

# Transportation



## Capital Improvement Program

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**City of Kirkland  
2011-2016 Capital Improvement Program**

**TRANSPORTATION PROJECTS**

Funded Projects:

Project Number	Project Title	Prior Year(s)	2011	2012	2013	2014	2015	2016	2011-2016 Total	Funding Sources			External Source
										Current Revenue	Reserve	Debt	
ST 0006*	Annual Street Preservation Program		2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000	12,424,000	2,576,000		
<b>ST 0006 001</b>	<b>Annual Street Preservation Prog-One-Time Capital Purchase</b>		<b>500,000</b>	<b>1,122,000</b>					<b>500,000</b>		<b>500,000</b>		<b>1,122,000</b>
<b>ST 0006 002</b>	<b>Annual Street Preservation Program-One-Time Project</b>												
ST 0080	Annual Striping Program		250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	1,500,000	600,000		
ST 8888*	Annual Concurrence Street Improvements		850,000	800,000	800,000	800,000	800,000	800,000	4,050,000	3,450,000			
ST 9999*	Regional Inter-Agency Coordination		40,000	40,000	40,000	40,000	40,000	40,000	240,000	240,000			
NM 0012	Crosswalk Upgrade Program		70,000	70,000	70,000	70,000	70,000	210,000	210,000	210,000			
NM 0057	Annual Sidewalk Maintenance Program		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	1,200,000			
NM 0066	12th Avenue Sidewalk	370,000	102,000						102,000		102,000		298,000
NM 0067	Elementary School Walk Route Enhancements	400,000	798,000						798,000	267,000	233,000		<b>5,000,000</b>
<b>NM 0070</b>	<b>Eastside Rail Corridor Trail Acquisition</b>		<b>5,000,000</b>			1,000,000	1,000,000	1,000,000	<b>5,000,000</b>				
NM 8888*	Annual Non-Motorized Program			475,000	950,000				3,950,000	3,950,000			
TR 0078*	NE 85th St/132nd Ave NE Intersection Imprv (Phase I)	2,089,400							475,000	475,000			1,770,000
TR 0080*	NE 85th St/124th Ave NE Intersection Improvements	1,543,300		144,000					144,000	144,000			443,000
TR 0100*	6th Street/Central Way Intersection Improvements	1,050,000	970,000	1,000,000					1,970,000	200,000			
TR 0102	Growth & Transportation Efficiency Cntr (GTEC) Enh.	300,000	443,000						443,000				<b>1,800,000</b>
<b>TR 0111</b>	<b>Kirkland ITS Implementation Phase I</b>		2,043,000						<b>2,043,000</b>		<b>243,000</b>		
<b>TR 0112</b>	<b>Downtown Pedestrian Safety Improvements - Central Way</b>		16,000						<b>16,000</b>				<b>16,000</b>
TR 8888*	Annual Concurrence Traffic Improvements				140,000	140,000	140,000	140,000	560,000	560,000			
<b>Total Funded Transportation Projects</b>		<b>5,752,700</b>	<b>12,932,000</b>	<b>6,581,000</b>	<b>4,950,000</b>	<b>4,930,000</b>	<b>5,000,000</b>	<b>4,930,000</b>	<b>39,323,000</b>	<b>24,620,000</b>	<b>4,254,000</b>	<b>0</b>	<b>10,449,000</b>

Prior Year(s) Funding (Budget to Actuals):

Project Number	Project Title	Budget	Actual	Balance
NM 0066	12th Avenue Sidewalk	370,000	7,910	362,090
NM 0067	Elementary School Walk Route Enhancements	400,000	594	399,406
TR 0078*	NE 85th St/132nd Ave NE Intersection Imprv (Phase I)	2,089,400	373,418	1,715,982
TR 0080*	NE 85th St/124th Ave NE Intersection Improvements	1,543,300	260,049	1,283,251
TR 0100*	6th Street/Central Way Intersection Improvements	1,050,000	14,830	1,035,170
TR 0102	Growth & Transportation Efficiency Cntr (GTEC) Enh.	300,000	0	300,000
<b>Total Prior Year(s) Funding (Budget to Actuals):</b>		<b>5,752,700</b>	<b>656,801</b>	<b>5,095,899</b>

Notes:

- \* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)
- + = Moved from unfunded status to funded status
- = Moved from funded status to unfunded status
- ^ = Annual Program Project Candidates
- Shaded year(s) = Previous timing
- Bold italics = New projects

**City of Kirkland  
2011-2016 Capital Improvement Program**

**TRANSPORTATION PROJECTS**

**Unfunded Projects:**

Project Number	Project Title	Total
ST 0055	98th Avenue NE Bridge Replacement	10,196,000
ST 0056	132nd Avenue NE Roadway Improvements	25,170,000
<b>ST 0057 001*</b>	<b>NE 120th Street Roadway Extension (East Section)</b>	<b>4,659,000</b>
ST 0058^	124th Ave NE Roadway Improvements (North Section)	10,000,000
ST 0060	118th Avenue NE Roadway Extension	6,440,000
ST 0061	119th Avenue NE Roadway Extension	5,640,000
ST 0062	NE 130th Street Roadway Extension	10,000,000
ST 0063^	120th Avenue NE Roadway Widening Imprv (So. Sect'n)	8,988,500
ST 0064	124th Ave NE Roadway Widening Imprv (So. Sect'n)	30,349,000
ST 0070	120th Ave NE / Totem Lake Plaza Roadway Imprvments	3,000,000
ST 0072	NE 120th St Roadway Improvements (West Section)	5,870,000
ST 0073	120th Avenue NE Roadway Extension	16,392,000
ST 0077	NE 132nd St Rdwy Imprv-Phase I (West Section)	1,348,000
ST 0078	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	316,000
ST 0079	NE 132nd St Rdwy Imprv-Phase III (East Section)	1,119,000
<b>ST 0081</b>	<b>Totem Lake Area Development Opportunity Program</b>	<b>500,000</b>
NM 0001	116th Ave NE (So. Sect.) Non-Motorz'd Facil/Phase II	6,028,700
NM 0007	NE 52nd Street Sidewalk	1,066,600
NM 0024	Cross Kirkland Trail	6,107,400
NM 0026	NE 90th Street Sidewalk (Phase II)	2,584,200
NM 0030	NE 90th Street / 405 Pedestrian/Bicycle Overpass	3,740,700
NM 0031	Crestwoods Park/BNSFR Ped/Bike Facility	2,505,000
NM 0032^	93rd Avenue Sidewalk	1,047,900
<b>NM 0034 001</b>	<b>NE 100th St. at Spinney Homestead Park Sidewalk Ph. II</b>	<b>430,000</b>
NM 0036^	NE 100th Street Bikeline	1,644,300
NM 0037	130th Avenue NE Sidewalk	833,600
NM 0041	Forbes Valley Pedestrian Facility	1,996,600
NM 0043^	NE 126th St Nonmotorized Facilities	4,271,200
NM 0045	NE 95th Street Sidewalk (Highlands)	571,500
NM 0046^	18th Avenue SW Sidewalk	2,255,000
NM 0047	116th Avenue NE Sidewalk (South Rose Hill)	422,100
NM 0048	NE 60th Street Sidewalk	4,979,800
NM 0049^	112th Ave NE Sidewalk	527,600
NM 0050^	NE 80th Street Sidewalk	859,700
NM 0053^	NE 112th Street Sidewalk	573,100
NM 0054^	13th Avenue Sidewalk	446,700
NM 0055^	122nd Ave NE Sidewalk	866,700
NM 0056	NE 90th Street Sidewalk (Phase I)	1,165,700
NM 0058	111th Avenue Non-Motorized/Emergency Access Connection	2,000,000
NM 0059^	6th Street Sidewalk	414,600
NM 0061	NE 104th Street Sidewalk	1,763,500
NM 0062	19th Avenue Sidewalk	814,200
NM 0063	Kirkland Way Sidewalk	414,500
<b>NM 0064 001</b>	<b>Park Lane Pedestrian Corridor Enhancements Phase II</b>	<b>1,300,000</b>
<b>NM 0068</b>	<b>104th Av NE/NE 68th St Lkwy Schl. Wlk. Rt. Enhncmnts</b>	<b>359,000</b>
<b>NM 0069</b>	<b>100th Ave NE Bicycle Lanes</b>	<b>185,000</b>
<b>Subtotal Unfunded ST and NM Projects</b>		<b>192,170,400</b>

Project Number	Project Title	Total
TR 0056*	NE 85th Street HOV Queue Bypass	841,000
TR 0057	NE 124th Street HOV Queue Bypass	1,722,000
TR 0065*	6th Street/Kirkland Way Traffic Signal	564,000
TR 0067	Kirkland Way/BNSFR Abutment/Intersection Imprv	6,917,000
TR 0068	Lake Washington Boulevard HOV Queue Bypass	6,580,000
TR 0072	NE 116th Street Eastbound HOV Queue Bypass	7,337,000
TR 0073	NE 70th Street Eastbound HOV Queue Bypass	1,702,000
TR 0074	NE 85th Street Westbound HOV Queue Bypass	1,775,000
TR 0075	NE 124th Street Westbound HOV Queue Bypass	1,275,000
TR 0082**	Central Way/Park Center Traffic Signal	200,000
TR 0083^	100th Ave NE/NE 132nd Street Intersection Improvements	2,991,000
TR 0084	100th Ave NE/NE 124th St Intersection Improvements	2,230,000
TR 0086^	NE 70th St/132nd Ave NE Intersection Improvements	4,590,600
TR 0088^	NE 85th St/120th Ave NE Intersection Improvements	5,272,300
TR 0089	NE 85th St/132nd Ave NE Intersection Imp (Phase II)	1,825,700
TR 0090**	Lake Washington Blvd/NE 38th Place Intersection Imp	500,000
TR 0091^	NE 124th St/124th Ave NE Intersection Improvements	3,503,300
TR 0092	NE 116th St/124th Ave NE N-bound Dual Lk Turn Lanes	1,717,000
TR 0093	NE 132nd St/Juanita H.S. Access Rd Intersect'n Imp	916,000
TR 0094	NE 132nd St/108th Avenue NE Intersect'n Imp	618,000
TR 0095	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	366,000
TR 0096*	NE 132nd St/124th Ave NE Intersect'n Imp	5,713,000
TR 0097	NE 132nd St/132nd Ave NE Intersect'n Imp	889,000
TR 0098*	NE 132nd St/116th Way NE (I-405) Intersect'n Imp	300,000
<b>TR 0099</b>	<b>120th Ave/ Totem Lake Way Intersection Improvements</b>	<b>2,845,500</b>
<b>TR 0103*</b>	<b>Central Way/4th Street Intersection Improvements</b>	<b>31,000</b>
<b>TR 0104*</b>	<b>6th Street/4th Ave Intersection Improvements</b>	<b>580,000</b>
<b>TR 0105*</b>	<b>Central Way/5th Street Intersection Improvements</b>	<b>564,000</b>
<b>TR 0106*</b>	<b>6th Street/7th Avenue Intersection Improvements</b>	<b>89,400</b>
<b>TR 0107*</b>	<b>Market Street/15th Avenue Intersection Improvements</b>	<b>564,000</b>
<b>TR 0108*</b>	<b>NE 85th Street/124th Ave NE Intersection Improvements</b>	<b>889,000</b>
<b>TR 0109*</b>	<b>Totem Lake Plaza/Totem Lake Blvd Intersection Imprv.</b>	<b>1,500,000</b>
<b>TR 0110*</b>	<b>Totem Lake Plaza/120th Ave NE Intersection Imprv.</b>	<b>1,500,000</b>
<b>TR 0111 001</b>	<b>Kirkland ITS Implementation Phase II</b>	<b>4,100,000</b>
<b>Subtotal Unfunded TR Projects</b>		<b>73,007,800</b>
<b>Total Unfunded Transportation (ST, NM, and TR) Projects</b>		<b>265,178,200</b>
<b>Funding Available from Annual Programs for Candidate Projects</b>		<b>8,560,000</b>
<b>Net Unfunded Transportation Projects</b>		<b>256,618,200</b>

**Notes:**  
 \* = Modification in timing and/or cost (see Project Modification Schedule for greater detail)  
 + = Moved from unfunded status to funded status  
 " = Moved from funded status to unfunded status  
 ^ = Annual Program Project Candidates  
 Shaded year(s) = Previous timing  
 Bold Italics = New projects  
 # = Projects to be funded with development-related revenues

Funded  
Transportation Projects



**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0006 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL STREET PRESERVATION PROGRAM		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Ongoing	Modified Project

**DESCRIPTION/JUSTIFICATION**

Preservation of roadway system with various techniques including overlay, slurry seal, crack seal and others. The Public Works Department is responsible for approximately 150 miles of asphalt streets. The annual program ensures maintenance of this infrastructure and reduces costly repairs resulting from total road failure.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project funding was adjusted with the annual project costs for 2011 to 2016 increasing from \$2,000,000 to \$2,500,000 based on available Transportation Benefit District funds; total Project cost changed from \$12,500,000 to \$15,000,000. Funding changes will maintain current asphalt "levels of service."

**POLICY BASIS**

Comprehensive Plan  
*ix-14*  
Transportation Improvement Plan  
*Page 2*  
Transportation Planning Study I  
*Chapter 3*

**METHOD OF FINANCING (%)**

Current Revenue	83 %
Reserve	17 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	361,500	361,500	361,300	361,600	361,600	361,500	2,169,000	0	2,169,000
In-House Professional Svcs.	0	172,300	172,300	172,500	172,300	172,200	172,400	1,034,000	0	1,034,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	1,966,200	1,966,200	1,966,200	1,966,100	1,966,200	1,966,100	11,797,000	0	11,797,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000	0	15,000,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0006 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL STREET PRESERVATION PROGRAM
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minimal, for short periods of time during construction.</i>
Community economic impacts	<i>Preventive maintenance through overlay and other repair strategies will prevent costly roadway reconstruction in the future.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway surface.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of road failure.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed per professional and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of roadway failure with increased maintenance and safety problems.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0006 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL ST. PRESERVATION PGM. ONE-TIME CAPITAL PURCHASE		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2011	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Purchase of street maintenance asphalt milling machine approved by Council at their regular meeting of February 16, 2010, as presented in the Street Maintenance Strategies memo of February 10, 2010. The purchase of the milling machine will result in better efficiencies, higher production, and lower overall costs in street maintenance, all in order to stabilize and/or increase the overall pavement quality in the City.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>ix-14</i>	Current Revenue 0%
Transportation Improvement Plan <i>page 2</i>	Reserve 100%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 0%

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	500,000	0	0	0	0	0	500,000	0	500,000
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	500,000	0	0	0	0	0	500,000	0	500,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0006 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL ST. PRESERVATION PGM. ONE-TIME CAPITAL PURCHASE
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minimal, for short periods of time during construction.</i>
Community economic impacts	<i>Preventive maintenance through overlay and other repair strategies will prevent costly roadway reconstruction in the future.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway surface.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of road failure.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Purchase in accordance with legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of roadway failure with increased maintenance and safety problems.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0006 002</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL STREET PRESERVATION PROGRAM, ONE TIME PROJECT		
<b>PROJECT LOCATION</b>	NE 85th Street from I-405 to 132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2012	New Project

**DESCRIPTION/JUSTIFICATION**

The grind and overlay of NE 85th Street (formerly SR 908) coincident with intersection, roadway and other improvements associated with CIP projects NM 0051, ST 0075, TR 0078, and TR 0080. Funds became available through the State Department of Transportation (WSDOT) as a result of the recent jurisdictional transfer of SR908 from the WSDOT to the City of Kirkland.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan	Current Revenue 0 % Reserve 0 % Grants 0 % Other Sources WSDOT 100 % Debt 0 % Unfunded 0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	181,100	0	0	0	0	181,100	0	181,100
In-House Professional Svcs.	0	0	75,800	0	0	0	0	75,800	0	75,800
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	865,100	0	0	0	0	865,100	0	865,100
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	1,122,000	0	0	0	0	1,122,000	0	1,122,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0006 002</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL STREET PRESERVATION PROGRAM, ONE TIME PROJECT
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minimal, for short periods of time during construction.</i>
Community economic impacts	<i>Preventive maintenance through overlay and other repair strategies will prevent costly roadway reconstruction in the future.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway surface.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of road failure.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Purchase in accordance with legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of roadway failure with increased maintenance and safety problems.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0080 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL STRIPING PROGRAM		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Ongoing	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>			
Annual program to maintain markings that identify travel lanes and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. The program will result in the restriping of more than 30 miles of collector and arterial streets throughout the City. Funding from the Capital Improvement Program.			

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>			

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan	Current Revenue 100 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	0	1,500,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	0	1,500,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0080 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL STRIPING PROGRAM
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction traffic control will be required. Noise and congestion should be anticipated by residents and motorists in the area.</i>
Community economic impacts	<i>None anticipated.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improved vehicular traffic safety by improving roadway channelization.</i>
Responds to an urgent need or opportunity	<i>Responds to the need for safe roadways, and as a preventive measure for the possibility of insurance claims.</i>
Feasibility, including public support and project readiness	<i>There is no lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed per professional and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Road maintenance program prevents more costly type of repairs.</i>
Implications of deferring the project	<i>Possibility of increased maintenance and safety problems.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 8888 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL CONCURRENCY STREET IMPROVEMENTS		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2012	Modified Project

**DESCRIPTION/JUSTIFICATION**

This project provides for the construction and re-construction of city roadways to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program include: ST 0057 001 - NE 120th Street Roadway Extension (East Section) Phase II, ST 0059 - 124th Ave NE Roadway Improvements (North Section), ST 0063 - 120th Ave NE Roadway Improvements with others as deemed appropriate.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Total costs changed from \$7,593,400 to \$4,050,000 due to reduced levels of average available funding.

