

Introductory Comments

Projects in the Intersections program are intended to improve existing street intersections primarily within the arterial network to enhance safe traffic flow and help the City continue to adopt level-of-service standards. A number of arterial intersection capacity projects are needed to provide infrastructure concurrent with development. The projects include intersection widening, improved access to freeways, signalization, modifications to channelization (such as adding turn lanes), sidewalks, wheelchair ramps, lighting, and landscaping. In addition to reducing the likelihood or severity of traffic accidents and reducing congestion problems, these projects aim to increase the safety and mobility of pedestrians by providing safer access across busy arterials. When linked to sidewalk and/or trail systems, these projects offer mobility options other than the automobile.

Intersection projects from the Transportation Facilities Plan (TFP) serve as a primary source of candidate projects considered for the latest update of the Capital Investment Program (CIP) Plan. TFP intersection projects selected for inclusion in the CIP ranked high in a prioritization system based strongly on transportation system goals and policies identified in the Comprehensive Plan. The ranking system gives significant weight to both a project's ability to address safety issues and its likelihood of leveraging outside funding sources. Level-of-service benefits are strongly considered as well as a project's benefits to transit service and mode split goal achievement. Finally, a project's regional significance as indicated by its inclusion in a regional transportation plan, a specific interlocal agreement, or impact to a regional facility, is factored into the prioritization process.

Projects listed herein comply with the goals and policies of the City's Comprehensive Plan and with applicable state and federal standards. These projects support Comprehensive Plan policies to encourage economic development while protecting neighborhoods from spillover traffic, and they comply with the mandate of the State's Growth Management Act to maintain adopted level-of-service standards.

2009-2015 Adopted CIP: Transportation - Intersections

Funded CIP Projects

CIP Plan Number	Project Name	Project Status	\$ in 000s	
			2009-2015 Project Cost	Total Estimated Cost
PW-I-76	148th Avenue NE/Bel-Red Road	ANB	\$6,977	\$6,977
PW-I-78	148th Avenue NE/NE 20th Street	ANB	3,778	3,778
PW-I-83	Redmond BROTS Projects	AB	1,546	2,687
PW-I-84	Signal Warrant/Safety Program	O	1,146	2,509
TOTAL INTERSECTIONS			<u>\$13,447</u>	<u>\$15,951</u>

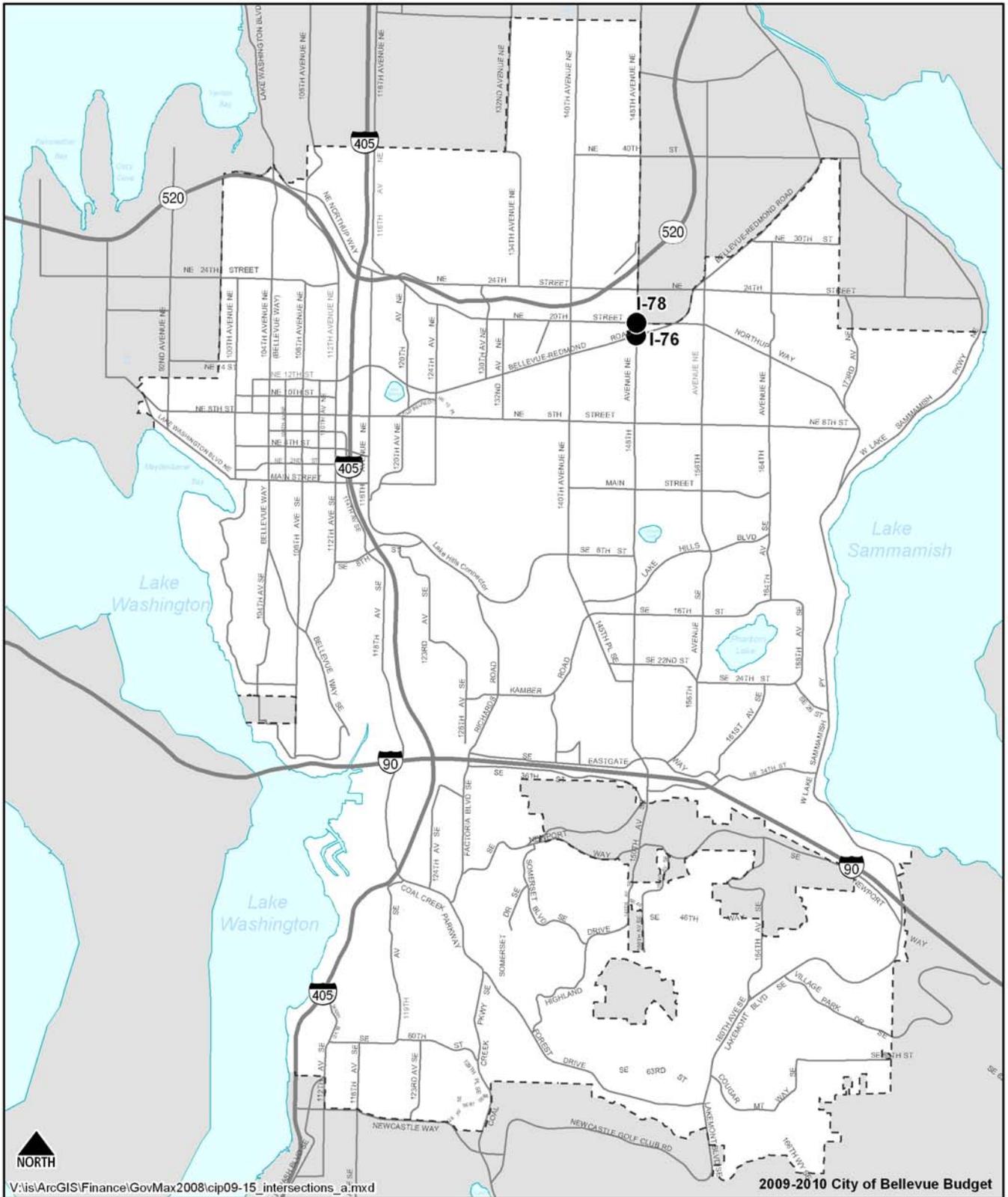
Project Status Key:

AB = Approved and Begun

ANB = Approved and Not Begun

O = Ongoing

N = New



2009-2015 Intersection CIP Projects

Notes: Projects I-83 and I-84 are not shown as they are at multiple locations throughout the City.

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.

Plot Date: 10/6/2008

2009-2015 Adopted CIP: Transportation - Intersections

Cost and Resource Summary
\$000

	2009	2010	2011	2012	2013	2014	2015	2009-2015 Total
TOTAL BASE CIP COSTS	\$1,512	\$3,284	\$7,884	\$179	\$186	\$197	\$205	\$13,447
TOTAL SUPPLEMENTAL CIP COSTS	-	-	-	-	-	-	-	-
TOTAL COSTS	\$1,512	\$3,284	\$7,884	\$179	\$186	\$197	\$205	\$13,447
RESOURCES								
GENERAL CIP REVENUE	\$853	\$0	\$0	\$0	\$0	\$0	\$0	\$853
REAL ESTATE EXCISE TAX	58	943	4,676	-	-	-	-	5,677
TRANSPORTATION IMPACT FEES	271	758	723	-	-	-	-	1,753
GRANTS/INTERGOVERNMENTAL/ DEVELOPER CONTRIBUTIONS:								
Redmond Contributions	330	1,215	400	-	-	-	-	1,944
TRANSPORTATION FUNDING								
Transportation B&O	-	-	1,853	-	-	-	-	1,853
Motor Vehicle Fuel Tax	-	368	232	179	186	197	205	1,367
Subtotal	-	368	2,085	179	186	197	205	3,220
TOTAL RESOURCES	\$1,512	\$3,284	\$7,884	\$179	\$186	\$197	\$205	\$13,447

FY 2009 - FY 2015 Capital Investment Program

PW-I-76 148th Avenue NE/Bel-Red Road

Category: **Intersections**
 Department: **Transportation**

Status: **Approved and Not Begun**
 Location: **148th Avenue NE/Bel-Red Road**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2009 Budget	FY 2010 Budget	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget
6,977,000	-	335,000	1,861,000	4,781,000	-	-	-	-

Description and Scope

The project will add an eastbound right turn lane and a second westbound left turn lane to improve turning capacities from Bel-Red Road to southbound 148th Avenue NE.

Rationale

This project was included in the final recommendations of the 1999 Bel-Red/Overlake Transportation Study (BROTS) Update as part of a package of jointly funded improvements designed to maintain adopted roadway level-of-service (LOS) standards in the Overlake area, consistent with the State Growth Management Act. By increasing roadway capacity, this investment will better enable the City to meet its adopted LOS standards and allow the City to continue to approve new development.

