 2012 meeting, City Council authorized the use of eminent domain as a mechanism for achieving a successful resolution to all ROW matters; however, staff and the City's right-of-way consulting firm, has now successfully resolved the many issues related to acquisitions. One of the four properties is now 100% complete, and general settlement agreements have been reached with three remaining property owners; none of the acquisitions have needed to rely on the eminent domain process.

During negotiations, a number of issues were raised by property owners; specifically, changes in access to existing business operations, impacts to existing site features such as irrigation and lighting, and efficiencies in ingress and egress including the loading and off-loading of vehicles (Infinity) and equipment (Frontier). Without specific negotiations with each property, many of these factors were unanticipated when the project was first estimated. The originally estimated funding needed for the ROW acquisition for the Project was \$2.4 M; this estimate was based on similar property acquisition in the vicinity. The estimate for completing the property acquisitions, as negotiated, is now closer to \$3M (Attachment C).

Funding

The overall Project is a combination of two separate phases – the Phase I element resulted in the acquisition of a limited amount of ROW and the preparation of a grant ready (30%) plan set. The Project's Phase II element began after the award of \$3.3M in grant funding. The Phase II Project includes the completion of the plans and specifications, additional environmental documentation, the acquisition of all remaining property along the roadway alignment, and the physical construction. The budget for Phase I was \$895K and, prior to submittal of the recent 2013-2019 CIP, the approved Phase II budget was \$5.7M, bringing total Project funding authority to \$6.6M.

The 2013-2019 CIP now includes NE 120th Street as a \$7.4M project, requiring a budget increase of \$760K. Increased costs associated with the property acquisitions (approx. \$600K) and increased surface water elements, has resulted in higher costs. As presented to City Council at their November 19, 2012 meeting, under the 2013-2018 CIP, staff proposed a revised Project budget using additional surface water revenue and REET 2 funding. The previously approved Project budget was based on the use of only minimal surface water revenue, as it was originally thought that the grant funding would be adequate for completing the Project. However, given the increased expenses for the ROW and significant surface water improvements incorporated into the Project; elements such as under pavement detention, Washington State Department of Ecology approved Filterra[®] water quality units, and extensive downstream storm water conveyance improvements (Attachment D), the use of additional surface water funding is recommended.