**POLICY BASIS**

Comprehensive Plan

**METHOD OF FINANCING (%)**

Current Revenue	70 %
Reserve	0 %
Grants	0 %
Other Sources	30 %
Debt	0 %
Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	850,000	800,000	800,000	800,000	800,000	4,050,000	0	4,050,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	850,000	800,000	800,000	800,000	800,000	4,050,000	0	4,050,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 8888 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL CONCURRENCY STREET IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Roadway improvements will increase the capacity and safety for the various modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Comprehensive Plan, does not present significant design or construction related issues. May require coordination with other agencies.</i>
Conforms to legal or contractual obligations	<i>Projects will be designed and constructed to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service for various corridors and surrounding areas.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 20 - 50% <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 9999 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	REGIONAL INTER-AGENCY COORDINATION		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Ongoing	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Staffing requirements for the City's coordination and participation in regional projects, such as the I-405 Nickel project, various Metro/Sound Transit projects and the Downtown Transit Center, etc.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>	
Project cost increased from \$150,000 to \$240,000 to be consistent with updated cost estimates.	

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
Transportation Improvement Plan	Budget	\$0	Current Revenue 100 %
	Actual	\$40,805	Reserve 0 %
	Balance	(\$40,805)	Grants 0 %
			Other Sources 0 %
		Debt 0 %	
		Unfunded 0 %	

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	40,000	40,000	40,000	40,000	40,000	40,000	240,000	0	240,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	40,000	40,000	40,000	40,000	40,000	40,000	240,000	0	240,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 9999 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	REGIONAL INTER-AGENCY COORDINATION
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>N/A</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	<i>The city's participation in regional transportation projects insures the city's best interests are served.</i>
Feasibility, including public support and project readiness	<i>N/A</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Frequent and on-going coordination efforts between the city and outside agencies will benefit other capital projects.</i>
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachments: <input type="checkbox"/> (Specify) <i>N/A</i>
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0012 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CROSSWALK UPGRADE PROGRAM		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Ongoing	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install crosswalk improvements at various locations throughout the City. Improvements will include upgrades to existing crossing facilities or construction of new facilities. This program began in 1996 and has been funded every 2 years from current revenue; in the event that other sources become available (such as grants from the Transportation Improvement Board) they will be used to supplement funding levels. Community input into the City's Comprehensive Plan and Non-Motorized Transportation Plan identified the need for improved pedestrian crossing in the City's pedestrian system.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 100 %
Transportation Improvement Plan <i>Page 3</i>	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	10,100	0	10,100	0	10,100	0	30,300	0	30,300
In-House Professional Svcs.	0	4,800	0	4,800	0	4,800	0	14,400	0	14,400
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	55,100	0	55,100	0	55,100	0	165,300	0	165,300
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	70,000	0	70,000	0	70,000	0	210,000	0	210,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0012 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CROSSWALK UPGRADE PROGRAM
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minor during construction.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased safe foot traffic and reduce dependence on vehicular traffic.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Create pedestrian-friendly atmosphere by providing crosswalk upgrades that could reduce potential risk to pedestrians.</i>
Responds to an urgent need or opportunity	<i>Community input has identified the desire for additional pedestrian facilities throughout the City.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high; impacts are dependent upon location and degree of improvements, but project does not present significant difficulties.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Depending on the location selected, these upgrades will link to other sidewalk improvements.</i>
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0057 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL SIDEWALK MAINTENANCE PROGRAM		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Ongoing	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>			
Preservation of sidewalk system. The Public Works Department is responsible for approximately 200 miles of sidewalk. The annual program ensures maintenance of this infrastructure and reduces costly repairs resulting from total failure.			

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>			

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
Current service and/or functional objectives	Current Revenue	100 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	34,500	34,500	34,500	34,500	34,500	34,500	207,000	0	207,000
In-House Professional Svcs.	0	13,800	13,800	13,800	13,800	13,800	13,800	82,800	0	82,800
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	151,700	151,700	151,700	151,700	151,700	151,700	910,200	0	910,200
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	0	1,200,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0057 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL SIDEWALK MAINTENANCE PROGRAM
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minimal, for short periods of time during construction.</i>
Community economic impacts	<i>Will improve non-motorized transportation alternatives.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>Promotes non-motorized transportation.</i>
Feasibility, including public support and project readiness	<i>There is not a lack of public support or project readiness.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed per professional and legal guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Potential health and safety risk by not addressing trip hazards.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0066 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	12TH AVENUE SIDEWALK		
<b>PROJECT LOCATION</b>	6th Street to 110th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2009	Existing Project

**DESCRIPTION/JUSTIFICATION**

The project will design and construct approximately 780 linear feet of curb, gutter and sidewalk with a planter strip along the north side of 12th Avenue from 6th Street to the back entrance of Peter Kirk Elementary School located on 110th Ave. NE. The proposed sidewalk will capitalize on areas where sidewalk has already been constructed with prior development. The proposed concrete sidewalk will be 5 feet wide and will be separated from the edge of the travel lane by a 4.5 foot planter strip and 0.5 foot wide concrete curb (totaling 5 feet). Some storm drain improvements will be required as the proposed sidewalk crosses two existing culverts. These culverts will need to be either extended or replaced. The corner of 12th Avenue and 110th Avenue NE will be modified slightly to meet City standards and increase safety for those traveling around the corner.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
Transportation Improvement Plan	Budget	\$370,000	
	Actual	\$4,362	
	Balance	\$365,638	
		Current Revenue	31 %
		Reserve	27 %
		Grants	TIB (\$200,000) 42 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	103,300	0	0	0	0	0	0	0	0	103,300
In-House Professional Svcs.	55,600	0	0	0	0	0	0	0	0	55,600
Land Acquisition	11,100	0	0	0	0	0	0	0	0	11,100
Construction	200,000	102,000	0	0	0	0	0	102,000	0	302,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	370,000	102,000	0	0	0	0	0	102,000	0	472,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0066 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	12TH AVENUE SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, pedestrians, adjacent residents and drivers using this roadway will experience typical construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	
Benefits to other capital projects	
Implications of deferring the project	<i>Potential loss of TIB grant funds; continued pedestrian use of roadway.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 780 LF of new sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0067 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ELEMENTARY SCHOOL WALK ROUTE ENHANCEMENTS		
<b>PROJECT LOCATION</b>	Various City locations adjacent to existing schools, including Peter Kirk, Lakeview, Ben Franklin, Rose Hill, Mark Twain, A.G. Bell and Juanita Elementary Schools.	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2010	Existing Project

**DESCRIPTION/JUSTIFICATION**

The project will design and construct curb, gutter and sidewalk, with a planter strip where possible, along designated school walk routes throughout the City. The proposed sidewalks will capitalize on areas where sidewalk has already been constructed with prior development. The proposed concrete sidewalk will be 5 feet wide and will be separated from the edge of the travel lane by a 4.5 foot planter strip and 0.5 foot wide concrete curb (totaling 5 feet). The project will also purchase a portable radar trailer to inform motorists of their speed. Total project cost includes State grant funding of \$498,000.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
Comprehensive Plan		Current Revenue	59 %
		Reserve	0 %
Transportation Improvement Plan	Budget \$400,000	Grants Safe Routes to School Progra	41 %
	Actual \$594	Other Sources	0 %
	Balance \$399,406	Debt	0 %
		Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	115,000	0	0	0	0	0	0	0	0	115,000
In-House Professional Svcs.	75,000	0	0	0	0	0	0	0	0	75,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	210,000	751,000	0	0	0	0	0	751,000	0	961,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	47,000	0	0	0	0	0	47,000	0	47,000
<b>Total</b>	400,000	798,000	0	0	0	0	0	798,000	0	1,198,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0067 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ELEMENTARY SCHOOL WALK ROUTE ENHANCEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, pedestrians, adjacent residents and drivers using this roadway will experience typical construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0070 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	EASTSIDE RAIL CORRIDOR TRAIL ACQUISITION		
<b>PROJECT LOCATION</b>	The former BSNFRR Corridor, cross-cutting the City	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2011	New Project

**DESCRIPTION/JUSTIFICATION**

The acquisition of the former BSNFRR corridor for use as a multi-use trail, as one of Kirkland's highest priority non-motorized transportation projects (Goal G1 of the Active Transportation Plan), with the addition of possible future light rail and multiple utility uses. The right-of-way provides unprecedented opportunities as it is flat and cuts through the center of Kirkland, connecting Totem Lake, Downtown and Houghton with connections to the street system through at-grade crossings.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Goal G1 - Active Transportation Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources External 100 %
	Debt 0 %
	Unfunded 0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	5,000,000	0	0	0	0	0	5,000,000	0	5,000,000
Construction	0	0	0	0	0	0	0	0	0	0
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	5,000,000	0	0	0	0	0	5,000,000	0	5,000,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0070 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	EASTSIDE RAIL CORRIDOR TRAIL ACQUISITION
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>N/A</i>
Community economic impacts	<i>Provides excellent regional connections to the north and south, connecting Houghton, Downtown Kirkland and Totem Lake.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will form the centerpiece of an the City's off-street bicycle and pedestrian network.</i>
Responds to an urgent need or opportunity	<i>The right-of-way ownership has changed from the BNSF to the Port of Seattle with other entities viewing the corridor for uses that may not be consistent with Kirkland's vision for the Corridor.</i>
Feasibility, including public support and project readiness	<i>Kirkland's highest priority non-motorized transportation projects (Goal G1 of the Active Transportation Plan).</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will connect with numerous other transportation and utility projects providing multiple connectivity opportunities for each.</i>
Implications of deferring the project	<i>A probable lost opportunity for providing an outstanding improvement to the City's trail network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide, City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 8888 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL NONMOTORIZED PROGRAM		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2013	Modified Project

**DESCRIPTION/JUSTIFICATION**

The installation of new sidewalk, pathway and bicycle amenities for the enhancement of the City's nonmotorized system. Candidate projects under this program in priority ranking order include: NM 0055 - 122nd Ave NE Sidewalk, NM 0059- 6th Street Sidewalk, NM 0054 - 13th Ave Sidewalk, NM 0049 - 112th Ave NE Sidewalk, NM 0043 - NE 126th St Non-Motorized Facilities, NM 0036 - NE 100th Street Bikelane, NM 0032 - 93rd Ave Sidewalk, NM 0050 - NE 80th St Sidewalk, NM 0053 - NE 112th St Sidewalk, NM 0046 - 18th Ave W Sidewalk.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project start delayed until 2013. Total costs changed from \$3,300,000 to \$3,950,000.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 100 %
Current service and/or functional objectives	Reserve 0 %
Transportation Improvement Plan	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	950,000	1,000,000	1,000,000	1,000,000	3,950,000	0	3,950,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	950,000	1,000,000	1,000,000	1,000,000	3,950,000	0	3,950,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 8888 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL NONMOTORIZED PROGRAM
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, pedestrians, adjacent residents and drivers using this roadway will experience typical construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>Specific projects will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	
Benefits to other capital projects	
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0078 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET/132ND AVENUE NE INTERSECTION IMPROVEMENTS (PHASE I)		
<b>PROJECT LOCATION</b>	Intersection of NE 85th Street and 132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2004	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Extend the southbound to eastbound left-turn lane pocket. Construct a northbound to eastbound right-turn lane, and extend the westbound to northbound right-turn lane (by Redmond). Sound Transit has contributed \$860,000 towards the cost of the westbound right-turn lane.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>
Completion date changed from 2011 to 2012.

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
Sound Transit Plan  Transportation Improvement Plan <i>Page 6</i>	Budget	\$2,089,400	
	Actual	\$373,220	
	Balance	\$1,716,180	
		Current Revenue	24%
		Reserve	22%
		Grants	0%
		Other Sources    Sound Transit	54%
		Debt	0%
		Unfunded	0%

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	117,000	0	449,400	0	0	0	0	449,400	0	566,400
In-House Professional Svcs.	131,500	0	25,600	0	0	0	0	25,600	0	157,100
Land Acquisition	248,500	0	0	0	0	0	0	0	0	248,500
Construction	1,592,400	0	0	0	0	0	0	0	0	1,592,400
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	2,089,400	0	475,000	0	0	0	0	475,000	0	2,564,400
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0078 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET/132ND AVENUE NE INTERSECTION IMPROVEMENTS (PHASE I)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian impacts during construction which is anticipated to last approx 3-4 months.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service, reduce intersection congestion, and improve transit system efficiency (specifically Sound Transit's Route 540).</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	<i>Sound Transit funding for improvements to the intersection will be leveraged with City funds to provide a more efficient intersection, minimize design and construction costs, and minimize impact to the public by constructing City and Sound Transit improvements concurrently.</i>
Feasibility, including public support and project readiness	<i>Project will require coordination with King County Transit, Sound Transit, and the City of Redmond. A public information process was begun in 2003 with the North and South Rose Hill neighborhood associations and NE 85th Street businesses.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>In connection with projects TR-0079 and TR-0080, improves transit efficiency along NE 85th Street corridor.</i>
Implications of deferring the project	<i>Increased congestion and delays in traffic and transit operations.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: varies <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0080 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET/124TH AVENUE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of NE 85th Street/124th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2004	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Construct two eastbound to northbound left-turn lanes as part of a Sound Transit Route 540 corridor improvement. The installation of a northbound 124th Ave NE taper will provide for a bikelane, wide planter strip with landscaping, and a new sidewalk.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>
Completion date changed from 2011 to 2012.

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
Sound Transit Plan	Budget	\$1,543,300	
	Actual	\$260,049	
	Balance	\$1,283,251	
		Current Revenue	14 %
		Reserve	1 %
		Grants	0 %
		Other Sources	Sound Transit 85 %
		Debt	0 %
		Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	224,500	0	100,100	0	0	0	0	100,100	0	324,600
In-House Professional Svcs.	110,000	0	43,900	0	0	0	0	43,900	0	153,900
Land Acquisition	160,000	0	0	0	0	0	0	0	0	160,000
Construction	1,048,800	0	0	0	0	0	0	0	0	1,048,800
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,543,300	0	144,000	0	0	0	0	144,000	0	1,687,300
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0080 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET/124TH AVENUE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian impacts during construction which is anticipated to last approx 2-3 months.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service, reduce intersection congestion, and improve transit system efficiency (specifically Sound Transit's Route 540).</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	<i>Sound Transit funding for improvements to the intersection will be leveraged with City funds to provide a more efficient intersection, minimize design and construction costs, and minimize impact to the public by constructing City and Sound Transit improvements concurrently.</i>
Feasibility, including public support and project readiness	<i>Project will require coordination with King County Transit, Sound Transit, and the WSDOT. A public information process was begun in 2003 with the North and South Rose Hill neighborhood associations and NE 85th Street businesses.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>In connection with projects TR-0078 and TR-0079, improves transit efficiency along NE 85th Street corridor.</i>
Implications of deferring the project	<i>Increased congestion and delays in traffic and transit operations.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: varies <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input checked="" type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0100 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET AND CENTRAL WAY INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	6th Street and Central Way	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2009	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install multiple upgrades to the existing signalized intersection. Phase I began in 2009, and will result in signal improvements, water main upgrade, concrete roadway, pedestrian and bicycle lane improvements, and illumination at the intersection of 6th Street and Central Way. Phase II will result in a new signature "Gateway" to the Central Downtown area of Kirkland, and frontage improvements on 6th Street, additional travel lanes, a bicycle lane, and pedestrian improvements. This project is seeking external funding, and will tie in with TR 0104 (6th Street & 4th Avenue Intersection Improvements).

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Total project cost changed from \$2,050,000 to 3,020,000. The City has received a \$2,000,000 CTED (Community, Trade and Economic Development) grant, however, is still pursuing a \$800,000 EDA (Economic Development Administration) grant.