Environmental Impacts

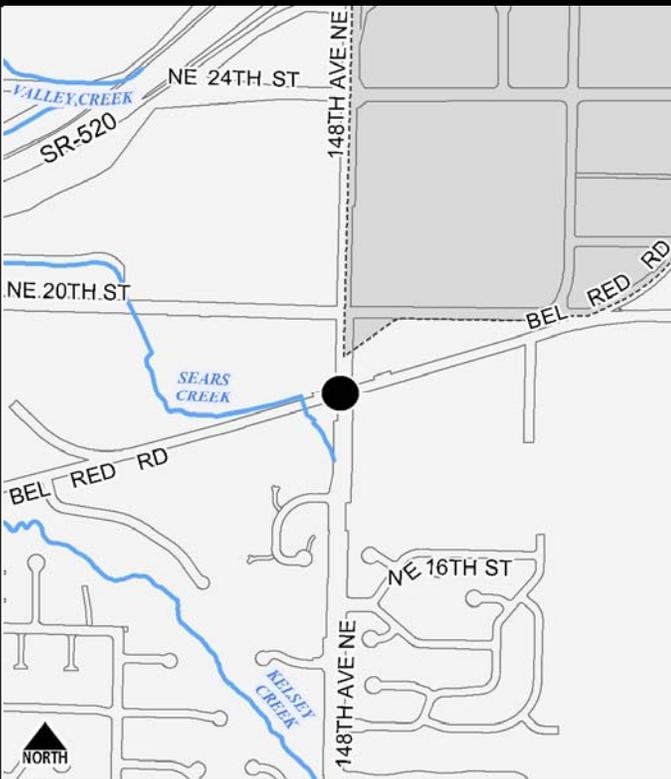
An environmental determination will be made in conjunction with preliminary design of this project.

Operating Budget Impacts

Ongoing maintenance and operating costs of the new facilities will be determined during the projects design phase.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2009 - 2011	6,977,000
Total Budgetary Cost Estimate:		6,977,000
Means of Financing		
Funding Source	Amount	
General Taxes	128,401	
Interlocal Contributions	1,001,000	
Real Estate Excise Tax	4,799,599	
Transportation Impact Fees	1,048,000	
Total Programmed Funding:		6,977,000
Future Funding Requirements:		0

Capital Costs/Revenue: Capital costs increased \$486,000 due to higher inflation costs and projected overhead/labor charges.

FY 2009 - FY 2015 Capital Investment Program

PW-I-78 148th Avenue NE/NE 20th Street

Category: **Intersections**
 Department: **Transportation**

Status: **Approved and Not Begun**
 Location: **148th Avenue NE/NE 20th Street**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2009 Budget	FY 2010 Budget	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget
3,778,000	-	383,000	766,000	2,629,000	-	-	-	-

Description and Scope

This project will add a second westbound left turn lane from NE 20th Street to southbound 148th Avenue NE and a second left turn lane from eastbound NE 20th Street to northbound 148th Avenue NE.

Rationale

This project was included in the final recommendation of the 1999 Bel-Red/Overlake Transportation Study (BROTS) Update as part of a package of jointly funded improvements designed to maintain adopted roadway level-of-service (LOS) standards in the Overlake area, consistent with the State Growth Management Act. By increasing roadway capacity this investment will better enable the City to meet its adopted LOS standards and allow the City to continue to approve new development.

Environmental Impacts

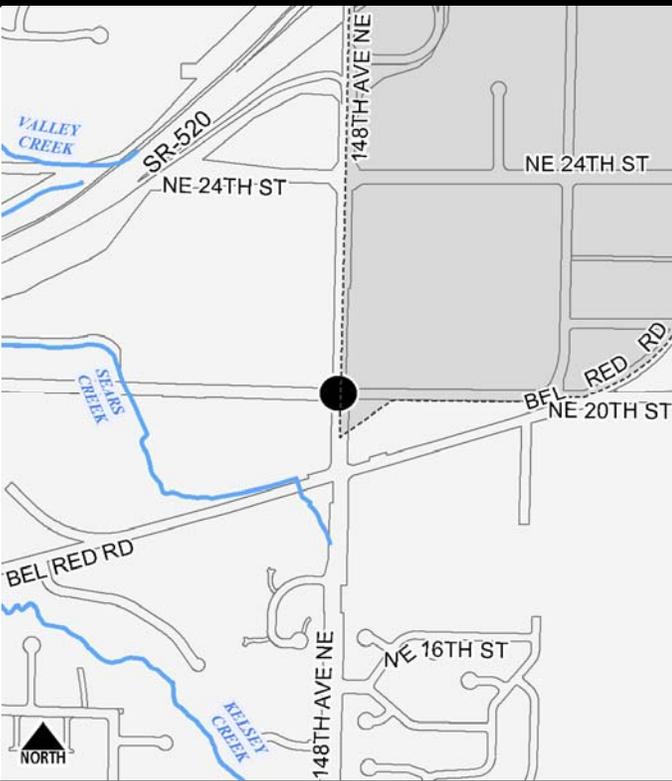
An environmental determination will be made in conjunction with preliminary design of this project.

