

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

PROJECT #	TR 0067 000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT TITLE	KIRKLAND WAY/CKC BRIDGE ABUTMENT/INTERSECTION IMPROVEMENTS		
PROJECT LOCATION	Intersection of Kirkland Way and the Cross Kirkland Corridor crossing	PROJECT START	PROJECT STATUS
		Undetermined	Modified Project

DESCRIPTION/JUSTIFICATION			
<p>The project as currently anticipated will provide for a new roadway undercrossing along Kirkland Way at the Cross Kirkland Corridor (CKC), 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 CKC 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 Cross Kirkland Corridor crossing prevents a continuous route to downtown Kirkland.</p>			

REASON FOR MODIFICATION (WHERE APPLICABLE)			
<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>			

POLICY BASIS
Transportation Master Plan
Other Plan

COUNCIL GOALS
Balanced Transportation
Public Safety
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	0 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	100 %

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

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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	<i>Construction will significantly impact through traffic for those motorists using Kirkland Way.</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>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>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>To be determined.</i>
Implications of deferring the project	<i>Continued potential for conflicting turning movements.</i>
CONFORMANCE WITH ADOPTED COMPRE-HENSIVE PLAN	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 <i>No</i> How does the project conform to such references? Attachments <input type="checkbox"/> (Specify)
LEVEL OF SERVICE IMPACT	<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.