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
Comprehensive Plan  Transportation Improvement Plan	Budget	\$1,050,000	
	Actual	\$14,830	
	Balance	\$1,035,170	
		Current Revenue	25 %
		Reserve	0 %
		Grants	75 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	220,100	189,900	383,000	0	0	0	0	572,900	0	793,000
In-House Professional Svcs.	41,800	133,200	100,000	0	0	0	0	233,200	0	275,000
Land Acquisition	218,900	0	0	0	0	0	0	0	0	218,900
Construction	569,200	646,900	517,000	0	0	0	0	1,163,900	0	1,733,100
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1,050,000	970,000	1,000,000	0	0	0	0	1,970,000	0	3,020,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0100 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET AND CENTRAL WAY INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay, Highlands</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0102 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	GROWTH & TRANSPORTATION EFFICIENCY CENTER (GTEC) ENHANCEMENTS		
<b>PROJECT LOCATION</b>	City Wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2010	Existing Project

**DESCRIPTION/JUSTIFICATION**

The City has been awarded a Federal grant (CMAQ - Congestion, Mitigation and Air Quality) of \$686,000 to implement GTEC (Growth & Transportation Efficiency Center) enhancements for employers with less than 50 individuals. The project will involve capital-related and non-capital items, but is being placed in the CIP due to the large Federal grant and the \$57,000 matching funds needed.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
Transportation Improvement Plan	Budget	\$300,000	
	Actual		
	Balance		
		Current Revenue	0 %
		Reserve	7 %
		Grants	93 %
		Other Sources	0 %
		Debt	0 %
		Unfunded	0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	300,000	443,000	0	0	0	0	0	443,000	0	743,000
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	300,000	443,000	0	0	0	0	0	443,000	0	743,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0102 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	GROWTH & TRANSPORTATION EFFICIENCY CENTER (GTEC) ENHANCEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>N/A</i>
Community economic impacts	<i>This project will expand the CTR strategies to all employers and residents within the designated Growth and Transportation Efficiency Center (GTEC) adopted by ordinance.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Lack of transit and rideshare subsidies by most employers result in a lack of awareness of transportation alternatives by commuters. This program provides incentives to reduce car trips and promote a healthier community due to increased physical activities from walking and biking, and lower transportation cost to commuters.</i>
Responds to an urgent need or opportunity	<i>Grant funds are available.</i>
Feasibility, including public support and project readiness	<i>N/A</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>This project is for congestion reduction, reduction of drive alone trips, reduction of greenhouse gas emissions and other air pollutants, reduction of vehicle miles traveled, increase efficient use of alternative transportation thereby reducing the need for added infrastructure.</i>
Implications of deferring the project	<i>A need for additional transportation infrastructure.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0111 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND INTELLIGENT TRANSPORTATION SYSTEM IMPLEMENTATION, PHASE I		
<b>PROJECT LOCATION</b>	Central Way from 6th St to Lake St, Lake Wa Blvd from NE 38th St to Central Way, Market St/100th Ave NE from Central Way to NE 132nd St	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2011	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Installation of Traffic signal upgrades on designated ITS corridors, CCTV, TSP, Traffic Management Center (TMC), fiber optic communication to link corridors to TMC, communication network expansion.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>KITS Page 26</i>	Current Revenue 0% Reserve 14% Grants CMAQ 86% Other Sources 0% Debt 0% Unfunded 0%

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	194,000	0	0	0	0	0	194,000	0	194,000
In-House Professional Svcs.	0	49,000	0	0	0	0	0	49,000	0	49,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	1,800,000	0	0	0	0	0	1,800,000	0	1,800,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	2,043,000	0	0	0	0	0	2,043,000	0	2,043,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0111 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND INTELLIGENT TRANSPORTATION SYSTEM IMPLEMENTATION, PHASE I
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian delays during testing of installed system which is anticipated to last 1-2 months.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	
Feasibility, including public support and project readiness	<i>Project will not require the acquisition of private property.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completing network system will allow for remote monitoring and communication of signal systems.</i>
Implications of deferring the project	
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0112 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	DOWNTOWN PEDESTRIAN SAFETY IMPROVEMENTS - CENTRAL WAY		
<b>PROJECT LOCATION</b>	Various Central Downtown signalized intersection crosswalks improvements	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2011	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Installation of Countdown Pedestrian Signals (CPS) at the intersections of Lake St/Central Way, 3rd St/Central Way, and 6th St/Central Way	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan	Current Revenue 0 % Reserve 0 % Grants 100 % Other Sources 0 % Debt 0 % Unfunded 0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	2,000	0	0	0	0	0	2,000	0	2,000
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	14,000	0	0	0	0	0	14,000	0	14,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	16,000	0	0	0	0	0	16,000	0	16,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0112 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	DOWNTOWN PEDESTRIAN SAFETY IMPROVEMENTS - CENTRAL WAY
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<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	
Community economic impacts	
Health and safety, environmental, aesthetic, or social effects	
Responds to an urgent need or opportunity	
Feasibility, including public support and project readiness	
Conforms to legal or contractual obligations	
Responds to state and/or federal mandate	
Benefits to other capital projects	
Implications of deferring the project	
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	<p>Name of Neighborhood(s) in which located: <i>Moss Bay</i></p> <p>Is there a specific reference to this project or land use in the immediate vicinity?</p> <p>How does the project conform to such references?</p> <p>Attachments: <input type="checkbox"/> (Specify)</p>
<b>LEVEL OF SERVICE IMPACT</b>	<p><input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation).</p> <p><input type="checkbox"/> Project provides new capacity. Amount of new capacity provided:</p> <p><input type="checkbox"/> Project assists in meeting/maintaining adopted level of service.</p> <p><input type="checkbox"/> Project required to meet concurrency standards.</p>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 8888 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL CONCURRENCY TRAFFIC IMPROVEMENTS		
<b>PROJECT LOCATION</b>	City-wide	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2013	Modified Project

**DESCRIPTION/JUSTIFICATION**

The construction and re-construction of city intersections to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program include: TR 0083 - 100th Ave NE/NE 132nd Street Intersection Improvements, TR 0086 - NE 70th St/132nd Ave NE Intersection Improvements, TR 0088 - NE 85th St/120th Ave NE Intersection Improvements and TR 0091 - NE 124th ST/124TH AVE NE Intersection Improvements.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project start moved from 2012 to 2013. Costs modified to match estimated annual average funding. Project total changed from \$6,010,600 to \$560,000.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 100 %
	Reserve 0 %
Transportation Improvement Plan	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 0 %

<b>CAPITAL COSTS</b>	Prior Year(s)	2011	2012	2013	2014	2015	2016	<b>2011-2016 TOTAL</b>	Future Year(s)	<b>Total Project</b>
Planning/Design/Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	140,000	140,000	140,000	140,000	560,000	0	560,000
Computer Hardware/Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	140,000	140,000	140,000	140,000	560,000	0	560,000
<b>NEW MAINT. AND OPER.</b>	0	0	0	0	0	0	0	0	0	0
<b>NEW FTE</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 8888 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	ANNUAL CONCURRENCY TRAFFIC IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transpiration systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>No</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

# Unfunded Transportation Projects



**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0055 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	98TH AVENUE NE BRIDGE REPLACEMENT		
<b>PROJECT LOCATION</b>	98th Avenue NE crossing of Forbes Creek	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

This project calls for the replacement of the 98th Avenue bridge due to its seismic vulnerability. The exact location and appearance as well as traffic distribution during construction would be determined in the pre-design report. The seismic vulnerability analysis completed for this bridge indicated that the center pier supports will fail, causing the collapse of the bridge. This is a critical link in a major north/south corridor.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>IX-13</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	3,017,000
In-House Professional Svcs.	543,000
Land Acquisition	0
Construction	6,636,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>10,196,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0055 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	98TH AVENUE NE BRIDGE REPLACEMENT
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>The project would require a detour over a temporary bridge during construction that is anticipated to last 6 to 9 months.</i>
Community economic impacts	<i>98th Avenue NE is a principal arterial connecting several business centers.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Would provide a bridge capable of withstanding a major seismic event. Failure of the current bridge will severely inhibit emergency vehicle access.</i>
Responds to an urgent need or opportunity	<i>Needed for a major seismic event.</i>
Feasibility, including public support and project readiness	<i>Proposed replacement will be extremely complicated due to surrounding constraints; however, it is consistent with the public's anticipation of continued service following a major seismic event.</i>
Conforms to legal or contractual obligations	<i>Bridge would be designed per current structural and seismic guidelines/requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Possible failure of bridge during a major seismic event.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0056 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	132ND AVENUE NE ROADWAY IMPROVEMENTS		
<b>PROJECT LOCATION</b>	132nd Avenue NE from NE 85th Street to NE 120th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Widen existing roadway to accommodate bicycle lanes, turn lane where necessary, sidewalks, curb and gutter, conversion of overhead to underground utilities, illumination and enclosed storm drainage system. The project is 2.3 miles in length. This corridor is identified as a priority one route for both pedestrian and bicycle travel in the City's Non-Motorized Plan and provides a regional link.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Transportation Improvement Plan <i>Page 1</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	3,454,000
In-House Professional Svcs.	1,470,000
Land Acquisition	2,198,000
Construction	18,048,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	25,170,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0056 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	132ND AVENUE NE ROADWAY IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last four to five months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian and bicycle facilities would increase the safety for these two modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>No unusual difficulties are presented by this project. Pedestrian and bicycle facilities constructed with the project are supported by the community.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides a priority one link in the non-motorized network for bicycles and pedestrians.</i>
Implications of deferring the project	<i>Lower level of service for non-motorized travel.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes; XV.F-22</i> How does the project conform to such references? <i>conforms</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 25% to 30% vehicular <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0057 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 120TH STREET ROADWAY EXTENSION (EAST SECTION) - PHASE II		
<b>PROJECT LOCATION</b>	NE 120th Street alignment between Slater Avenue NE and 124th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Install up to 44-foot (curb to curb) roadway with five-foot planter strip and five-foot sidewalk, new traffic signal at 124th Avenue NE/NE 120th Street, and signal modifications at Slater Avenue NE/NE 120th Street. This is a Phase II project to acquire right-of-way and construct the improvements as grant and/or other funds become available. Project is identified as potential candidate for ST 8888 - Annual Concurrency Street Improvements.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	175,000
In-House Professional Svcs.	75,000
Land Acquisition	1,539,000
Construction	2,870,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>4,659,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0057 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 120TH STREET ROADWAY EXTENSION (EAST SECTION) - PHASE II
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last four to five months, traffic using 124th Avenue and Slater Avenue may experience delays due to construction activity. Adjacent businesses will also experience noise, dust, and equipment impacts.</i>
Community economic impacts	<i>This new roadway will vastly improve traffic circulation in the Totem Lake area and improve exposure to adjacent businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian and bicycle facilities to be constructed with the project will encourage non-SOV mobility. Emergency access to surrounding areas will be improved.</i>
Responds to an urgent need or opportunity	<i>During the development of the Infinity car dealership, the City was given first options on purchasing property needed for this new roadway.</i>
Feasibility, including public support and project readiness	<i>Adjacent businesses (Infinity of Kirkland and Verizon) have been involved with preliminary design of the project. The project will require significant facility construction near Slater Avenue, including walls to retain the roadway.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will continue pedestrian and bicycle facilities planned for Slater Avenue NE and along 132nd Avenue NE/NE 120th Street east of the project.</i>
Implications of deferring the project	<i>The right of way adjacent to Infinity of Kirkland is subject to a 1996 agreement whereby the City agreed to purchase right of way within 10 years at a pre-determined value. In the event the 10 years pass, the additional cost of the right of way could exceed \$230,000.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,600 feet of bicycle, sidewalk; 6,000 vpd <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0059 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	124TH AVENUE NE ROADWAY IMPROVEMENTS (NORTH SECTION)		
<b>PROJECT LOCATION</b>	NE 116th Street to NE 124th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2007	Modified Project

**DESCRIPTION/JUSTIFICATION**

Widen existing roadway between intersections at NE 116th Street and NE 124th Street from 3 lanes to 5 lanes, include 2-way center turn lane and improve pedestrian crossing(s). This project will reconstruct existing sidewalk, transit stops and bikelanes which will be impacted by roadway widening. This candidate project will help the City to attain the 2022 level of service standard established in the Comprehensive Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for ST 8888 - Annual Concurrency Street Improvements. Total project cost changed from \$8,608,900 to \$10,000,000 based on new construction cost estimates and land costs.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
1997 Eastside Transportation Program	Current Revenue 0%
Comprehensive Plan <i>ix-28</i>	Reserve 0%
Transportation Improvement Plan <i>Page 1</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,109,700
In-House Professional Svcs.	613,600
Land Acquisition	2,050,800
Construction	6,225,900
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>10,000,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0059 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	124TH AVENUE NE ROADWAY IMPROVEMENTS (NORTH SECTION)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During the anticipated six-month construction period, all businesses along the project will experience driveway closures, dust, and noise associated with construction.</i>
Community economic impacts	<i>Increased congestion in and around the Totem Lake area has the potential to impact local business patronage.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Additional pedestrian elements will be added with the project in an attempt to encourage safe pedestrian use of surrounding areas.</i>
Responds to an urgent need or opportunity	<i>Significant development and congestion in the Totem Lake area jeopardize the Comp Plan adopted level of service.</i>
Feasibility, including public support and project readiness	<i>Commercial driveways and Seattle City Light transmission lines will add significant challenges to the design and construction of the project.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Works in combination with a number of other street improvements to increase capacity in Totem Lake area.</i>
Implications of deferring the project	<i>Higher cost of future construction and a continued decline of the area level of service.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Project on the 20-yr list/map</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 25% <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0060 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	118TH AVENUE NE ROADWAY EXTENSION		
<b>PROJECT LOCATION</b>	118th Avenue NE north of NE 116th Street (new roadway) to approximately NE 118th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Extend approximately 450 feet of new 28 foot wide roadway. Project requires obtaining approximately 22,500 square feet of right-of-way. Includes construction of 650 square feet retaining wall and a new 3-leg signal at NE 116th Street.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
<i>Page 2</i>	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	533,000
In-House Professional Svcs.	228,000
Land Acquisition	2,890,000
Construction	2,789,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>6,440,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0060 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	118TH AVENUE NE ROADWAY EXTENSION
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minimal impacts due to roadway construction. Signal construction at the intersection with NE 116th Street may lead to minor traffic delays.</i>
Community economic impacts	<i>Improved circulation in and around the Totem Lake area may lead to higher patronage of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Sidewalks added with the project will provide more opportunities for non-sov transportation such as walking.</i>
Responds to an urgent need or opportunity	<i>Significant development and congestion in and around the Totem Lake area have the potential to jeopardize the Comp Plan adopted LOS.</i>
Feasibility, including public support and project readiness	<i>Significant retaining walls will be required with the project; surrounding residents will be involved in the design and layout of the project configuration.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Works in combination with a number of other street improvements and Interstate 405 widening to increase capacity in Totem Lake area.</i>
Implications of deferring the project	<i>Continued congestion in and around Totem Lake business district</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,000 VPD <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0061 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	119TH AVENUE NE ROADWAY EXTENSION		
<b>PROJECT LOCATION</b>	NE 128th Street to NE 130th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Extend approximately 600 feet of new 28-foot wide roadway. Includes obtaining approximately 55,000 square feet of right-of-way. Project will include bicycle lanes, curb, gutter and sidewalks. Provides added circulation for Totem Lake/Evergreen Hospital area.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Totem Lake Plan	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
<i>Page 2</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	234,000
In-House Professional Svcs.	100,000
Land Acquisition	4,083,000
Construction	1,223,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>5,640,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0061 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	119TH AVENUE NE ROADWAY EXTENSION
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minor inconvenience caused at north end of proposed project at intersection with existing parking facilities. Minor disruption to traffic during construction.</i>
Community economic impacts	<i>Improved circulation in Totem Lake area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Adds new non-motorized link.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Alignment in terrain requiring retaining walls, however, minimal construction difficulties. Project is supported as a part of the Totem Lake Study.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>In connection with project ST-0062, NE 130th Street Roadway Extension, provides new circulation in Totem Lake area.</i>
Implications of deferring the project	<i>Deferral of improved circulation and continued escalation of property values.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Project is identified on the 20-year list/map</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,000 VPD <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0062 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 130TH STREET ROADWAY EXTENSION		
<b>PROJECT LOCATION</b>	Totem Lake Boulevard to 120th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Extend approximately 1,100 feet of new 28-foot wide roadway. Includes obtaining approximately 72,000 square feet of right-of-way. Project will include bicycle lanes, curb, gutter and sidewalks. Connect to access on the north side of Evergreen Hospital. Provides added circulation for Totem Lake/Evergreen Hospital area.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Totem Lake Plan	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
<i>Page 5</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	413,000
In-House Professional Svcs.	175,000
Land Acquisition	7,250,000
Construction	2,162,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	10,000,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0062 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 130TH STREET ROADWAY EXTENSION
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Disruption to existing traffic will be minor, since it is a new facility. Minor disturbances/ inconvenience will take place to existing parking lots and patrons.</i>
Community economic impacts	<i>Improved circulation in Totem Lake area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Adds new non-motorized link.</i>
Responds to an urgent need or opportunity	
Feasibility, including public support and project readiness	<i>Project was identified in the Totem Lake Study.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Project is in the Comprehensive Plan. Considered as part of the recently completed Totem Lake Study road network.</i>
Implications of deferring the project	<i>Deferral of improved circulation.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Project is identified on the 20-yr list/map</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,000 VPD <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0063 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE NE ROADWAY IMPROVEMENTS		
<b>PROJECT LOCATION</b>	North of the Totem Lake Mall from approximately NE 128th Street to NE 132nd Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Widen 120th Avenue to a 5 lane cross section between north of the Totem Lake Mall at approximately NE 128th Street and NE 132nd Street; final alignment has not yet been determined south of NE 128th Street. Project includes two travel lanes in each direction and a two-way left turn lane along with landscaped median islands, curb, gutter, sidewalk and bicycle lanes. Three signalized intersections will be reconstructed. Project length is approximately 1,650 feet. This project will help the City to attain the 2022 level of service standard established in the Comprehensive Plan. This is a candidate project included as a component of the Annual Concurrency Street Improvement Project, ST 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for ST 8888 - Annual Concurrency Street Improvements.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Totem Lake Plan	Current Revenue 0%
Transportation Improvement Plan <i>Page 3</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	623,800
In-House Professional Svcs.	267,300
Land Acquisition	4,830,000
Construction	3,267,400
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>8,988,500</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0063 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE NE ROADWAY IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Construction will cause interruptions to normal business for periods. Some substantial disruptions may occur during certain phases of construction.</i>
Community economic impacts	<i>Project will improve the major access to Evergreen Hospital/Totem Lake area from the south.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides increased pedestrian crossing opportunities at median islands and provides bicycle lanes.</i>
Responds to an urgent need or opportunity	<i>This project was identified in the Totem Lake Plan and was determined to be essential to the success of the mall redevelopment.</i>
Feasibility, including public support and project readiness	<i>Results of the Totem Lake Study (both land use and desired transportation improvements) will have important implications for this project.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in accordance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Works in combination with a number of other street improvements, including the NE 128th Street/I-405 Overpass, to increase capacity in Totem Lake area. Will serve the future transit center planned for this area.</i>
Implications of deferring the project	<i>Development in the area; expansion of Evergreen Hospital, etc. continue to cause a need for a fully developed transportation system. Deferring the project will continue this problem.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Project is identified on the 20-year list/map</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 20% <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0064 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	124TH AVENUE NE ROADWAY WIDENING IMPROVEMENTS (SOUTH SECTION)		
<b>PROJECT LOCATION</b>	NE 85th Street to NE 116th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Widen approximately 1.8 miles of roadway from the existing 2-lane configuration to one with a center two-way left turn lane (including landscaped center median islands where possible) and 2 travel-lanes; the project will also provide six-foot bike lanes in both directions, underground utilities, 10 to 12-foot planter strips with street trees and five-foot sidewalks along the west and east side of the roadway. Acquisition of private property along the alignment will be required to allow the 80' wide cross section.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
North Rose Hill Plan	Current Revenue 0%
Transportation Improvement Plan <i>Page 5</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	4,058,000
In-House Professional Svcs.	1,740,000
Land Acquisition	3,290,000
Construction	21,261,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>30,349,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0064 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	124TH AVENUE NE ROADWAY WIDENING IMPROVEMENTS (SOUTH SECTION)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Construction activities are expected to last from 9 to 12 months. During this time there will be traffic delays and construction impacts to adjacent properties.</i>
Community economic impacts	<i>Commercial areas on the north end (Totem Lake) and the south end (NE 85th St) are served by this north-south route.</i>
Health and safety, environmental, aesthetic, or social effects	<i>The addition of pedestrian and bicycle facilities with the project will improve safety and mobility for all using the corridor.</i>
Responds to an urgent need or opportunity	<i>Development along the corridor continues to install improvements without addressing alignment geometrics at 1 to 2 locations.</i>
Feasibility, including public support and project readiness	<i>Significant public involvement has been undertaken to arrive at the proposed configuration of three lanes. The project does not present significant construction issues.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed according to professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Development and redevelopment along the corridor will continue to install individual components; however, geometric improvements to the roadway will not occur.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Conforms to XV.F.8</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 25% to 30% vehicular, 2-3 miles of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0070 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE NE/TOTEM LAKE PLAZA ROADWAY IMPROVEMENTS		
<b>PROJECT LOCATION</b>	120th Avenue NE: from Totem Lake Blvd to north of the Totem Lake Mall; Totem Lake Plaza: from Totem Lake Blvd to the eastern end of the Totem Lake Mall	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>120th Avenue NE currently separates the upper and lower Totem Lake Mall campus providing access to Evergreen Hospital and is the more heavily used of the two major north/south arterials through Totem Center. Roadway improvements planned on 120th Ave NE will include treatments such as landscaping, reconstruction of the street alignment and on-street parking, all of which will improve pedestrian comfort and safety and eliminate vehicular conflicts using the numerous driveways along the corridor. In addition to traffic calming measures, new pedestrian facilities will be installed along the west side of the roadway and a new signal will be constructed at the intersection of the new Totem Lake Plaza. The City has secured a \$3,000,000 Community Economic Revitalization grant. However, until the mall redevelopment occurs this project will remain in the unfunded category.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>XV.H-15</i>	Current Revenue 0%
Totem Lake Plan	Reserve 0%
Transportation Improvement Plan <i>Page 5</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	0
In-House Professional Svcs.	0
Land Acquisition	0
Construction	3,000,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	3,000,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0070 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE NE/TOTEM LAKE PLAZA ROADWAY IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, temporary detours and traffic control will be in place. Depending on the final configuration, driveways along the corridor may be consolidated or closed leading to a change in traffic patterns; business patrons will need to modify current travel patterns.</i>
Community economic impacts	<i>This measure was identified in the Totem Lake Plan with the explicit intent of improving pedestrian comfort and access, while tying the upper and lower malls together. The intent of the project is to improve the business opportunity in this area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will improve pedestrian and vehicular circulation and lead to less potential safety issues.</i>
Responds to an urgent need or opportunity	<i>The Totem Lake Plan centers around improvements in this area.</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to professional and legal standards.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Redevelopment of the Totem Lake Mall will improve the financial ability for the City to fund other projects.</i>
Implications of deferring the project	<i>Potential for increased accidents, business impacts and increased cost. Potential loss of CERB grant funding if not undertaken in a timely manner..</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Comp Plan Policy TL-13.3 "Calm Traffic 120th Ave"</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <i>new on-street parking facilities (amount TBD)</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0072 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 120TH STREET ROADWAY IMPROVEMENTS (WEST SECTION)		
<b>PROJECT LOCATION</b>	Extension of NE 120th Street west of 124th Avenue NE across the BNSFRR to 120th Place NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Install 650 feet of new roadway along an alignment west of the proposed NE 120th Street (between Slater Ave and 124th Ave). The new roadway will begin at the intersection of 124th Avenue NE, extend west to the BNSFRR, turn northwest crossing perpendicular to BNSFRR and terminate at the extension of 120th Place NE. The project will include signal modifications at 124th Ave NE/NE 120th St (future signal), railroad crossing gates, sidewalks, and planter strips along the entire alignment.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>XV.H-16</i>	Current Revenue 0%
Transportation Improvement Plan <i>Page 7</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	372,000
In-House Professional Svcs.	160,000
Land Acquisition	3,387,000
Construction	1,951,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>5,870,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0072 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 120TH STREET ROADWAY IMPROVEMENTS (WEST SECTION)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 6 -12 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian facilities would increase the safety for this mode of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Significant right of way acquisition will be required as well as relocation of an existing Seattle transmission tower at the east termini of the project.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides a link to development located west of the BNSFRR off of 120th Place NE.</i>
Implications of deferring the project	<i>Lower level of service for both non-motorized and motorized travel.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Undetermined <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0073 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE NE ROADWAY EXTENSION		
<b>PROJECT LOCATION</b>	NE 116th Street north to NE 120th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install 1,450 feet of new roadway along an alignment north of the NE 116th Street/I-405 offramp. The new roadway will begin approximately 200 feet east of the intersection of NE 116th Street/I-405 offramp, extend north approximately 1,000 feet to the BNSFRR right of way, turn northeast and terminate at the future NE 120th Street (assumed to be constructed prior to this project). The project will include signal modifications at the intersection of NE 116th Street/I-405 offramp, sidewalks and planter strip along the entire alignment; it is anticipated that there will be no parking along the 24'-28' roadway. Significant right of way acquisition will be required (or redevelopment activity to preserve the corridor).