Operating Budget Impacts

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	2008 - 2011	3,778,000
Total Budgetary Cost Estimate:		3,778,000
Means of Financing		
Funding Source	Amount	
General Taxes	1,887,841	
Interlocal Contributions	943,000	
Real Estate Excise Tax	663,736	
Transportation Impact Fees	283,423	
Total Programmed Funding:		3,778,000
Future Funding Requirements:		0

Capital Costs/Revenue: Capital costs increased \$280,000 due to higher inflation costs and projected overhead/labor charges.

FY 2009 - FY 2015 Capital Investment Program

PW-I-83 Redmond BROTS Projects

Category: **Intersections**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Various Locations within the City of Redmond (19 projects)**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2009 Budget	FY 2010 Budget	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget
2,687,000	1,141,000	752,000	492,000	302,000	-	-	-	-

Description and Scope

Various roadway and intersection improvements that will increase the vehicle capacity at Redmond BROTS project locations. Specific improvements are described in an Interlocal Agreement between the City of Bellevue and the City of Redmond, entered into on September 30, 1999, and as thereafter amended. This CIP project will fund the City of Bellevue's percentage share of these projects as defined in the Agreement.

Rationale

All 19 Redmond projects were included in the final recommendations of the Bel-Red/Overlake Transportation Study (BROTS) Update to maintain adopted roadway level-of-service (LOS) standards in the Overlake area, consistent with the State Growth Management Act. By increasing intersection capacity, these investments will better enable Bellevue and Redmond to meet their adopted LOS standards and allow the cities to continue to approve new development.

Environmental Impacts

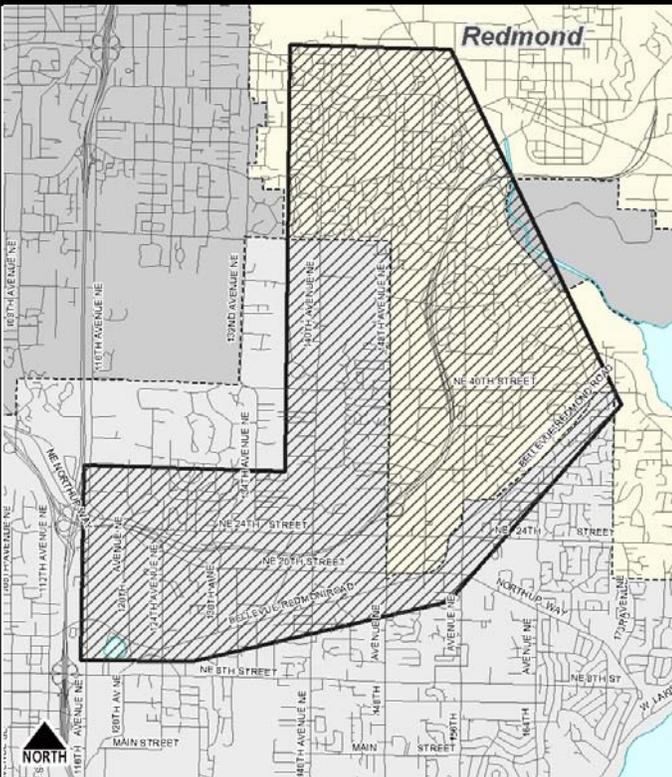
An environmental determination will be made in conjunction with preliminary design of each project.

Operating Budget Impacts

This project will have no impact on operating revenues and/or expenditures.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	2,687,000
Total Budgetary Cost Estimate:		2,687,000
Means of Financing		
Funding Source	Amount	
Developer Contributions	22,261	
General Taxes	1,342,169	
Interlocal Contributions	137,114	
Real Estate Excise Tax	214,000	
Transportation Funding	263,000	
Transportation Impact Fees	708,456	
Total Programmed Funding:	2,687,000	
Future Funding Requirements:	0	

This project is in multiple locations throughout the City.

Capital Costs/Revenue: The project budget has been increased by \$516,000 to better reflect the City of Redmond's expected BROTS project expenditures and overhead/labor charges.