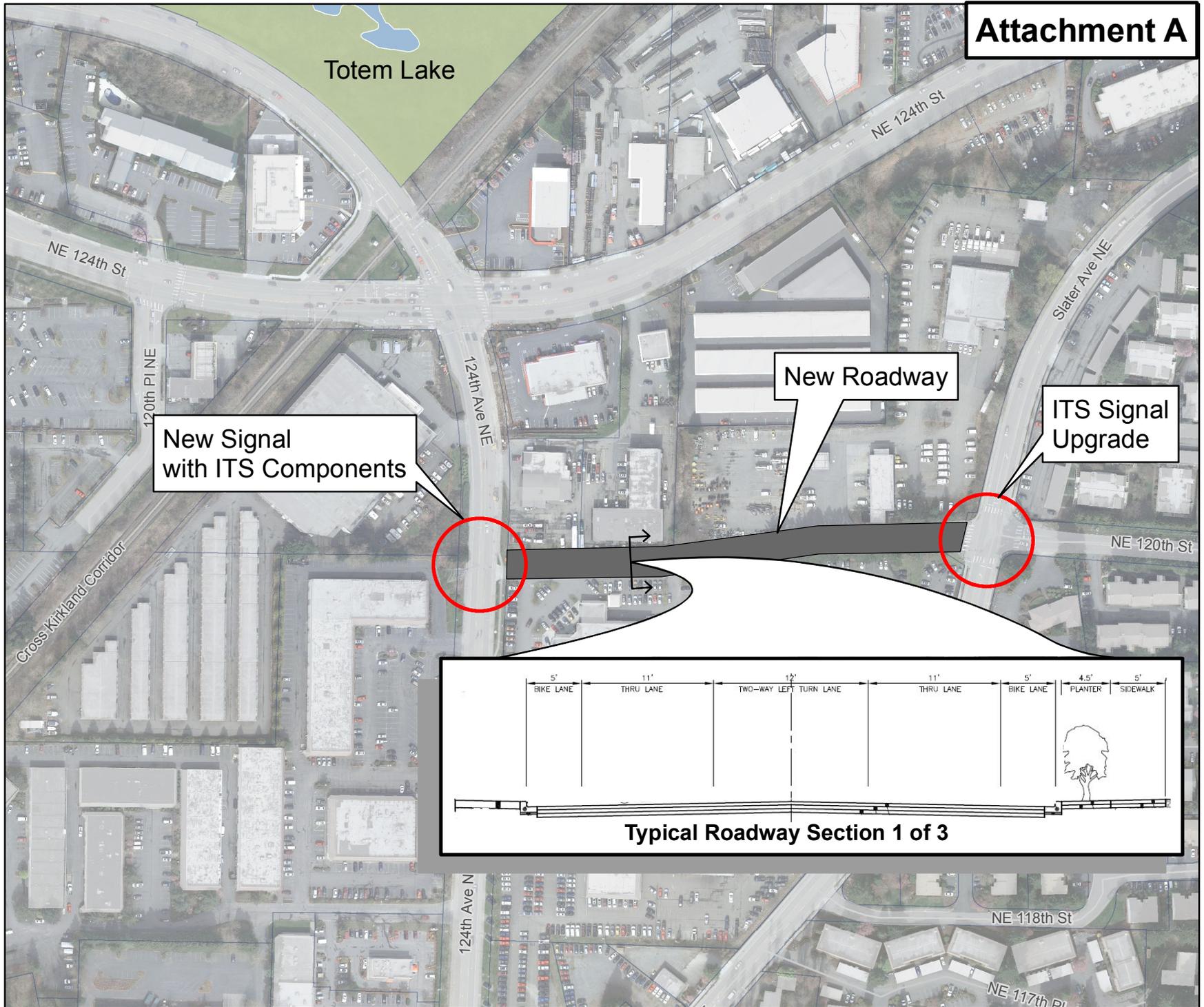
Summary

Staff is pleased to report to City Council that the various property rights required for the NE 120th Street Extension Project have reached successful conclusions without having to complete an eminent domain process. In order to complete the right of way acquisition, however, the original estimate for this component will be exceeded. The 2013-2019 CIP includes the updated balanced budget for meeting the newly estimated cost for NE 120th Street, with the intent of this memo to highlight Project specifics and how the new NE 120th Street is proposed to be completed.

- Attachment A: NE 120th Street Area Map
- Attachment B: NE 120th Street ROW Map
- Attachment C: NE 120th Street Project Budget Report
- Attachment D: NE 120th Street Surface Water Feature Map



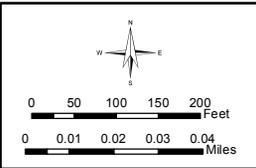
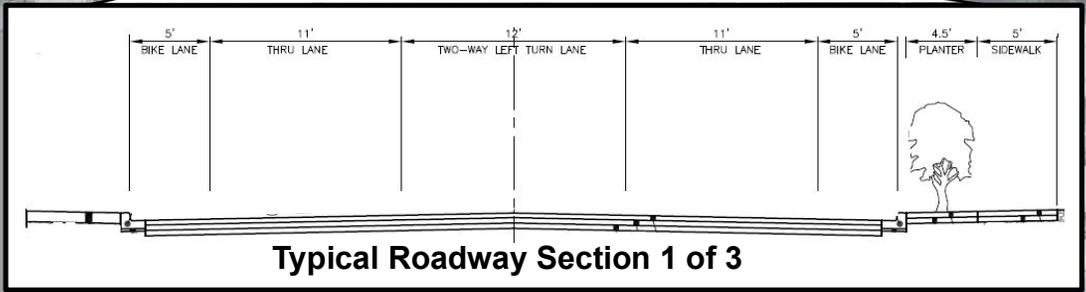
Area Map