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>XV.H-16</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,812,000
In-House Professional Svcs.	777,000
Land Acquisition	4,311,000
Construction	9,492,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>16,392,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0073 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE NE ROADWAY EXTENSION
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 6 -12 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian facilities would increase the safety for this mode of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Significant right of way acquisition will be required as well as relocation of an existing Seattle transmission tower at the east termini of the project.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Provides a link to development located west of the BNSFRR off of 120th Place NE.</i>
Implications of deferring the project	<i>Lower level of service for both non-motorized and motorized travel.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Undetermined <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0077 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE I (WEST SECTION)		
<b>PROJECT LOCATION</b>	The east terminus of intersection improvements at 100th Ave NE and NE 132nd Street to the west terminus of the WSDOT interchange/intersection	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

The addition of landscaped median islands, the repair of concrete sidewalks, and the overlay and restriping of NE 132nd Street, between 100th Ave NE and I-405 to provide 5-foot bicycle lanes and improved pedestrian access along a portion of the NE 132nd Street Corridor, as outlined within the NE 132nd Street Roadway Masterplan Study completed in 2008. The improvement will help the City attain the 2022 level of service standards established in the Comprehensive Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0 %
Current service and/or functional objectives	Reserve 0 %
Transportation Improvement Plan	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	202,000
In-House Professional Svcs.	87,000
Land Acquisition	0
Construction	1,059,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,348,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0077 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE I (WEST SECTION)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 6-8 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Bicycle and pedestrian facilities would increase the safety for these modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues. Will require coordination with King County</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Intended to compliment intersection improvements along the corridor including a new half-diamond I-405 interchange being designed and built by WSDOT</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service for the corridor and surrounding areas as this project serves to compliment adjacent intersection capacity improvements.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0078 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE II (MID SECTION)		
<b>PROJECT LOCATION</b>	East end of WSDOT interchange improvements at NE 132nd Street & I-405, to west end of intersection improvements at 124th Avenue NE & NE 132nd Street.	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

The addition of landscaped median islands, the repair of concrete sidewalks, and the overlay and restriping of NE 132nd Street, between I-405 and 124th Avenue NE to provide 5-foot bicycle lanes and improved pedestrian access along a portion of the NE 132nd Street Corridor, as outlined within the NE 132nd Street Roadway Masterplan Study completed in 2008. The improvement will help the City attain the 2022 level of service standards established in the Comprehensive Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0 %
Current service and/or functional objectives	Reserve 0 %
Transportation Improvement Plan	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	48,000
In-House Professional Svcs.	20,000
Land Acquisition	0
Construction	248,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>316,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0078 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE II (MID SECTION)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 4 - 6 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Bicycle and pedestrian facilities would increase the safety for these modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues. Will require coordination with King County</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Intended to compliment intersection improvements along the corridor including a new half-diamond I-405 interchange being designed and built by WSDOT</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service for the corridor and surrounding areas as this project serves to compliment adjacent intersection capacity improvements.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0079 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE III (EAST SECTION)		
<b>PROJECT LOCATION</b>	East terminus of 124th Avenue NE & NE 132nd Street to the west end of intersection improvements at 132nd Avenue NE and NE 132nd Street.	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

