

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

<b>PROJECT #</b>	<b>ST 0064 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Dave Snider

<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	Modified 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)**

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.

<b>POLICY BASIS</b>
Other Plan

  

<b>COUNCIL GOALS</b>
Balanced Transportation
Economic Development

<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	4,058,000
In-House Professional Svcs.	1,740,000
Land Acquisition	3,290,000
Construction	21,261,000
Comp. 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>

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<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 one to two 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	N/A
Benefits to other capital projects	N/A
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 COMPRE-HENSIVE 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 <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: <i>25%- 30% veh + ped/bike</i> <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.