New Signal with ITS Components

New Roadway

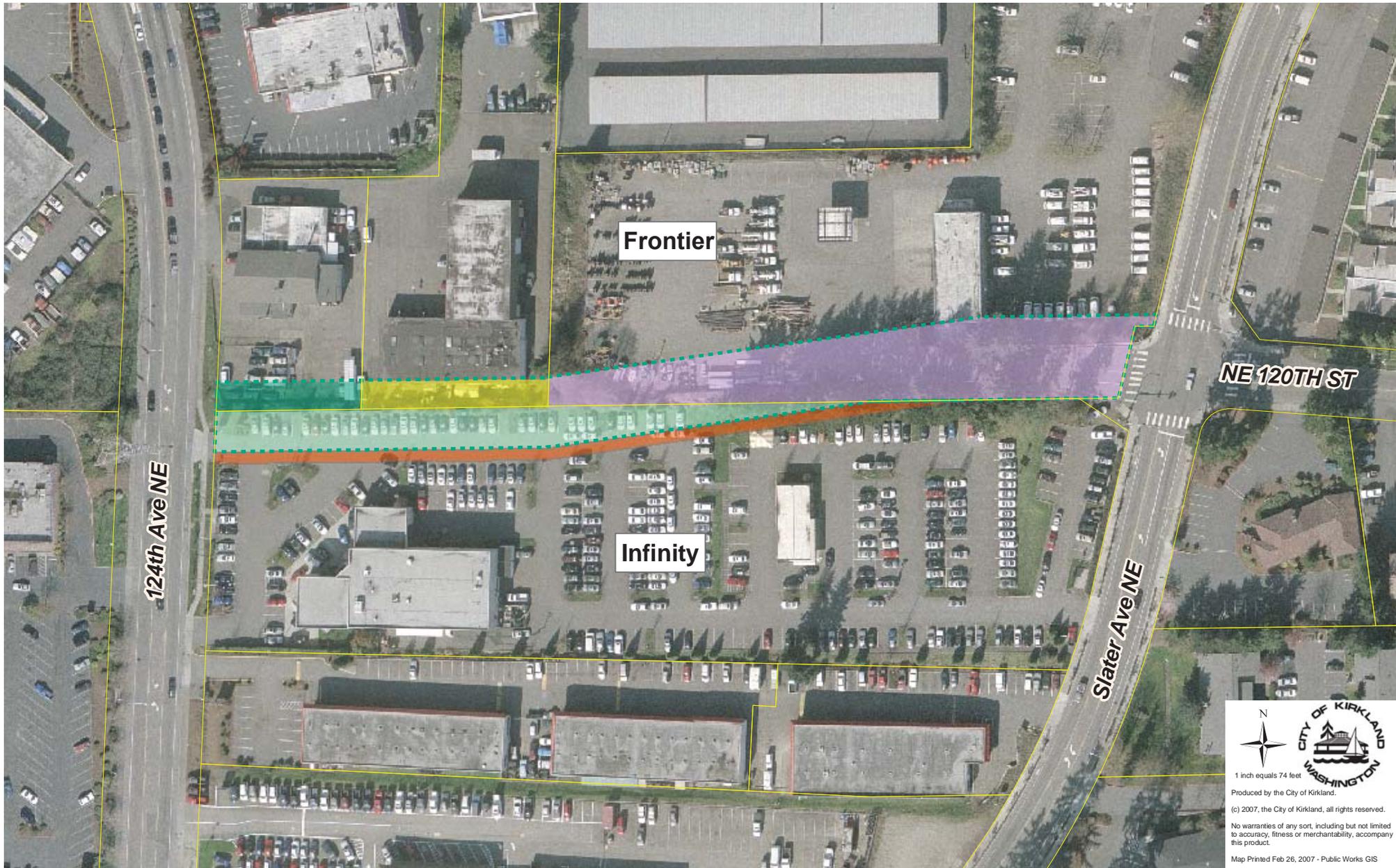
ITS Signal Upgrade



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120th Street Extension - Property Acquisition