The addition of landscaped median islands, the repair of concrete sidewalks, and the overlay and restriping of NE 132nd Street, between 124th Avenue NE and 132nd Avenue NE to provide 5-foot bicycle lanes and improved pedestrian access along a portion of the NE 132nd Street Corridor, as outlined within the NE 132nd Street Roadway Masterplan Study completed in 2008. The improvement will help the City attain the 2022 level of service standards established in the Comprehensive Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0 %
Current service and/or functional objectives	Reserve 0 %
Transportation Improvement Plan	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	168,000
In-House Professional Svcs.	72,000
Land Acquisition	0
Construction	879,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,119,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0079 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET ROADWAY IMPROVEMENTS - PHASE III (EAST SECTION)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction, which is anticipated to last 4-6 months.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Bicycle and pedestrian facilities would increase the safety for these modes of travel.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Supported by the Totem Lake Plan, does not present significant design or construction related issues. Will require coordination with King County</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed to professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Intended to compliment intersection improvements along the corridor including a new half-diamond I-405 interchange being designed and built by WSDOT</i>
Implications of deferring the project	<i>The City will not be able to attain the desired level of service for the corridor and surrounding areas as this project serves to compliment adjacent intersection capacity improvements.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0081 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	TOTEM LAKE AREA DEVELOPMENT OPPORTUNITY PROGRAM		
<b>PROJECT LOCATION</b>	Totem Lake	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Establishing a new project in anticipation of development opportunities funded through grants that may require a City matching portion.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
Comprehensive Plan	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	75,000
In-House Professional Svcs.	31,000
Land Acquisition	0
Construction	394,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	500,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>ST 0081 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	TOTEM LAKE AREA DEVELOPMENT OPPORTUNITY PROGRAM
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption is possible during construction of individual projects.</i>
Community economic impacts	<i>The Totem Lake business district plays a vital role in the overall Kirkland economy. It is a focus for jobs and economic activity.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Roadway improvements will increase the capacity and safety for the various modes of travel.</i>
Responds to an urgent need or opportunity	<i>To promote the strength and vitality of Totem Center.</i>
Feasibility, including public support and project readiness	<i>Supported by the Comprehensive Plan, does not present significant design or construction related issues. May require coordination with other agencies.</i>
Conforms to legal or contractual obligations	<i>Projects will be designed and constructed to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project provides opportunity for the City to leverage funding as grant opportunities arise.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>The City will not be able to compete for grant funding, as it may become available</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0001 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES – PHASE II		
<b>PROJECT LOCATION</b>	NE 40th Street to NE 60th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2006	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install pedestrian and bicycle facilities along the 116th Avenue NE corridor between NE 60th Street and the Bellevue city limits. Phase I of this project installed five foot bikelanes between the Houghton Park and Ride and NE 60th Street. Phase II of this project received \$275,000 in Federal Congestion Mitigation Funding in 2006, which combined with the City's local match of \$44,300 and will allow the design to be updated and prepared to seek construction funding. Funding in previous years totals \$469,000.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>PRIOR YEAR(S) BUDGET TO ACTUALS</b>	<b>METHOD OF FINANCING (%)</b>	
2001 Nonmotorized Transportation Plan <i>Page 29</i>		Current Revenue	0 %
Comprehensive Plan <i>XV.C-8</i>	Budget \$469,000	Reserve	0 %
Transportation Improvement Plan <i>Page 2</i>	Actual \$521,511	Grants	0 %
	Balance (\$52,511)	Other Sources	0 %
		Debt	0 %
		Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,018,900
In-House Professional Svcs.	526,600
Land Acquisition	0
Construction	4,483,200
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>6,028,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0001 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	116TH AVENUE NE (SOUTH SECTION) NON-MOTORIZED FACILITIES – PHASE II
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four months, traffic will experience possible delays and congestion along 116th Avenue while traffic control is utilized.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians, horses, and bicycles.</i>
Responds to an urgent need or opportunity	<i>The project will contribute to achieving federal clean air standards in the Seattle/Tacoma area by encouraging alternative modes of transportation.</i>
Feasibility, including public support and project readiness	<i>The project has been designed based on significant public input.</i>
Conforms to legal or contractual obligations	<i>Construction will be in compliance with legal and professional guidelines.</i>
Responds to state and/or federal mandate	<i>The Federal Clean Air Act mandated certain air quality standards. The Seattle/Tacoma area has been classified as a non-attainment area and this project is intended to contribute to achieving required standards.</i>
Benefits to other capital projects	<i>The bike facilities will connect with bike lanes recently completed along NE 70th Street and with pedestrian/bicycle I-405 overpasses at NE 60th Street and NE 80th Street. Equestrian facilities will support the network of trails in and around the Bridle Trails State Park.</i>
Implications of deferring the project	<i>Continued sub-standard shoulders along 116th Avenue for equestrian /pedestrian/bicycle travel.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Bridle Trails, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Adds 1.5 miles of ped and 3 miles bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0007 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 52ND STREET SIDEWALK		
<b>PROJECT LOCATION</b>	108th Avenue NE to Lake Washington Boulevard	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Widening and minor realignment of NE 52nd Street west of Burlington Northern Santa Fe Railroad track; the installation of concrete retaining wall and concrete curb, gutter and sidewalk along the north side. The existing storm drainage system will be completed and improvements will be made to the street crossing at the Burlington Northern Railroad track. NE 52nd Street provides the only east/west access between 108th Avenue NE and Lake Washington Boulevard and NE 68th Street to NE 38th Street. Various developments have completed approximately 20% of the improvements, but pedestrians must use the pavement and some sections of shoulder for travel.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0 %
Comprehensive Plan <i>XV.A-18, XV.B-7</i>	Reserve 0 %
Transportation Improvement Plan <i>Page 2</i>	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	178,200
In-House Professional Svcs.	71,300
Land Acquisition	35,000
Construction	784,100
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,068,600</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0007 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 52ND STREET SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>There will be minor disruptions to pedestrian and vehicular travel during construction.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide important pedestrian line from 108th Avenue NE and the Watershed Park area to the lake.</i>
Responds to an urgent need or opportunity	<i>Provides continuation of interrupted sections of developer completed sidewalk and improves the current road crossing at the Burlington Northern Santa Fe Railroad track.</i>
Feasibility, including public support and project readiness	<i>Project will necessitate the need for a substantial retaining wall structure along a portion of the lower part of the project. There is public support for the pedestrian amenities.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in compliance with professional and legal requirements including approval by BNSFRR.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will provide additional "feeder" routes to the potential Cross Kirkland Trail (NM-0024).</i>
Implications of deferring the project	<i>Pedestrians will continue to walk over the interrupted sections of sidewalk and/or in the street.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Central Houghton, Lakeview</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0024 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CROSS KIRKLAND TRAIL		
<b>PROJECT LOCATION</b>	Burlington Northern Santa Fe Railroad right-of-way between south and north City limits	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Construct a multiuse recreational trail along the active Burlington Northern Santa Fe (BNSF) Railroad right-of-way between Bellevue and the north City limits at Totem Lake. The path would be ten feet in width and constructed with the most clearance practical between the path and the existing track. This path provides a Class 1 bicycle/pedestrian facility. A Parks community forum and open house that was held in April 1997 identified the project as the highest priority among 15 proposed Parks and Recreation projects, and City Council allocated funding in 1997 for preliminary planning. This project has undergone a number of subsequent community focus groups and public workshops including presentations to the Kirkland Park Board and City Council. King County, the Port of Seattle and BNSF Railroad are currently finalizing the acquisition process with the transfer of the land ownership expected to occur by the end of 2008 where the BNSF Railroad right-of-way would be become a corridor for future transit use and/or a regional trail system.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan <i>Page 36, Vision 2020</i>	Current Revenue 0%
Parks Comprehensive Plan <i>Section 2, Page 17</i>	Reserve 0%
Transportation Improvement Plan <i>Page 2</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,053,000
In-House Professional Svcs.	421,200
Land Acquisition	0
Construction	4,633,200
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>6,107,400</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0024 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CROSS KIRKLAND TRAIL
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Very limited disruption to current operations. Some noise and activity not normally present along BNSF railroad right-of-way adjacent to residential homes.</i>
Community economic impacts	<i>Provides Class I separated pathway connecting many parts of Kirkland and neighboring cities north and south of Kirkland.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Separated pathway will decrease interaction between pedestrian/bicycle and vehicular traffic. This project will provide a corridor for alternate forms of transportation than SOV.</i>
Responds to an urgent need or opportunity	<i>Helps fulfill annual increase in pedestrian facilities needed to meet the adopted level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>It will be innovative in that a right-of-way agreement will have to be negotiated with BNSF on an active track. Public support is mixed, however, much involvement has taken place.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed in compliance with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>Follows Vision 2020.</i>
Benefits to other capital projects	<i>This project will tie together many other "feeder" non-motorized facilities along the route.</i>
Implications of deferring the project	<i>Delays the construction of an important and trend-setting element of the non-motorized network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5.7 miles of ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0026 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 90TH STREET SIDEWALK (PHASE II)		
<b>PROJECT LOCATION</b>	NE 90th Street from 120th Avenue NE to 124th Avenue NE and also from 128th Avenue NE to 132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install curb, gutter, and sidewalk along NE 90th Street from the Costco parking lot (approximately 120th Avenue) to 124th Avenue NE, and then from 128th to 132nd Ave NE. The project is approximately 2,750 feet in length and will involve minor widening and enclosure of the storm drainage system. The proposed project will provide pedestrian linkage between the commercial area primarily consisting of Costco and the North Rose Hill neighborhood.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan <i>Page 29</i>	Current Revenue 0%
Comprehensive Plan <i>IX-10</i>	Reserve 0%
Transportation Improvement Plan <i>Page 2</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	446,000
In-House Professional Svcs.	178,200
Land Acquisition	0
Construction	1,960,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>2,584,200</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0026 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 90TH STREET SIDEWALK (PHASE II)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last two to three months, adjacent property owners will experience equipment noise and potential access constraints.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Provides a separated walking surface for increased safety and access along NE 90th Street.</i>
Responds to an urgent need or opportunity	<i>Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project is desired by the public and is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized network.</i>
Implications of deferring the project	
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,750 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0030 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 90TH STREET/I-405 PEDESTRIAN/BICYCLE OVERPASS		
<b>PROJECT LOCATION</b>	NE 90th Street between Costco Parking Lot and Slater Avenue NE over I-405 to 116th Ave NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Construct pedestrian and bicycle bridge across I-405. The bridge will be approximately 12 feet wide (WSDOT requirement), 400 feet long, and include approaches on the west and east end. The bridge will connect the Highlands neighborhood with commercial areas east of I-405 and provide an alternate route for bikes/peds crossing I-405 that currently utilize NE 85th Street. Both the North Rose Hill and South Rose Hill neighborhood plans support the goals of this project to provide bike/ped facilities through this area.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan <i>Page 49</i> Comprehensive Plan <i>C-4</i>	Current Revenue 0 % Reserve 0 % Grants 0 % Other Sources 0 % Debt 0 % Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	513,300
In-House Professional Svcs.	205,300
Land Acquisition	763,400
Construction	2,258,700
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>3,740,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0030 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 90TH STREET/I-405 PEDESTRIAN/BICYCLE OVERPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, freeway traffic on I-405 will have possible impacts due to staging of support structures. Construction of east approach will impact Costco parking lot.</i>
Community economic impacts	<i>Will provide non-motorized link between neighborhoods and link Highlands with NE 85th Street commercial area.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will alleviate need for non-motorized traffic to travel along NE 85th Street corridor under I-405.</i>
Responds to an urgent need or opportunity	<i>Follows the non-motorized goals as set forth in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>The construction of this bridge will present significant engineering and construction challenges, including coordination with WSDOT.</i>
Conforms to legal or contractual obligations	<i>This pedestrian/bicycle facility will be designed and constructed in compliance with professional and legal requirements/guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will contribute to the establishment of the overall ped/bike network for Kirkland.</i>
Implications of deferring the project	<i>Continued use of congested, high volume arterial (NE 85th Street) for bicycle and pedestrian travel.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Highlands, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet of ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0031 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CRESTWOODS PARK/BURLINGTON NORTHERN SANTA FE RAILROAD PED/BIKE FACILITY		
<b>PROJECT LOCATION</b>	18th Avenue and NE 100th Street between Crestwoods Park and 111th Avenue NE (Highlands Neighborhood)	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Construct concrete pedestrian and bicycle path, stairs, and overpass between Crestwoods Park and the Highlands Neighborhood across Burlington Northern Santa Fe Railroad (BNSFRR). The Highlands Neighborhood Plan and Norkirk Area Plan include reference to a desired link to parks and the barrier presented by BNSFRR.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan <i>Page 29</i>	Current Revenue 0%
Comprehensive Plan <i>IX-9</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	287,000
In-House Professional Svcs.	115,000
Land Acquisition	840,000
Construction	1,263,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	2,505,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0031 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CRESTWOODS PARK/BURLINGTON NORTHERN SANTA FE RAILROAD PED/BIKE FACILITY
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, pedestrians who currently use the existing gravel path and informal stairway would be required to use other routes.</i>
Community economic impacts	<i>Will provide significant non-motorized link between neighborhoods, Kirkland Jr. High, and Crestwoods Park.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Encourage non-motorized transportation, improve existing pedestrian route, and diminish potential conflicts with BNSFRR.</i>
Responds to an urgent need or opportunity	<i>Follows goals established in the 2001 Non-Motorized Transportation Plan.</i>
Feasibility, including public support and project readiness	<i>The construction of these improvements would pose significant challenges due to slopes, grades, and BNSFRR. Would require coordination with BNSFRR.</i>
Conforms to legal or contractual obligations	<i>The improvements would be designed and constructed to comply with professional and legal requirements/guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will provide key link in overall ped/bike network, including I-405 overpass at NE 100th Street.</i>
Implications of deferring the project	<i>Continued use of steep pathway by pedestrians, including erosion of hillside, potential for conflicts with BNSFRR.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Highlands, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,000 feet of ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0032 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	93RD AVENUE NE SIDEWALK		
<b>PROJECT LOCATION</b>	East side of 93rd Avenue NE from Juanita Drive north to NE 124th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 1,100 feet of concrete curb, gutter and five-foot planter strip with street trees along 93rd Avenue NE in areas that do not currently have sidewalk. In locations with steep slopes behind the new sidewalk, aluminum handrail, or vinyl-coated chain link fence will be required, and ADA compliant wheelchair ramps will also be required in existing sidewalk. This project will also require the acquisition of right-of-way at the southeast corner of the intersection of 93rd Avenue NE and NE 124th Street to allow the required roadway configuration, sidewalk, and wheelchair ramps. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Comprehensive Plan <i>XV.1.6-11</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	178,200
In-House Professional Svcs.	71,300
Land Acquisition	14,300
Construction	784,100
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,047,900</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0032 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	93RD AVENUE NE SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last two months, pedestrians, adjacent residents, and drivers using 93rd Avenue NE will experience construction impacts and delays.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian-friendly facilities will promote more people to use alternate forms of travel especially to nearby Juanita Beach Park with various activities.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high; impacts to apartment complexes by the removal of adjacent landscape screening will need to be mitigated.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will connect the completed NE 124th Street sidewalk with major pedestrian facilities that are under design along Juanita Drive.</i>
Implications of deferring the project	<i>Continued pedestrian use of roadway and gravel shoulder.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,100 feet of sidewalk. <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0034 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 100TH STREET AT SPINNEY HOMESTEAD PARK SIDEWALK PHASE II		
<b>PROJECT LOCATION</b>	NE 100TH Street between 116th Avenue NE and 120 feet west of 114th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 620 feet of five-foot sidewalk along the south side of NE 100th Street. Project will consist of concrete curb, gutter and planter strip with street trees. Project will complete critical non-motorized facilities to safely get students to and from Peter Kirk Elementary and/or Kirkland Junior High School. The improvements also provide a link between North Rose Hill and Lake Washington - the NE 100th Street ped/bike overpass of I-405 is located immediately to the east of this project and plans for continuing this corridor are proposed as the Crestwoods Park/BNSFRR Ped/Bike Facility (NM 0031 currently unfunded). A 2010 Safe Routes to School Grant Application has been submitted for this Project.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0 %
Transportation Improvement Plan	Reserve 0 %
	Grants State 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	70,200
In-House Professional Svcs.	55,100
Land Acquisition	0
Construction	304,700
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>430,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0034 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 100TH STREET AT SPINNEY HOMESTEAD PARK SIDEWALK PHASE II
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction which is anticipated to last two to three months, pedestrians, adjacent residents and drivers using this street will experience construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide for protected pedestrian facility where currently pedestrians are forced to use vehicular travel way for walking.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Construction will impact existing landscaping and fences within the public right-of-way. Project will be designed with input from stakeholders.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>This project will connect with the 100th Street Ped/Bike overpass and the proposed Crestwoods Park/BNSFRR Ped/Bike Facility.</i>
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Highlands</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0036 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 100TH STREET BIKELANE		
<b>PROJECT LOCATION</b>	NE 100th Street Ped/Bike overpass at Slater Avenue NE to 132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install five-foot wide Class II (striped) bike lanes along the existing roadway. Improvements will require asphalt widening and modification to existing concrete curb and gutter along the project length and will provide for bike lanes in both the eastbound and westbound direction. Project will complete a critical link in non-motorized facilities between North Rose Hill and Lake Washington. The NE 100th Street Ped/Bike overpass at I-405 is located immediately to the west of this project. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
<i>Page 2</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	283,500
In-House Professional Svcs.	113,400
Land Acquisition	0
Construction	1,247,400
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	1,644,300
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0036 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 100TH STREET BIKELANE
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minimal disruption along the project during construction. Construction activities will be confined to minor concrete curb and gutter relocation and striping.</i>
Community economic impacts	<i>Will improve non-motorized transportation alternatives.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide for dedicated bicycle facility where currently bicyclists are forced to use vehicular travel way for biking.</i>
Responds to an urgent need or opportunity	<i>The need for improved bike facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support is high and project presents only minor design and construction challenges</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will allow bicyclist to better utilize the NE 100th Street ped/bike overpass at I-405.</i>
Implications of deferring the project	<i>Continued use of vehicular travel lanes for bicyclists.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 3,000 ft. of bikelane <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0037 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	130TH AVENUE NE SIDEWALK		
<b>PROJECT LOCATION</b>	West side of 130th Avenue NE between NE 95th Street and NE 100th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 1,100 feet of five-foot wide concrete sidewalk. Limited right-of-way (40 feet only) will impact the ability to install planter strip with this project. The project will also provide for concrete curb and gutter and storm drainage improvements. This is a heavily used school walk route for Mark Twain Elementary School.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan <i>Page 29</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	142,900
In-House Professional Svcs.	57,200
Land Acquisition	4,600
Construction	628,900
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>833,600</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0037 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	130TH AVENUE NE SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last two to three months, pedestrians, adjacent residents, and drivers using this street will experience construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide for an additional protected pedestrian facility where currently pedestrians are forced to cross vehicular travel lanes to reach the existing facilities.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan; supported by Mark Twain PTSA and North Rose Hill neighborhood association.</i>
Feasibility, including public support and project readiness	<i>Narrow public right of way through this project area will present design and construction challenges, however there is high community support for the project.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will connect with sidewalk improvements at NE 100th Street and NE 95th Street.</i>
Implications of deferring the project	<i>Redevelopment of individual properties may install these improvements at no cost to the City; pedestrians would continue to utilize existing facilities on the east side of 130th Avenue NE.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,100 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0041 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	FORBES VALLEY PEDESTRIAN FACILITY		
<b>PROJECT LOCATION</b>	Highlands, Norkirk, South Juanita and Forbes Valley Areas	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

