

**CITY OF KIRKLAND  
CAPITAL IMPROVEMENT PROGRAM  
2015 TO 2020**

|                           |                    |
|---------------------------|--------------------|
| <b>PROJECT #</b>          | <b>NM 0050 000</b> |
| <b>DEPARTMENT</b>         | Public Works       |
| <b>DEPARTMENT CONTACT</b> | Dave Snider        |

|                         |                                    |                      |                       |
|-------------------------|------------------------------------|----------------------|-----------------------|
| <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      |

| <b>DESCRIPTION/JUSTIFICATION</b>  |  |  |  |
|---|--|--|--|
| <p>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.</p> |  |  |  |

| <b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>   |  |  |  |
|---|--|--|--|
| <p>Project remains an Unfunded CIP project, however, it is not included within the 20-year planning horizon for the Transportation Master Plan and the Capital Facilities Plan; Project is an external funding candidate.</p> |  |  |  |

| <b>POLICY BASIS</b>        |
|----------------------------|
| Other Plan                 |
| Active Transportation Plan |

| <b>COUNCIL GOALS</b>    |
|-------------------------|
| Balanced Transportation |
| Public Safety           |
| Neighborhoods           |

| <b>METHOD OF FINANCING (%)</b> |       |
|--------------------------------|-------|
| 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 | 148,200                   |
| In-House Professional Svcs. | 59,300                    |
| Land Acquisition            | 0                         |
| Construction                | 652,200                   |
| Comp. 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>               |

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|                      |                         |
|----------------------|-------------------------|
| <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>Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.</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>Improvements will provide for safer travel for pedestrians and bicycles.</i>  |
| Responds to an urgent need or opportunity                      | <i>N/A</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 COMPRE-HENSIVE PLAN</b>            | Name of Neighborhood(s) in which located: <i>South Rose Hill</i><br>Is there a specific reference to this project or land use in the immediate<br>How does the project conform to such references?<br>Attachments <input type="checkbox"/> (Specify)   |
| <b>LEVEL OF SERVICE IMPACT</b>                                 | <input type="checkbox"/> Project provides no new capacity (repair, replacement or renovation).<br><input checked="" type="checkbox"/> Project provides new capacity. Amount of new capacity provided: 915 feet sidewalk<br><input type="checkbox"/> Project assists in meeting/maintaining adopted level of service.<br><input type="checkbox"/> Project required to meet concurrency standards. |