Attachment B

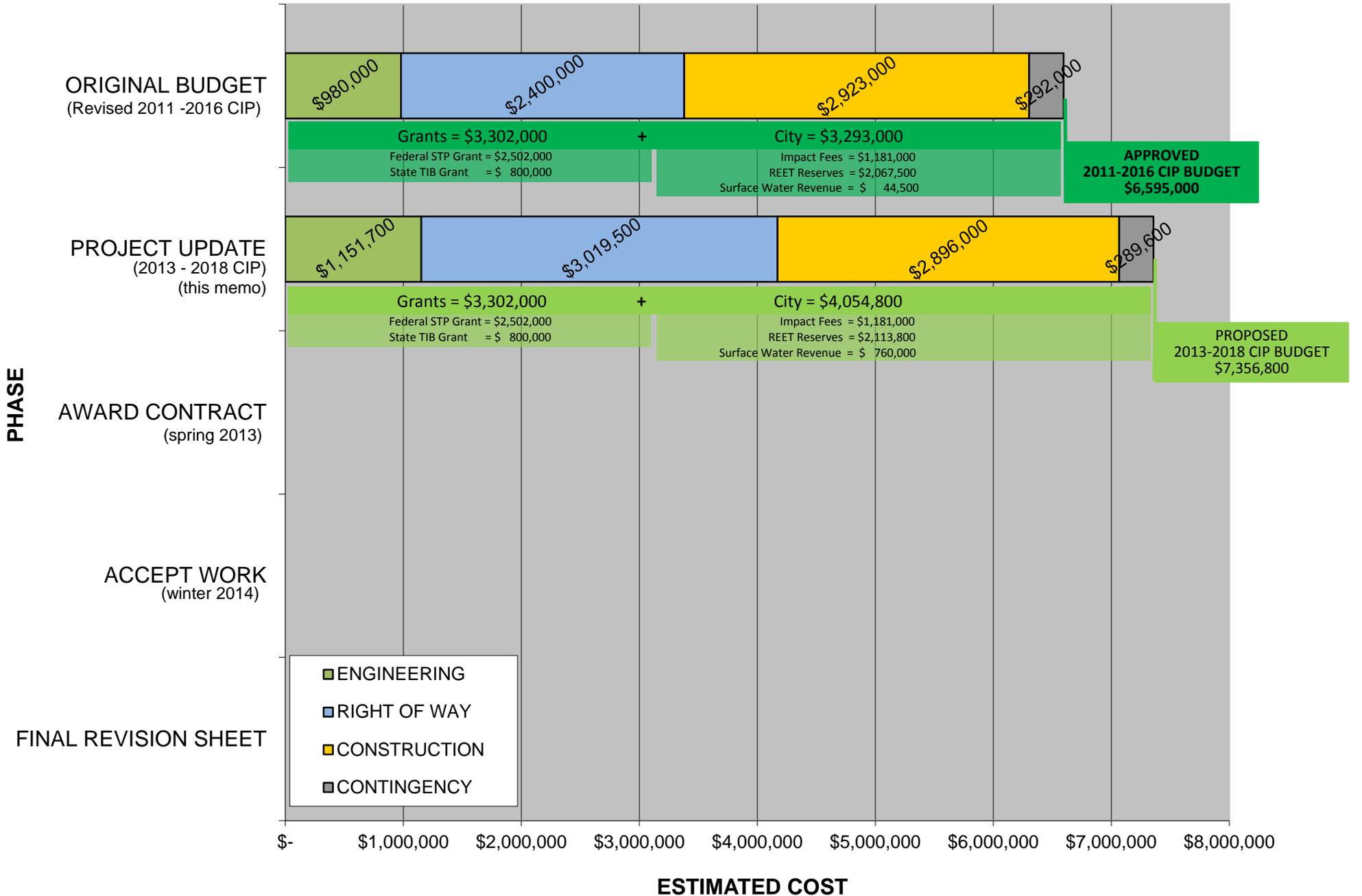


1 inch equals 74 feet
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Map Printed Feb 26, 2007 - Public Works GIS

NE 120th Street Extension (CIP # CST 0057)