In 1991, a landscape architecture and planning firm was hired to prepare a master plan for development of a public trail through the Forbes Valley connecting the 100th Street Trail, Crestwoods Park, Juanita Bay Park, and Juanita Beach Park. Through a series of public open houses, Parks Board and City Council meetings and community input, it was determined that the originally envisioned trail through the Forbes Valley would instead be added to the City's non-motorized facility list as a sidewalk adjacent to Forbes Creek Drive and be constructed by Public Works. The limits will be determined during preliminary design.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan <i>Page 29</i>	Current Revenue 0%
Comprehensive Plan <i>358, 376-377</i>	Reserve 0%
Parks Comprehensive Plan <i>Section 2, Page 17</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	344,200
In-House Professional Svcs.	137,700
Land Acquisition	0
Construction	1,514,700
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,996,600</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0041 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	FORBES VALLEY PEDESTRIAN FACILITY
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction pedestrians and motorists using Forbes Creek Drive should anticipate detours and minor delays.</i>
Community economic impacts	<i>Will promote improved non-motorized transportation system.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Would provide improved access for pedestrians and bicyclists from three neighborhoods to Juanita Bay Park.</i>
Responds to an urgent need or opportunity	<i>More trails recommended as top priority by City residents in 1995.</i>
Feasibility, including public support and project readiness	<i>Project has been through extensive public process including open houses and presentations before both the Parks Board and City Council.</i>
Conforms to legal or contractual obligations	<i>Improvements will be designed and constructed to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Has potential link to at least three parks which were completed in the 1990's including Crestwoods Park, Juanita Bay, and Juanita Beach.</i>
Implications of deferring the project	<i>Continued lack of pedestrian linkage to Juanita Bay Park.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Juanita, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,200 feet of ped facility <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0043 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 126TH STREET NON-MOTORIZED FACILITIES		
<b>PROJECT LOCATION</b>	Approximate alignment of NE 126th Street between 120th Place NE and approximately 128th Lane NE in the Totem Lake neighborhood	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Acquire private right-of-way along NE Totem Lake Way from 120th Avenue to NE 128th Place east of Totem Lake. Reconstruct existing roadway and construct new Class 1 (separated) non-motorized facilities through the corridor to provide bicycle and pedestrian facilities. Development along the corridor has dedicated portions of right-of-way for public use. The vital link will connect commercial areas east and west of Totem Lake and provide a key non-motorized alternative route to avoid traffic congestion in the area. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
Current service and/or functional objectives	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	340,200
In-House Professional Svcs.	136,100
Land Acquisition	2,304,000
Construction	1,496,900
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>4,277,200</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0043 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 126TH STREET NON-MOTORIZED FACILITIES
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, interruptions to normal business are anticipated due to equipment and activities, temporary detours and driveway closures will occur for periods during construction.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for both pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>Project will connect facilities identified in the 2001 Non-Motorized Transportation Plan.</i>
Feasibility, including public support and project readiness	<i>The project will present engineering challenges due to the topography of the alignment.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will contribute to the establishment of the overall pedestrian/bicycle network for Kirkland.</i>
Implications of deferring the project	<i>Pedestrians and bicycles will continue to use existing facilities that presents several conflicts with vehicular traffic.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes.</i> How does the project conform to such references? <i>Not on 6-year CFP, but is on 20-year list and map.</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Approx. 5,000 vpd; 5,000 feet of bike lane/sidewalk <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0045 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 95TH STREET SIDEWALK (HIGHLANDS)		
<b>PROJECT LOCATION</b>	North side from 112th Avenue NE to 116th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 1,260 feet of concrete curb, gutter, sidewalk, and street trees between 112th Avenue NE and 116th Avenue NE. This route has been designated as a school walk route serving the Peter Kirk Elementary School and is also utilized by students attending Kirkland Junior High School.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
<i>Page 2</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	0
In-House Professional Svcs.	47,600
Land Acquisition	0
Construction	523,900
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>571,500</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0045 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 95TH STREET SIDEWALK (HIGHLANDS)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction anticipated to last two to three months, traffic will experience possible delays and congestion along NE 95th Street while traffic control is utilized.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	<i>This project is identified as a priority two pedestrian route in the 2001 Non-Motorized Transportation Plan.</i>
Feasibility, including public support and project readiness	<i>Community support is high due to the project being prioritized as a school walk route to Peter Kirk Elementary.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Connect to the 116th Ave NE project NM-0044.</i>
Implications of deferring the project	<i>Pedestrians will continue to be at risk when walking in the travel lanes.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Highlands</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,260 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0046 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	18TH AVENUE WEST SIDEWALK		
<b>PROJECT LOCATION</b>	From Market Street to Rose Point Lane	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 2,400 feet of concrete curb, gutter, and sidewalk along with planter strip and street trees. Project will require significant retaining walls on the grade between approximately 10th Street W and Rose Point Lane. The project will connect existing facilities along Market Street and those adjacent to Juanita Bay Park. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
<i>Page 6</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	388,800
In-House Professional Svcs.	155,500
Land Acquisition	0
Construction	1,710,700
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>2,255,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0046 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	18TH AVENUE WEST SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last three to four months, pedestrians, adjacent residents, and drivers using this street will experience construction impacts and delays.</i>
Community economic impacts	<i>Provided a separated walking surface for increased safety and access to walking trails in Juanita Bay Park.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Addition of landscape planter strip and street trees will mitigate additional impervious area that will be added with this project.</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high; impacts are dependent upon location and degree of improvements, but project does not present significant difficulties.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>These improvements will link with other sidewalk/ trails.</i>
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Market</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,400 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0047 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	116TH AVENUE NE SIDEWALK (SOUTH ROSE HILL)		
<b>PROJECT LOCATION</b>	East side of 116th Avenue NE from NE 70th Street to NE 75th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install 770 feet of concrete curb, gutter, sidewalk and planter strip for trees. This could possibly be done in conjunction with redevelopment activities with the I-405 widening project. This route is heavily used by Lake Washington High School students and others that use the Houghton Park and Ride Lot.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Transportation Improvement Plan <i>Page 6</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	72,800
In-House Professional Svcs.	29,100
Land Acquisition	0
Construction	320,200
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>422,100</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0047 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	116TH AVENUE NE SIDEWALK (SOUTH ROSE HILL)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction traffic will experience possible delays and congestion along 116th Avenue while traffic control is utilized.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>Follows the non-motorized goals as set forth in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>This project will be designed based on public input and DOT requirements.</i>
Conforms to legal or contractual obligations	<i>This project will encourage alternate modes of transportation that enhance air quality.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Connects with sidewalk completed on NE 75th Street.</i>
Implications of deferring the project	<i>Continued pedestrian use of shoulder for travel along 116th Avenue NE.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes - ERH-7</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 770 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0048 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 60TH STREET SIDEWALK		
<b>PROJECT LOCATION</b>	North side of NE 60th Street between 116th Ave NE and 132nd Ave NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install curb, gutter, sidewalk and a bike lane on the north side of NE 60th Street from 116th Avenue NE to 132nd Avenue NE. The project is approximately 5,300 feet in length and will involve minor roadway widening to accommodate the additional facilities.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan <i>Page 23</i> Comprehensive Plan <i>XV.C-8</i>	Current Revenue 0 % Reserve 0 % Grants 0 % Other Sources 0 % Debt 0 % Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	858,600
In-House Professional Svcs.	343,400
Land Acquisition	0
Construction	3,777,800
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>4,979,800</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0048 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 60TH STREET SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>There will be minor disruptions to pedestrian and vehicular travel during construction.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>Facilities are indicated as a priority in the 2001 Non-Motorized Transportation Plan.</i>
Feasibility, including public support and project readiness	<i>Improved multi-use facilities have been identified in the Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed in compliance with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of the priority one non-motorized plan.</i>
Implications of deferring the project	
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Bridle Trails, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 5,300 feet of bike lanes and sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0049 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	112TH AVENUE NE SIDEWALK		
<b>PROJECT LOCATION</b>	NE 87th Street to approximately NE 90th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install curb, gutter, sidewalk along the west side of 112th Avenue NE to the intersection of NE 87th Street. The improvements will continue across the Burlington Northern Santa Fe Railroad along the north side of 7th Avenue. This project will provide approximately 665 feet of concrete curb, gutter and sidewalk and associated storm drainage improvements. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
2001 Nonmotorized Transportation Plan	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	91,000
In-House Professional Svcs.	36,200
Land Acquisition	0
Construction	400,400
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>527,600</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0049 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	112TH AVENUE NE SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>There will be minor disruptions to pedestrian and vehicular travel during construction.</i>
Community economic impacts	<i>Safer and more convenient route to downtown businesses reduces traffic impacts.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Facilities will encourage non-motorized transportation from Highlands to downtown shopping and parks.</i>
Responds to an urgent need or opportunity	<i>Highlands Neighborhood Association has requested link.</i>
Feasibility, including public support and project readiness	<i>Improved walking facilities have been requested by neighbors.</i>
Conforms to legal or contractual obligations	<i>Will be designed and built to comply with professional and legal standards. Permit will be required from Burlington Northern Santa Fe Railroad.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Potentially hazardous pedestrian access from highlands to downtown through this section of roadway.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Highlands, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 665 feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0050 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 80TH STREET SIDEWALK		
<b>PROJECT LOCATION</b>	126th Avenue NE to 130th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install 915 feet concrete curb, gutter, sidewalk and associated storm drainage improvements on the south side of NE 80th Street from 126th Ave NE to 130th Ave NE. This route has been designated as a school walk route serving the Rose Hill Elementary School and connects with a completed school walk route sidewalk. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Comprehensive Plan <i>XV.G-14</i>	Reserve 0%
Transportation Improvement Plan <i>Page 7</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	148,200
In-House Professional Svcs.	59,300
Land Acquisition	0
Construction	652,200
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>859,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0050 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 80TH STREET SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction anticipated to last three to four months, traffic will experience possible delays and congestion along NE 80th Street while traffic control is utilized.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide for safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>This project is identified as a priority one pedestrian route in the 2001 Non-Motorized Transportation Plan.</i>
Feasibility, including public support and project readiness	<i>Community support is high and project presents few design and construction challenges.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and built to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes a segment of a priority one non-motorized network.</i>
Implications of deferring the project	<i>Continued utilization of existing gravel shoulder.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 915 feet sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0053 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 112TH STREET SIDEWALK (NORTH SIDE)		
<b>PROJECT LOCATION</b>	Between 117th Place NE and existing sidewalk east of BNSF railroad crossing	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 610 feet of concrete curb, gutter and sidewalk along NE 112th Street. Project will also require relocation of an existing large rock wall. It may be necessary to eliminate the standard planter strip along all or part of this project. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
2001 Nonmotorized Transportation Plan	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	98,800
In-House Professional Svcs.	39,500
Land Acquisition	0
Construction	434,800
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>573,100</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0053 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 112TH STREET SIDEWALK (NORTH SIDE)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last two to three months, pedestrians, adjacent residents, and motorists will experience typical construction impacts and delays.</i>
Community economic impacts	<i>Will encourage the use of non-motorized modes of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Protected pedestrian facility where currently pedestrians must walk along roadway shoulder will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Project will require relocation of significant rockery, but is technically feasible. This project has been requested by the South Juanita Neighborhood.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	<i>NA</i>
Benefits to other capital projects	<i>Project is along same route as previously completed pedestrian facilities.</i>
Implications of deferring the project	<i>Pedestrians will continue to walk along narrow roadway shoulder.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 610 ft. of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0054 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	13TH AVENUE SIDEWALK		
<b>PROJECT LOCATION</b>	3rd Street to 4th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 815 feet of concrete sidewalk along the south side of 13th Avenue between 3rd Street and 4th Street (Van Aalst Park). Project will also include concrete curb and gutter and planter strip with street trees. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
2001 Nonmotorized Transportation Plan	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	77,000
In-House Professional Svcs.	30,800
Land Acquisition	0
Construction	338,900
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>446,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0054 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	13TH AVENUE SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last two to three months, pedestrians, adjacent residents, and motorists will experience typical construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized transportation modes.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide protected pedestrian facility where currently pedestrians must walk in the roadway which will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for additional pedestrian facilities has been identified through public meetings and in the City's Comprehensive Plan. This project is identified as a Priority One pedestrian facility in the 2001 Nonmotorized Transportation Plan, and is also identified by the Lake Washington School District as a Suggested Walk Route for Peter Kirk Elementary School.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility, especially around schools, is high. Existing landscaping may be impacted, but project will be designed with input from all stakeholders.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional engineering and legal guidelines.</i>
Responds to state and/or federal mandate	
Benefits to other capital projects	<i>Project will connect to recently completed pedestrian facility on 13th Avenue that extends directly to Peter Kirk Elementary School.</i>
Implications of deferring the project	<i>Pedestrians (students) will continue to walk in the roadway.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 815 ft. of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0055 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	122ND AVENUE NE SIDEWALK		
<b>PROJECT LOCATION</b>	122nd Avenue NE between NE 70th Street and NE 75th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 1150 feet of five-foot concrete sidewalk along the east side of 122nd Avenue NE, between NE 70th Street and NE 73rd Street, and the west side of 122nd St Avenue NE, between NE 73rd Street and NE 75th Street. Project will evaluate the use of Low Impact Development standards. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Total project cost changed from \$2,733,600 to \$866,700 based on new project limits resulting in a reduced scope. Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>SRH-7</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	149,400
In-House Professional Svcs.	59,800
Land Acquisition	0
Construction	657,500
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>866,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0055 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	122ND AVENUE NE SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last three to four months, pedestrians, adjacent residents, and drivers using this roadway will experience typical construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Separated pedestrian facility where currently pedestrians must walk along narrow shoulder will increase safety and promote physical activity.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>This project is strongly supported by the South Rose Hill-Bridle Trails Neighborhood, School Walk Route Advisory committee representatives, and numerous residents that use this route. This project is technically feasible.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Pedestrians and bicyclists will continue to share narrow shoulder along roadway.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 2,100 ft. of new pedestrian and bicycle improvement <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0056 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 90TH STREET SIDEWALK (PHASE I)		
<b>PROJECT LOCATION</b>	Between 124th Avenue NE and 128th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 1,300 feet of concrete sidewalk along NE 90th Street. Project will consist of curb, gutter, and planter strip with street trees. It may be necessary to eliminate the planter strip along portions of this project to minimize impact to nearby wetlands. This project will have higher than normal costs due to the proximity to the wetland and possible mitigation measures.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	201,000
In-House Professional Svcs.	80,400
Land Acquisition	0
Construction	884,300
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,165,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0056 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 90TH STREET SIDEWALK (PHASE I)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, pedestrians, adjacent residents and drivers using the street will experience construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will provide for an additional protected pedestrian facility where currently they do not exist.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan; supported by Mark Twain PTSA and North Rose Hill Neighborhood Association.</i>
Feasibility, including public support and project readiness	<i>Wetlands adjacent to the project will present design and construction challenges, however community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Redevelopment of individual properties may install these improvements at no cost to the City; pedestrians would continue to walk in the roadway.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,300 feet of new sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0058 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	111TH AVE NON-MOTORIZED/EMERGENCY ACCESS CONNECTION		
<b>PROJECT LOCATION</b>	111th Ave NE between approximately Forbes Creek Drive and NE 106th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Identified in the Highlands Neighborhood Plan

**METHOD OF FINANCING (%)**

Current Revenue	%
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	369,800
In-House Professional Svcs.	148,200
Land Acquisition	0
Construction	1,482,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>2,000,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0058 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	111TH AVE NON-MOTORIZED/EMERGENCY ACCESS CONNECTION
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<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	
Community economic impacts	
Health and safety, environmental, aesthetic, or social effects	
Responds to an urgent need or opportunity	
Feasibility, including public support and project readiness	
Conforms to legal or contractual obligations	
Responds to state and/or federal mandate	
Benefits to other capital projects	
Implications of deferring the project	
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	<p>Name of Neighborhood(s) in which located:</p> <p>Is there a specific reference to this project or land use in the immediate vicinity?</p> <p>How does the project conform to such references?</p> <p>Attachments: <input type="checkbox"/> (Specify)</p>
<b>LEVEL OF SERVICE IMPACT</b>	<p><input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation).</p> <p><input type="checkbox"/> Project provides new capacity. Amount of new capacity provided:</p> <p><input type="checkbox"/> Project assists in meeting/maintaining adopted level of service.</p> <p><input type="checkbox"/> Project required to meet concurrency standards.</p>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0059 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET SIDEWALK		
<b>PROJECT LOCATION</b>	East side of 6th Street from 1st Avenue South to Kirkland Way	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>			
Install approximately 550 lineal feet of 5' concrete sidewalk and crossing improvements at Kirkland Ave. In locations where applicable a planter strip will be installed. This is a candidate project included as a component of the Annual Nonmotorized Program Project, NM 8888.			

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>			
Project identified as potential candidate for NM 8888 - Annual Nonmotorized Program Project.			

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
Comprehensive Plan <i>IX-4</i>	Current Revenue	0%
Transportation Improvement Plan <i>pg 29</i>	Reserve	0%
	Grants	0%
	Other Sources	0%
	Debt	0%
	Unfunded	100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	71,500
In-House Professional Svcs.	28,600
Land Acquisition	0
Construction	314,500
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	414,600
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0059 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last two months, pedestrians, adjacent residents and drivers using 6th Street will experience construction impacts and delays.</i>
Community economic impacts	<i>Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian-friendly facilities will promote more people to use alternate forms of travel especially to nearby downtown Central Business District.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high: impacts to residents by the removal of adjacent landscaping will need to be mitigated.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completes corridor pedestrian improvements</i>
Implications of deferring the project	
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 550 lineal feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0061 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 104TH STREET SIDEWALK		
<b>PROJECT LOCATION</b>	South side of NE 104th Street from 126th Avenue NE to 132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 1,950 lineal feet of curb, gutter, sidewalk and five-foot planter strip along NE 104th Street that currently does not have a sidewalk. ADA compliant wheelchair ramps will be required at crosswalk locations.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	304,000
In-House Professional Svcs.	122,000
Land Acquisition	0
Construction	1,337,500
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,763,500</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0061 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 104TH STREET SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last two months, pedestrians, adjacent residents and drivers using NE 104th Street will experience construction impacts and delays.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian-friendly facilities will promote more people to use alternate forms of travel especially to nearby Mark Twain Park.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high: impacts to residents by the removal of adjacent landscaping will need to be mitigated.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Continued pedestrian use of roadway and gravel shoulder.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,950 lineal feet of sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0062 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	19TH AVENUE SIDEWALK		
<b>PROJECT LOCATION</b>	South side of 19th Avenue from Market Street to 4th Street.	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Install approximately 1,760 lineal feet of curb, gutter, sidewalk and five-foot planter strip along 19th Avenue that currently does not have a sidewalk. ADA compliant wheelchair ramps will be required at crosswalk locations.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	131,000
In-House Professional Svcs.	87,000
Land Acquisition	0
Construction	596,200
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>814,200</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0062 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	19TH AVENUE SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, which is anticipated to last two months, pedestrians, adjacent residents and drivers using 19th Avenue will experience construction impacts and delays.</i>
Community economic impacts	<i>Provides a separate walking surface for increased safety and access to walking to Kirkland Junior High.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian-friendly facilities will promote more people to use alternate forms of travel.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high: impacts to residents by the removal of adjacent landscaping will need to be mitigated.</i>
Conforms to legal or contractual obligations	<i>Design and construction will comply with professional and legal requirements and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Connects with existing Market Street sidewalk.</i>
Implications of deferring the project	<i>Continued pedestrian use of roadway.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,760 feet of new sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0063 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND WAY SIDEWALK		
<b>PROJECT LOCATION</b>	8th St. S to Ohde (East side)	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 550 lineal feet of curb, gutter, sidewalk and five-foot planter strip along Kirkland Way that currently does not have a sidewalk. ADA compliant wheelchair ramps will be required at crosswalk locations.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	71,500
In-House Professional Svcs.	28,000
Land Acquisition	0
Construction	315,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>414,500</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0063 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND WAY SIDEWALK
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Structure work could create minor disruptions in residential access during certain construction activity</i>
Community economic impacts	<i>Will provide for improved non-Motorized facilities. Potentially lower incidence of vehicular insurance claims</i>
Health and safety, environmental, aesthetic, or social effects	<i>sidewalks and bikelanes along this section of Kirkland Way will Provide safer passage for pedestrians.</i>
Responds to an urgent need or opportunity	<i>Increased popularity and emphasis on non-motorized transportation increases likelihood of injury.</i>
Feasibility, including public support and project readiness	<i>likely</i>
Conforms to legal or contractual obligations	<i>yes</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>N/A</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 550 LF of new sidewalk <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0064 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	PARK LANE PEDESTRIAN CORRIDOR ENHANCEMENTS - PHASE II		
<b>PROJECT LOCATION</b>	Park Lane from Lake Street to Kirkland Transit Center at 3rd Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Aged and failing sidewalks along this corridor due to tree roots that have impacted the sidewalk panels between Lake Street and Main Street are a continuous maintenance issue. With development of the new Downtown Transit Center on Third Street by Sound Transit and a focus on enhancements along this pedestrian connection, this project will implement a new design standards along the corridor after an extensive public process. Additionally, the existing tree canopy which is a valued commodity along this corridor will be evaluated and possible solutions to the urban trees will be developed. This is a Phase 2 Project following a Phase 1 Pre-design and temporary sidewalk repair completed in 2010.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Downtown Strategic Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	0
In-House Professional Svcs.	0
Land Acquisition	0
Construction	1,300,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,300,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0064 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	PARK LANE PEDESTRIAN CORRIDOR ENHANCEMENTS - PHASE II
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Since the scope of this project is to look at opportunities and design standards, there should be no public disruption or inconvenience at this time. The study will look at funding opportunities and how to best coordinate with the Downtown Transit Center reconstruction as well as how to minimize</i>
Community economic impacts	<i>Reduction of potential tripping hazards, updated business environment and potential to revitalize commercial area; construction of sidewalk upgrades will increase access for all people to downtown shopping and restaurants.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian-friendly facilities will promote more people to use alternate forms of travel.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's overall Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>Improvements will be designed and constructed to meet ADA requirements</i>
Benefits to other capital projects	<i>Will support Kirkland Transit Center</i>
Implications of deferring the project	<i>Continued maintenance issue.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0068 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	104TH AVE NE/ NE 68TH ST LAKEVIEW SCHOOL WALK ROUTE ENHANCEMENTS		
<b>PROJECT LOCATION</b>	NE 68th Street/104th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 355 lineal feet of curb, gutter, sidewalk and planter strip along north side of NE 67th Street and west side of 104th Avenue NE. Upgrade ADA ramps at NE 67th Street/103rd Ave NE, NE 68th Street/104th Ave NE and mid-block crosswalk on NE 68th Street at Lakeview Elementary. Install RRFB pedestrian activated lighted crosswalk at mid-block crosswalk. The Project will complete critical non-motorized facilities to safely get students to and from Lakeview Elementary School; a 2010 Safe Routes to School Grant Application has been submitted for this Project.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan	Current Revenue 0 %
	Reserve 0 %
	Grants State 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	50,000
In-House Professional Svcs.	82,000
Land Acquisition	0
Construction	227,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>359,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0068 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	104TH AVE NE/ NE 68TH ST LAKEVIEW SCHOOL WALK ROUTE ENHANCEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, pedestrians, adjacent residents and drivers using this roadway will experience typical construction impacts and delays.</i>
Community economic impacts	<i>Will encourage non-motorized forms of transportation.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians.</i>
Responds to an urgent need or opportunity	<i>The need for improved pedestrian facilities throughout Kirkland has been identified in neighborhood meetings and in the City's Comprehensive Plan.</i>
Feasibility, including public support and project readiness	<i>Community support for safe pedestrian mobility is high.</i>
Conforms to legal or contractual obligations	<i>The project will be designed and constructed per professional and legal standards and guidelines.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>N/A</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Lakeview, Central Houghton</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0069 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	100TH AVENUE NE BICYCLE LANES		
<b>PROJECT LOCATION</b>	100th Avenue from NE 124th Street to NE 132nd Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Install bicycle lanes on 100th Avenue NE from NE 124th Street to NE 132nd Street. The new lanes will be accommodated by restriping the existing pavement and narrowing the existing auto lanes. Two landscaped medians will have to be narrowed to accomplish the restriping. In-pavement flashing light heads will be in auto wheel paths with the reconfigured lanes and therefore will be replaced. Detector loops at traffic signals will also need to be replaced to accommodate the new lane configuration.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>Section 6, pg. 99, project S1</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	28,000
In-House Professional Svcs.	15,000
Land Acquisition	0
Construction	142,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>185,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>NM 0069 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	100TH AVENUE NE BICYCLE LANES
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last 1 month, traffic will experience possible delays and congestion along 100th Avenue while traffic control is utilized.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements will provide safer travel for pedestrians and bicycles.</i>
Responds to an urgent need or opportunity	<i>The project will contribute to achieving federal clean air standards in the Seattle/Tacoma area by encouraging alternative modes of transportation.</i>
Feasibility, including public support and project readiness	<i>Active Transportation Plan</i>
Conforms to legal or contractual obligations	<i>Construction will be in compliance with legal and professional guidelines.</i>
Responds to state and/or federal mandate	<i>The Federal Clean Air Act mandated certain air quality standards. The Seattle/Tacoma area has been classified as a non-attainment area and this project is intended to contribute to achieving required standards.</i>
Benefits to other capital projects	<i>The bike facilities will connect with bike lanes along 100th Ave.</i>
Implications of deferring the project	<i>There will continue to be a gap in bicycle lanes on 100th Ave NE.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Juanita, South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0056 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET HOV QUEUE BYPASS		
<b>PROJECT LOCATION</b>	NE 85th Street at 114th Avenue NE (eastbound NE 85th Street to southbound I-405)	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Provide signal and traffic lane modifications eastbound on NE 85th Street that will allow transit and HOV traffic to enter I-405 in the southbound direction on a preemptive basis. The improvements will allow designated traffic to "by-pass" normal SOV queuing at the intersection. The project ranks high in the City's overall transportation needs as identified by the Ad-Hoc Transportation Criteria. The project will help the City attain the desired mode split level of service that is identified in the Comprehensive Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project is subject to anticipated funding through development activities and related revenues.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>C-5</i>	Current Revenue 0%
Transportation Improvement Plan <i>Page 3</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	200,200
In-House Professional Svcs.	90,100
Land Acquisition	0
Construction	550,700
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>841,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0056 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET HOV QUEUE BYPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction which is anticipated to last approximately two months.</i>
Community economic impacts	<i>Construction of this and similar facilities will encourage greater utilization of car pools and transit.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation that will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs based on the Ad-hoc criteria.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Continued barriers to HOV and transit.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Everest, Highlands</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Project is on 20-year list/map</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet of additional HOV capacity <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0057 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 124TH STREET HOV QUEUE BYPASS		
<b>PROJECT LOCATION</b>	NE 124th Street at 116th Avenue NE (eastbound NE 124th Street to southbound I-405)	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 450 feet of new eastbound travel lane west of the intersection of NE 124th Street and 116th Avenue NE that will allow transit and HOV traffic to enter I-405 in the southbound direction. The project will also provide for signal modifications at the intersection which will preempt or allow designated traffic to "by-pass" the normal SOV queuing at the intersection. The project ranks high in the City's overall transportation needs as identified by the Ad-Hoc Transportation Criteria. The project will help the City attain the desired mode split level of service that is identified in the Comprehensive Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>C-2</i>	Current Revenue 0%
Transportation Improvement Plan <i>Page 3</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	381,800
In-House Professional Svcs.	171,100
Land Acquisition	119,000
Construction	1,050,100
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,722,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0057 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 124TH STREET HOV QUEUE BYPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Impacts to adjacent businesses due to acquisition of right-of-way, parking lot reconfiguration, and driveway reconstruction/relocation; motorist impacts during construction.</i>
Community economic impacts	<i>Construction of this and similar facilities will encourage greater utilization of car pools and transit.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation that will reduce regional emissions. Additional lane will increase pedestrian travel time across NE 124th Street.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs based on the Ad-hoc criteria.</i>
Feasibility, including public support and project readiness	<i>The project is consistent with the goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Continued barriers to HOV and transit.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet of HOV capacity <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0065 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET/KIRKLAND WAY TRAFFIC SIGNAL		
<b>PROJECT LOCATION</b>	Intersection of Kirkland Way and 6th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Construct traffic signal at intersection to improve safety and alleviate congestion. This project will allow for more efficient traffic operations in the Downtown commercial area.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>
Total project cost changed from \$692,000 to \$564,000 based on new cost estimate. Project is subject to anticipated funding through development activities and related revenues.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>CF-8</i>	Current Revenue 0%
Transportation Improvement Plan <i>Page 4</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	135,400
In-House Professional Svcs.	62,000
Land Acquisition	0
Construction	366,600
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>564,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0065 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET/KIRKLAND WAY TRAFFIC SIGNAL
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Construction impacts will be minor due to relatively short duration/length of project. Some increased delays will occur at the intersection during certain phases of construction.</i>
Community economic impacts	<i>Reduced congestion at intersection may lead to higher use of local businesses.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Pedestrian actuated controls will afford higher degree of safety for pedestrians using this intersection to cross 6th Street or Kirkland Way.</i>
Responds to an urgent need or opportunity	<i>It is anticipated that private funding will provide 100% of the funds for the project; this is being monitored by City Staff for timing.</i>
Feasibility, including public support and project readiness	<i>Project presents no significant constructability issues.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to comply with professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Increased congestion. Potential expiration of private concomitant agreements which will require higher City contribution.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>Yes</i> How does the project conform to such references? <i>Project is identified on the 20-year list/map</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 20% <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0067 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND WAY/BURLINGTON NORTHERN SANTA FE RAILROAD ABUTMENT/INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of Kirkland Way and the Burlington Northern Santa Fe Railroad (BNSFRR) crossing	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