FY 2009 - FY 2015 Capital Investment Program

PW-I-84 Signal Warrant/Safety Program

Category: **Intersections**
 Department: **Transportation**

Status: **Ongoing**
 Location: **Various Locations**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2009 Budget	FY 2010 Budget	FY 2011 Budget	FY 2012 Budget	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget
2,509,000	1,363,000	42,000	165,000	172,000	179,000	186,000	197,000	205,000

Description and Scope

This project will provide ongoing funding to install vehicular traffic signals as they are warranted based on safety and/or capacity concerns, pedestrian crosswalk signals or enhancements, new street light installations or upgrades, and other accident reduction or safety related projects as needed. This program will allow improvements to be made in response to quickly changing conditions and needs.

Rationale

This program allows the Transportation Department to respond quickly to changing traffic conditions and newly identified safety needs by providing dedicated, on-going funding for signalization, street lighting, and other safety related projects.

Environmental Impacts

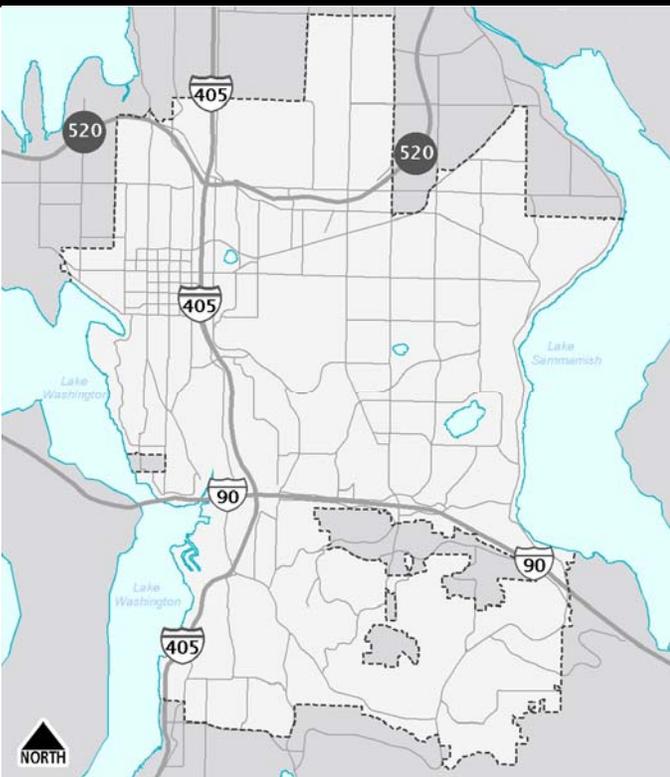
These projects are primarily safety oriented, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

Operating Budget Impacts

Operating budget costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway. The maintenance activities will include street light/signal maintenance. Additional operating costs will be approximately \$11,189 per year plus inflation beginning in 2009. Additional operating costs may be required for future improvements on an as needed basis.

Project Map

Schedule of Activities



Project Activities	From - To	Amount
Project Costs	Ongoing	2,509,000
Total Budgetary Cost Estimate:		2,509,000
Means of Financing		
Funding Source	Amount	
Charges for Services	1,098	
General Taxes	1,301,981	
Real Estate Excise Tax	101,921	
Transportation Funding	1,104,000	
Total Programmed Funding:		2,509,000
Future Funding Requirements:		0

This project is in multiple locations throughout the City.

Capital Costs/Revenue: Capital costs increased \$509,000. Reflects continued annual \$150,000 funding for 2014 & 2015, plus \$357,000 for inflation and \$148,000 over expenditure in 2008 taken out of 2009.

2009-2015 Adopted CIP: Transportation - Intersections

Projects Completed or Anticipated to be Completed by End of 2008

CIP Plan Number	Project Name	Total Estimated Cost (\$000s)
PW-I-88	112th Avenue SE/SE 6th Street Signal	\$337
PW-I-89	Lakemont Boulevard/Village Park Drive Traffic Signal	340
PW-I-90	148th Avenue SE/Lake Hills Boulevard	966
*PW-I-91	124th Avenue NE/Bel-Red Road - Design Report	15

*Project will be re-evaluated in conjunction with the Early Implementation of the Bel-Red Corridor study (PW-R-153) work

2009-2015 Adopted CIP: Transportation - Intersections

**New Operating Costs Funded by the Capital Investment Program (CIP)
\$000**

<u>CIP Plan No.</u>	<u>Project Name</u>	<u>2009 Budget</u>	<u>2010 Budget</u>
PW-I-84	Signal Warrant/Safety Program	\$11.2	\$11.5
PW-I-89	Lakemont Boulevard/Village Park Drive	0.2	0.2
PW-I-90	148th Avenue SE/Lake Hills Boulevard	16.2	16.6
	TOTAL INTERSECTIONS	<u><u>\$27.6</u></u>	<u><u>\$28.3</u></u>