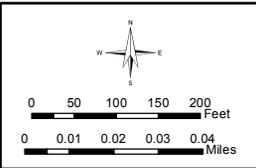
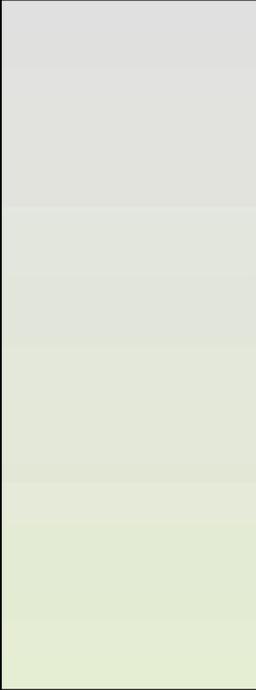
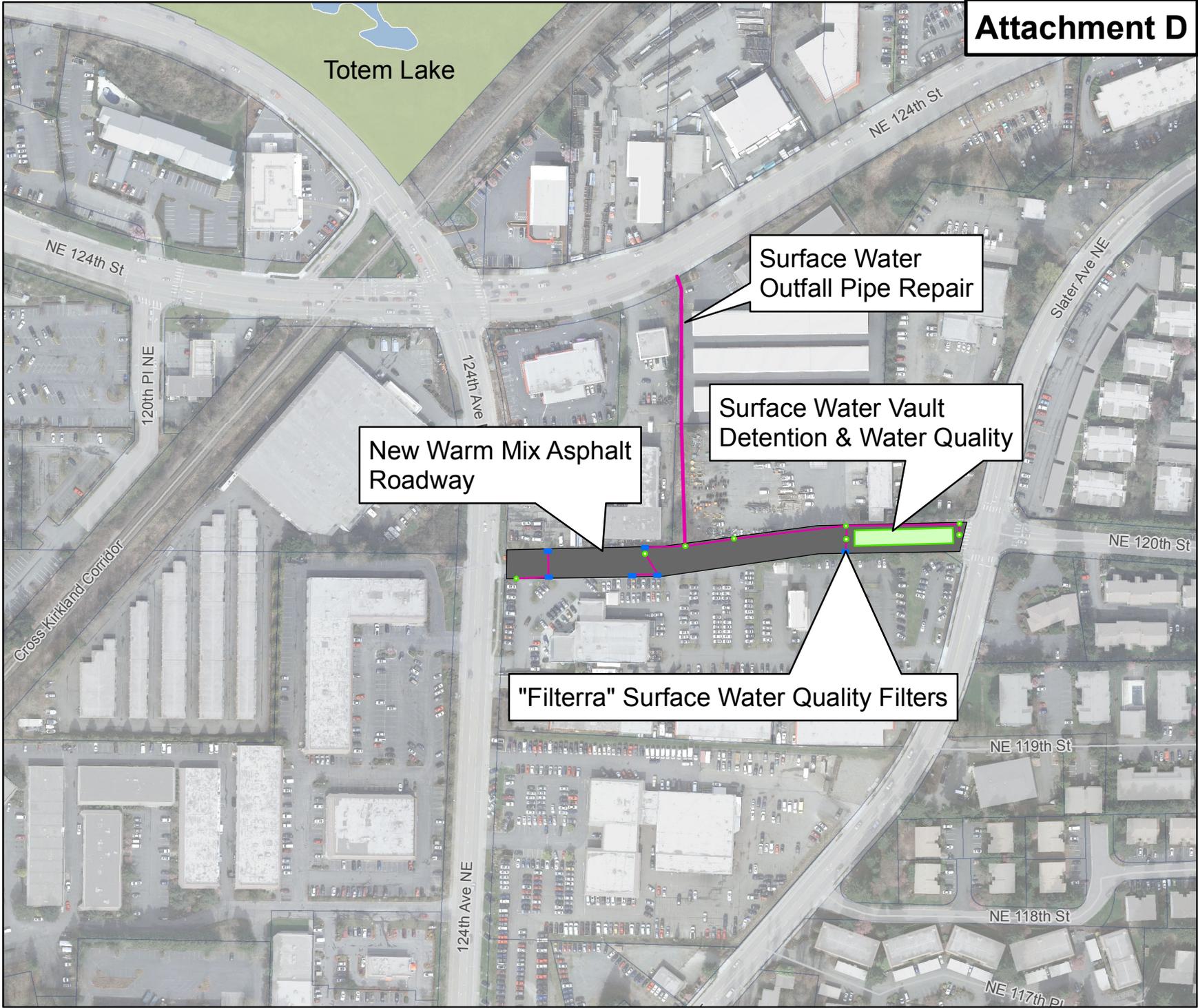
Attachment C

Project Budget Report





Area Map



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