The project as currently anticipated will provide for a new railroad undercrossing along Kirkland Way which will allow installation of five-foot sidewalks as well as bike lanes on the north and south side of Kirkland Way. In addition, the clearance between the new roadway surface and the railroad bridge will be increased to alleviate frequent damage by passing vehicles. Site distance and intersection geometrics will also be addressed by the project. The non-motorized facilities along Kirkland Avenue/80th Street ped/bike overpass connect to a regional non-motorized route and the lack of facilities at BNSFRR crossing prevents a continuous route to downtown Kirkland. This project ranks high on the Ad-Hoc evaluation criteria. Due to potential change in use of the corridor by King County's acquisition, solutions to this intersection may be modified in future CIPs.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

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<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
2001 Nonmotorized Transportation Plan	Current Revenue 0%
Comprehensive Plan	Reserve 0%
<i>XV.E.6(3) &amp; Tab CF1-0</i>	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,646,800
In-House Professional Svcs.	741,100
Land Acquisition	0
Construction	4,529,100
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>6,917,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0067 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND WAY/BURLINGTON NORTHERN SANTA FE RAILROAD ABUTMENT/INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Construction will significantly impact regular train service on the BNSFRR line as well as those motorists using Kirkland Way. Kirkland Way has an estimated average daily trips of 5,000 - 8,000 vehicles per day (1998).</i>
Community economic impacts	<i>Will provide for improved non-motorized facilities which connect to the Central Business District. Potentially lower incidence of vehicular insurance claims.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Sidewalks and bikelanes along this section of Kirkland Way will provide safer passage; site distance and clearance improvements will reduce potential for vehicular conflicts.</i>
Responds to an urgent need or opportunity	<i>Increased popularity and emphasis on non-motorized transportation increases likelihood of injury.</i>
Feasibility, including public support and project readiness	<i>Design and construction of the facility will be difficult due to the lack of alternate routes for trains and vehicles.</i>
Conforms to legal or contractual obligations	<i>The design standards will be established by BNSFRR and construction will entail significant coordination and authorization with BNSFRR.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Will continue non-motorized facilities identified as Kirkland Avenue Sidewalk (NM-0002).</i>
Implications of deferring the project	<i>Potential for vehicle and/or non-motorized user conflicts, however with recent acquisition by King County, the entire BNSFRR corridor is likely to be utilized as a non-motorized facility and would change the possible solutions at this intersection.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Everest, Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 100 feet of ped/bike facilities <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0068 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	LAKE WASHINGTON BOULEVARD HOV QUEUE BYPASS		
<b>PROJECT LOCATION</b>	Southbound Lake Washington Boulevard onto westbound SR-520 at the south Kirkland city limits	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

This project will add approximately 500 feet of southbound HOV travel lane to Lake Washington Boulevard between the buffer zone of Cochran Springs Creek and the City of Bellevue at SR-520. The project will relocate existing pedestrian facilities, reconfigure the existing traffic signal at the intersection, and will require acquisition of commercial property currently occupied by a cold storage/meat packing facility. This project will require an interlocal agreement with the City of Bellevue and considerable coordination with the Washington State Department of Transportation. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>CF-10</i>	Current Revenue 0%
Transportation Improvement Plan <i>Page 4</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	379,000
In-House Professional Svcs.	170,000
Land Acquisition	4,989,000
Construction	1,042,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>6,580,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0068 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	LAKE WASHINGTON BOULEVARD HOV QUEUE BYPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last approximately 4 to 6 months, motorists and transit using this route will experience delays due to equipment and to signal modifications with the project.</i>
Community economic impacts	<i>Displacement of the existing business located at the southwest quadrant of the intersection of Lake Washington Blvd and NE Points Drive may impact Bellevue revenue to a very minor degree.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Improvements to the HOV system are intended to reduce motorists dependence on single vehicle trips with a desired outcome of improved air quality.</i>
Responds to an urgent need or opportunity	<i>Project contributes to the City's level of service goals for non-SOV mode split.</i>
Feasibility, including public support and project readiness	<i>The project will have a significant impact to the business in the southwest quadrant of the intersection. The project will also require potentially difficult negotiations with Bellevue and Washington State Department of Transportation..</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to comply with applicable requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Difficulty in attaining mode split identified in the Comprehensive Plan.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Lakeview, Moss Bay</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet HOV capacity <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0072 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 116TH STREET EASTBOUND HOV QUEUE BYPASS		
<b>PROJECT LOCATION</b>	Eastbound NE 116th Street from approximately 118th Avenue NE to Southbound I-405	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 1,500 feet of new eastbound HOV lane west of the intersection of 120th Ave NE that will allow transit and HOV traffic to enter I-405 in the southbound direction. In addition 1,500 feet of westbound HOV lane from I-405 will be constructed. The project will also provide for BNSFRR overpass widening and signal modifications at the intersection of NE 116th Street and 120th Ave NE which will preempt or allow designated traffic to "by-pass" the normal SOV queuing at the intersection. Washington State Dept. of Transportation constructed significant improvements on I-405 and this HOV improvement will be compatible with those improvements. Coordination with WSDOT is imperative.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>Page 5</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,477,000
In-House Professional Svcs.	665,000
Land Acquisition	1,133,000
Construction	4,062,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>7,337,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0072 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 116TH STREET EASTBOUND HOV QUEUE BYPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction which is anticipated to last approximately one year.</i>
Community economic impacts	<i>Construction of this and similar facilities will encourage greater utilization of car pools and transit.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Continued barriers to HOV and transit.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 1,500 feet of HOV capacity <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0073 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 70TH STREET EASTBOUND HOV QUEUE BYPASS		
<b>PROJECT LOCATION</b>	Eastbound NE 70th Street (300 feet to Southbound I-405)	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Install approximately 300 feet of new eastbound travel lane west of I-405 that will allow transit and HOV traffic to enter I-405 in the southbound direction. The project will also provide for signal modifications at the I-405 freeway off-ramps which will preempt or allow designated traffic to "bypass" the normal SOV queuing at the intersection.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>Page 5</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	325,000
In-House Professional Svcs.	146,000
Land Acquisition	337,000
Construction	894,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,702,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0073 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 70TH STREET EASTBOUND HOV QUEUE BYPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction which is anticipated to last approximately one year.</i>
Community economic impacts	<i>Construction of this and similar facilities will encourage greater utilization of car pools and transit.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Continued barriers to HOV and transit.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Central Houghton, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 300 feet of added HOV capacity <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0074 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET WESTBOUND HOV QUEUE BYPASS		
<b>PROJECT LOCATION</b>	Westbound NE 85th Street from approximately 120th Avenue NE to Northbound I-405	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 350 feet of new westbound travel lane east of the intersection of NE 85th Street and 120th Avenue NE that will allow transit and HOV traffic to enter I-405 in the northbound direction. The project will also provide for signal modifications at the intersection of NE 85th Street and 120th Ave NE which will preempt or allow designated traffic to "by-pass" the normal SOV queuing at the intersection.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>Page 6</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	381,000
In-House Professional Svcs.	172,000
Land Acquisition	173,000
Construction	1,049,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,775,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0074 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET WESTBOUND HOV QUEUE BYPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction which is anticipated to last approximately one year.</i>
Community economic impacts	<i>Construction of this and similar facilities will encourage greater utilization of car pools and transit.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Continued barriers to HOV and transit.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 350 feet of HOV capacity <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0075 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 124TH STREET WESTBOUND HOV QUEUE BYPASS		
<b>PROJECT LOCATION</b>	Westbound NE 124th Street from 124th Avenue NE to Northbound I-405	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

Install approximately 500 feet of new westbound travel lane east of the I-405 northbound off-ramp that will allow transit and HOV traffic to enter I-405 in the northbound direction. The project will also provide for signal modifications at the I-405 northbound off-ramp which will preempt or allow designated traffic to "by-pass" the normal SOV queuing at the intersection.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>Page 6</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	304,000
In-House Professional Svcs.	136,000
Land Acquisition	0
Construction	835,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,275,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0075 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 124TH STREET WESTBOUND HOV QUEUE BYPASS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary interruptions to traffic during construction which is anticipated to last approximately one year.</i>
Community economic impacts	<i>Construction of this and similar facilities will encourage greater utilization of car pools and transit.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Will encourage means of transportation which will reduce regional emissions.</i>
Responds to an urgent need or opportunity	<i>The project ranks high in the City's overall transportation needs as an encouragement for non-single occupancy vehicles in the City's transportation system.</i>
Feasibility, including public support and project readiness	<i>The project is technically feasible and is consistent with goals of the community as outlined in the transportation element of the City's Comprehensive Plan.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Continued barriers to HOV and transit.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 500 feet of HOV capacity <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0082 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CENTRAL WAY/PARK PLACE CENTER TRAFFIC SIGNAL		
<b>PROJECT LOCATION</b>	Intersection of Central Way and the Park Place entrance (between 4th Street and 5th Street)	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Install traffic signal to minimize traffic conflict, improve safety and traffic operation. In addition to these vehicular improvements, existing un signaled crosswalks at 5th Street and 4th Street will be eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the traffic signal as part of SEPA mitigation.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>
Project is subject to anticipated funding through development activities and related revenues. Project changed from \$327,900 to \$200,000.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Downtown Action Plan	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	67,600
In-House Professional Svcs.	32,400
Land Acquisition	0
Construction	100,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>200,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0082 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CENTRAL WAY/PARK PLACE CENTER TRAFFIC SIGNAL
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, lane closures on Central Way will occur. Will add delay for vehicles traveling on Central Way.</i>
Community economic impacts	<i>Improved access to retail complex is likely to increase patronage of local businesses. Improved access to community facilities including Kirkland Performance Center, Senior Center, and Teen Center.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Signalized intersection will improve pedestrian crossing safety.</i>
Responds to an urgent need or opportunity	<i>Existing pedestrian conflicts at 5th Street and 4th Street could be avoided with elimination of existing sidewalks at those locations and pedestrians required to use the signalized crosswalk.</i>
Feasibility, including public support and project readiness	<i>The project presents challenges on the north leg of this intersection and will require negotiation and working with the surrounding businesses. Community support for improved pedestrian facilities has been identified at various public forums.</i>
Conforms to legal or contractual obligations	<i>N/A</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Increased costs and possible pedestrian conflicts.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 20% <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0083 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	100TH AVENUE NE/NE 132ND STREET INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of 100th Avenue NE/NE 132nd Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Restripe the northbound to eastbound right-turn lane to a combination of shared through and right-turn. Construct a 250 foot northbound receiving lane on the north leg of the intersection (currently within unincorporated King County). Extend the westbound left and right turn lanes to 500 foot. This candidate project will result in improvements to allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. The Intersection Initiative recommends adding a southbound to westbound right-turn lane to improve capacity. This is a candidate project included as a component of the Annual Concurrency Traffic Improvements Program Project, TR 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for TR 8888 - Annual Concurrency Traffic Improvements Program Project. Project is subject to anticipated funding through development activities and related revenues.

