

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

<b>PROJECT #</b>	<b>ST 0072 000</b>
<b>DEPARTMENT</b>	Public Works
<b>DEPARTMENT CONTACT</b>	Dave Snider

<b>PROJECT TITLE</b>	NE 120TH STREET ROADWAY EXTENSION		
<b>PROJECT LOCATION</b>	Extension of NE 120th Street west of 124th Avenue NE across the Cross Kirkland Corridor to 120th Place NE	<b>PROJECT START</b>	<b>PROJECT STATUS</b>
		Undetermined	Modified Project

<b>DESCRIPTION/JUSTIFICATION</b>			
<p>Install 1100 feet of new roadway along an alignment west of the completed section of 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 Cross Kirkland Corridor, parallel the Corridor and terminate at 116th Ave NE. The project will include signal modifications at 124th Ave NE/NE 120th St, bike facilities sidewalks, and planter strips along the entire alignment. Revised to include segment from CKC to 116th Ave NE.</p>			

<b>REASON FOR MODIFICATION (WHERE APPLICABLE)</b>	
<p>Total project cost changed from \$5,870,000 to \$15,780,600 due to an enhanced scope consistent with the Cross Kirkland Master Plan and resultant updated cost estimate.</p>	

<b>POLICY BASIS</b>	<b>METHOD OF FINANCING (%)</b>	
Transportation Master 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	2,289,000
In-House Professional Svcs.	1,105,000
Land Acquisition	3,400,000
Construction	8,986,600
Comp. Hardware/Software	0
Equipment	0
Other Services	0
<b>Total</b>	<b>15,780,600</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>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 Cross Kirkland Corridor (CKC) 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 COMPRE-HENSIVE 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 <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: Undetermined <input type="checkbox"/> Project assists in meeting/maintaining adopted level of service. <input type="checkbox"/> Project required to meet concurrency standards.