**POLICY BASIS**

Comprehensive Plan

**METHOD OF FINANCING (%)**

Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	684,000
In-House Professional Svcs.	308,000
Land Acquisition	119,000
Construction	1,880,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>2,991,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0083 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	100TH AVENUE NE/NE 132ND STREET INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian delays during construction which is anticipated to last approx 2 months.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	<i>N/A</i>
Feasibility, including public support and project readiness	<i>N/A</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Increased congestion and delays in traffic and transit operations.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: varies <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0084 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	100TH AVENUE NE/NE 124TH STREET INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of 100th Avenue NE and NE 124th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Construct a 250 foot northbound receiving lane on the north leg of the intersection. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>IX-33</i>	Current Revenue 0%
Transportation Improvement Plan <i>Page 5</i>	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	531,000
In-House Professional Svcs.	239,000
Land Acquisition	0
Construction	1,460,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	2,230,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0084 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	100TH AVENUE NE/NE 124TH STREET INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian delays during construction which is anticipated to last approximately 2-3 months.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service, reduce intersection congestion, and improve transit system efficiency.</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	<i>The intersection is currently within the required standards, however at a future date, traffic volumes are anticipated to require the improvements.</i>
Feasibility, including public support and project readiness	<i>N/A</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Increased congestion and delays in traffic and transit operations.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Juanita, South Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: varies by time of day-sustains less than 1.4 V/C rati <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0086 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 70TH STREET/132ND AVENUE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of NE 70th Street and 132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Construct a westbound right turn lane and a northbound right turn lane; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. This is a candidate project included as a component of the Annual Concurrency Traffic Improvements Program Project, TR 8888.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>
Project identified as potential candidate for TR 8888 - Annual Concurrency Traffic Improvements Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>Page 2</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	530,100
In-House Professional Svcs.	238,600
Land Acquisition	2,364,100
Construction	1,457,800
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>4,590,600</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0086 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 70TH STREET/132ND AVENUE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian delays during construction which is anticipated to last approx 2-3 months.</i>
Community economic impacts	<i>This project will allow the City to maintain its desired transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	
Feasibility, including public support and project readiness	<i>Project will require the acquisition of private property.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>Increased congestion and traffic delays.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>South Rose Hill, Bridle Trails</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: Varies <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0088 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH ST/120TH AVE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	NE 85th Street at 120th Ave NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install multiple upgrades to the existing signalized intersection including: add northbound right turn lane and one each new westbound and one eastbound travel lane. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible. This intersection is projected to exceed the City's standard of 1.4 Volume to Capacity (V/C) ratio as identified in the City's 2022 transportation network modeling analysis. This is a candidate project included as a component of the Annual Concurrency Traffic Improvements Program Project, TR 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project identified as potential candidate for TR 8888 - Annual Concurrency Traffic Improvements Program Project.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
Current service and/or functional objectives	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	608,900
In-House Professional Svcs.	274,000
Land Acquisition	2,715,100
Construction	1,674,300
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>5,272,300</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0088 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH ST/120TH AVE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last three to four months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transpiration systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>None at this time.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: allows reduction of 1.3 V/C ratio <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0089 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET/132ND AVE NE INTERSECTION IMPROVEMENTS (PHASE II)		
<b>PROJECT LOCATION</b>	NE 85th Street at 132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Install multiple upgrades to the existing signalized intersection including one new westbound and one eastbound travel lane. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible. This intersection is projected to exceed the City's standard of 1.4 volume to capacity (V/C) ratio as identified in the City's 2022 transportation network modeling analysis.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0%
	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	434,700
In-House Professional Svcs.	195,600
Land Acquisition	0
Construction	1,195,400
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,825,700</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0089 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET/132ND AVE NE INTERSECTION IMPROVEMENTS (PHASE II)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last three to four months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>None at this time.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill, South Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: allows reduction of 1.3 V/C ratio <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0090 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	LAKE WASHINGTON BOULEVARD/NE 38TH PLACE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Lake Washington Boulevard at NE 38th Place	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Install multiple upgrades to the existing signalized intersection including one additional northbound Lake Washington Boulevard travel lane through the intersection. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the traffic signal improvements as part of SEPA mitigation. This intersection is projected to exceed the City's standard of 1.4 volume to capacity (V/C) ratio as identified in the City's 2022 transportation network modeling analysis.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project is subject to anticipated funding through development activities and related revenues. Project changed from \$2,948,100 to \$500,000.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
Current service and/or functional objectives	Current Revenue	0 %
	Reserve	0 %
	Grants	0 %
	Other Sources	0 %
	Debt	0 %
	Unfunded	100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	170,900
In-House Professional Svcs.	127,600
Land Acquisition	0
Construction	201,500
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>500,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0090 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	LAKE WASHINGTON BOULEVARD/NE 38TH PLACE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last three to four months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>None at this time.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Lakeview</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: allows maintenance of 1.4 V/C ratio <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0091 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 124TH ST/124TH AVE NE INTERSECTION IMPROVEMENTS (PHASE III)		
<b>PROJECT LOCATION</b>	North leg of the intersection	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		2008	Modified Project

**DESCRIPTION/JUSTIFICATION**

Widen north (southbound) leg to allow second left-turn lane, extend right-turn-only lane to become a through-right (right of way acquisition at railroad triangle required). Construct new railroad crossings on north leg and on NE 124th Street (west leg) per standards of new ownership of right of way. This is a candidate project included as a component of the Annual Concurrency Traffic Improvements Program Project, TR 8888.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project moved to candidate project status under TR 8888 - Annual Concurrency Traffic Improvement for budgetary reasons. Total cost changed from \$3,922,600 to \$3,503,300 based on new construction cost estimates.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Transportation Improvement Plan <i>Page 1</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	791,400
In-House Professional Svcs.	617,500
Land Acquisition	369,600
Construction	1,724,800
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>3,503,300</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0091 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 124TH ST/124TH AVE NE INTERSECTION IMPROVEMENTS (PHASE III)
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction anticipated to last 6-8 months, minor traffic and pedestrian detours and delays can be anticipated.</i>
Community economic impacts	<i>Improvements to this intersection are required to sustain development in the Totem lake area including expansion of Evergreen Hospital.</i>
Health and safety, environmental, aesthetic, or social effects	<i>The improvements will incorporate improved railroad crossing arms and be designed to minimize vehicular conflicts.</i>
Responds to an urgent need or opportunity	<i>Concurrency for surrounding development activity may not be reached if the improvements are not installed.</i>
Feasibility, including public support and project readiness	<i>Project requires acquisition of costly commercial real estate and will present significant design and construction challenges</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to comply with professional and legal guidelines and requirements.</i>
Responds to state and/or federal mandate	<i>Concurrency under the Growth Management Act requires that sufficient facilities be constructed to handle growth.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the Totem Lake area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>Continued escalation of costs, potential for the City to not meet concurrency requirements.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0092 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 116TH STREET/124TH AVE NE NORTHBOUND DUAL LEFT TURN LANES		
<b>PROJECT LOCATION</b>	South leg of intersection	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

**DESCRIPTION/JUSTIFICATION**

This project will reconstruct the south leg (124th Ave NE) of the intersection to allow for two northbound left-turn lanes from 124th Ave NE to NE 116th Street. It will require signal modifications and lane reconfiguration. Due to projected traffic volume increases at this intersection, and in order to remain consistent with a maximum volume to capacity ratio of 1.4, the improvements must be constructed.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan <i>IX-14 (Sept. 2006)</i>	Current Revenue 0 %
	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	409,000
In-House Professional Svcs.	184,000
Land Acquisition	0
Construction	1,124,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,717,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0092 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 116TH STREET/124TH AVE NE NORTHBOUND DUAL LEFT TURN LANES
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last three to four months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0093 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/JUANITA H.S. ACCESS ROAD INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of NE 132nd Street/Juanita High School Access Road	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	199,000
In-House Professional Svcs.	89,000
Land Acquisition	80,000
Construction	548,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>916,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0093 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/JUANITA H.S. ACCESS ROAD INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0094 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/108TH AVENUE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of NE 132nd Street/108th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	135,000
In-House Professional Svcs.	61,000
Land Acquisition	50,000
Construction	372,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>618,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0094 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/108TH AVENUE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0095 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/FIRE STATION ACCESS DRIVE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of NE 132nd Street/Fire Station Access Drive (Near 112th Avenue NE)	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the WSDOT Half-Diamond interchange at I-405 and NE 132nd Street and Totem Lake redevelopment.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	87,000
In-House Professional Svcs.	39,000
Land Acquisition	0
Construction	240,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>366,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0095 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/FIRE STATION ACCESS DRIVE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Juanita, Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0096 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/124TH AVENUE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of NE 132nd Street/124th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project is subject to anticipated funding through development activities and related revenues.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	1,490,700
In-House Professional Svcs.	530,300
Land Acquisition	670,000
Construction	3,022,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>5,713,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0096 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/124TH AVENUE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last six to eight months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0097 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/132ND AVE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of NE 132nd Street/132nd Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Existing Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	194,000
In-House Professional Svcs.	88,000
Land Acquisition	71,000
Construction	536,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>889,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0097 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET/132ND AVE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction, anticipated to last four to six, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0098 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET / 116TH WAY NE - TOTEM LAKE BLVD (I-405) INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

**DESCRIPTION/JUSTIFICATION**

Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405, between 116th Way NE and Totem Lake Blvd, as recommended in the NE 132nd Street Master Plan.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

Project is subject to anticipated funding through development activities and related revenues.

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	208,000
In-House Professional Svcs.	92,000
Land Acquisition	0
Construction	0
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>300,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0098 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 132ND STREET / 116TH WAY NE - TOTEM LAKE BLVD (I-405) INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>During construction by WSDOT, anticipated to last twenty- four to thirty months, traffic impacts and delays are anticipated. Pedestrian facilities that are impacted during construction will be coordinated with transit operations.</i>
Community economic impacts	<i>Intersection improvements will allow continued commercial and residential growth consistent with the Puget Sound Regional Council growth projections thereby leading to the continued prosperous development of Puget Sound.</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Juanita</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0099 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE / TOTEM LAKE WAY INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of Totem Lake Way and 120th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0 %
Transportation Improvement Plan	Reserve 0 %
	Grants 0 %
	Other Sources Private Development 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	682,500
In-House Professional Svcs.	313,000
Land Acquisition	0
Construction	1,850,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>2,845,500</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0099 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	120TH AVENUE / TOTEM LAKE WAY INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Development driven.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>N/A</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0103 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CENTRAL WAY / 4TH STREET INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Central Way / 4th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Extend two-way-left turn by moving crosswalk to Parkplace Signal. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the intersection improvements as part of SEPA mitigation.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	6,700
In-House Professional Svcs.	3,100
Land Acquisition	0
Construction	21,200
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>31,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0103 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CENTRAL WAY / 4TH STREET INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0104 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET / 4TH AVENUE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	6th Street S/ 4th Avenue	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Dual eastbound left turn, with widening on 6th Street. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the traffic signal as part of SEPA mitigation.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	153,000
In-House Professional Svcs.	75,700
Land Acquisition	0
Construction	351,300
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>580,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0104 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET / 4TH AVENUE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0105 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CENTRAL WAY / 5TH STREET INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Central Way / 5th Street	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	155,500
In-House Professional Svcs.	76,500
Land Acquisition	0
Construction	332,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	564,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0105 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	CENTRAL WAY / 5TH STREET INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: varies <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0106 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET / 7TH AVENUE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	6th Street / 7th Avenue	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

**DESCRIPTION/JUSTIFICATION**

Add left turn lanes on northbound and southbound approaches.

**REASON FOR MODIFICATION (WHERE APPLICABLE)**

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0 %
Transportation Improvement Plan	Reserve 0 %
	Grants 0 %
	Other Sources 0 %
	Debt 0 %
	Unfunded 100 %

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	21,500
In-House Professional Svcs.	9,800
Land Acquisition	0
Construction	58,100
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>89,400</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0106 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	6TH STREET / 7TH AVENUE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Moss Bay, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: varies <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0107 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	MARKET STREET / 15TH AVENUE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Market Street / 15th Avenue	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	135,400
In-House Professional Svcs.	62,000
Land Acquisition	0
Construction	366,600
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>564,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0107 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	MARKET STREET / 15TH AVENUE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Market, Norkirk</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: varies <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0108 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET / 124TH AVENUE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	NE 85th Street / 124th Avenue NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Add northbound right-turn-only pocket. It is anticipated that the design and construction timing is concurrent with the development of Park Place, which will be required to install the traffic signal as part of SEPA mitigation.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	213,300
In-House Professional Svcs.	97,700
Land Acquisition	0
Construction	578,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>889,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0108 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	NE 85TH STREET / 124TH AVENUE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0109 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	TOTEM LAKE PLAZA /TOTEM LAKE BLVD INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Totem Lake Mall	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Install traffic signal and associated roadway improvements between Totem Lake Boulevard and NE 120th Avenue NE to minimize traffic conflict, improve safety and traffic operations through the Totem Lake Mall. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the improvements as part of SEPA mitigation.</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Current service and/or functional objectives	Current Revenue 0%
Transportation Improvement Plan	Reserve 0%
	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	350,000
In-House Professional Svcs.	175,000
Land Acquisition	0
Construction	975,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>1,500,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0109 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	TOTEM LAKE PLAZA /TOTEM LAKE BLVD INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Pedestrian and vehicle traffic disruption during construction of individual projects.</i>
Community economic impacts	<i>N/A</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Project will be designed and constructed to meet professional and legal requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>Will improve vehicular level of service in the downtown area in conjunction with other planned improvements in the six-year CIP.</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>N/A</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0110 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	TOTEM LAKE PLAZA/ 120TH AVENUE NE INTERSECTION IMPROVEMENTS		
<b>PROJECT LOCATION</b>	Intersection of Totem Lake Plaza / 120th Ave NE at Totem Lake Mall	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation.	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>
Comprehensive Plan	Current Revenue 0%
Current service and/or functional objectives	Reserve 0%
Transportation Improvement Plan	Grants 0%
	Other Sources 0%
	Debt 0%
	Unfunded 100%

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	350,000
In-House Professional Svcs.	175,000
Land Acquisition	0
Construction	975,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	1,500,000
<b>NEW MAINT. AND OPER.</b>	0
<b>NEW FTE</b>	0.00

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0110 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	TOTEM LAKE PLAZA/ 120TH AVENUE NE INTERSECTION IMPROVEMENTS
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Minor disruption to local traffic and pedestrian access is expected during construction.</i>
Community economic impacts	<i>NA</i>
Health and safety, environmental, aesthetic, or social effects	<i>Congestion resulting from poorly designed transportation systems lead to poor air quality, driver frustration, and possible traffic accidents.</i>
Responds to an urgent need or opportunity	<i>Will be required by the City's planning horizon of 2022.</i>
Feasibility, including public support and project readiness	<i>Intersection improvements at strategic locations throughout the City are favored over additional capacity through the addition of travel lanes that may be more of an impact to neighborhoods. The design and community outreach that will take part with this project will attempt to address local resident and business concerns during construction.</i>
Conforms to legal or contractual obligations	<i>Projects will be designed and constructed per legal and professional guidelines and requirements.</i>
Responds to state and/or federal mandate	<i>The Growth Management Act requires that communities develop concurrent development of infrastructure to meet growth; this project allows that concurrency for the transportation network.</i>
Benefits to other capital projects	<i>N/A</i>
Implications of deferring the project	<i>City will not meet concurrency goals established for the 2022 transportation network.</i>
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>Totem Lake, North Rose Hill</i> Is there a specific reference to this project or land use in the immediate vicinity? <i>No</i> How does the project conform to such references? <i>N/A</i> Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: City maintains less than 1.4 V/C at intersection <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0111 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND INTELLIGENT TRANSPORTATION SYSTEM IMPLEMENTATION, PHASE II		
<b>PROJECT LOCATION</b>	NE 124th St ITS corridor, 120th /124th Ave NE from NE 132nd St to NE 116th St and NE 132nd St between 100th Ave and 132nd Place NE.	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	New Project

<b>DESCRIPTION/JUSTIFICATION</b>	
<p>Installation of traffic signal upgrades on ITS corridors, CCTV, TSP, fiber optic communication to link corridors to TMC, communication network expansion and traffic signal upgrades at isolated intersection. Includes new signal controllers and communication link to/from City's proposed TCC (Traffic Control Center)</p> <p>2) ITS measures on: 120th /124th Ave NE from NE 132nd St to NE 116th St on NE 132nd St between 100th Ave and 132nd Place NE. ITS measures includes signal interconnection, traffic signal equipment upgrades such as video detection, CCTV, controller cabinet assemblies, system loops/data collection stations, fiber optic communication to/from City's proposed TCC (Traffic Control Center).</p>	

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>												
Transportation Improvement Plan <i>KITS, Pg 26</i>	<table border="0"> <tr> <td>Current Revenue</td> <td>0 %</td> </tr> <tr> <td>Reserve</td> <td>0 %</td> </tr> <tr> <td>Grants CMAQ</td> <td>0 %</td> </tr> <tr> <td>Other Sources</td> <td>0 %</td> </tr> <tr> <td>Debt</td> <td>0 %</td> </tr> <tr> <td>Unfunded</td> <td>100 %</td> </tr> </table>	Current Revenue	0 %	Reserve	0 %	Grants CMAQ	0 %	Other Sources	0 %	Debt	0 %	Unfunded	100 %
Current Revenue	0 %												
Reserve	0 %												
Grants CMAQ	0 %												
Other Sources	0 %												
Debt	0 %												
Unfunded	100 %												

<b>CAPITAL COSTS</b>	<b>COSTS TO BE FUNDED</b>
Planning/Design/Engineering	492,000
In-House Professional Svcs.	123,000
Land Acquisition	0
Construction	3,485,000
Computer Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>4,100,000</b>
<b>NEW MAINT. AND OPER.</b>	<b>0</b>
<b>NEW FTE</b>	<b>0.00</b>

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2011 TO 2016**

<b>PROJECT #</b>	<b>TR 0111 001</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Ray Steiger

<b>PROJECT TITLE</b>	KIRKLAND INTELLIGENT TRANSPORTATION SYSTEM IMPLEMENTATION, PHASE II
<b>CRITERIA</b>	<b>PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)</b>
Amount of public disruption and inconvenience caused	<i>Temporary traffic and pedestrian delays during testing of installed system which is anticipated to last 1-2 months.</i>
Community economic impacts	<i>This project will allow the City to improve the transportation level of service and reduce intersection congestion.</i>
Health and safety, environmental, aesthetic, or social effects	<i>N/A</i>
Responds to an urgent need or opportunity	
Feasibility, including public support and project readiness	<i>Project will not require the acquisition of private property.</i>
Conforms to legal or contractual obligations	<i>Will be designed and constructed to meet legal and professional requirements.</i>
Responds to state and/or federal mandate	<i>N/A</i>
Benefits to other capital projects	<i>Completing network system will allow for remote monitoring and communication of signal systems.</i>
Implications of deferring the project	
<b>CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN</b>	Name of Neighborhood(s) in which located: <i>City-wide</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments: <input type="checkbox"/> (Specify)
<b>LEVEL OF SERVICE IMPACT</b>	<input checked="" type="checkbox"/> Project provides no new capacity (repair, replacement or renovation). <input type="checkbox"/> Project provides new capacity. Amount of new capacity provided: <input checked="" type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.