



MEMORANDUM

DATE: April 3, 2014

TO: Transportation Commission

FROM: Eric Miller, Capital Programming Manager (425-452-6146; emiller@bellevuewa.gov)

SUBJECT: 2015-2021 Transportation Capital Investment Program Update –
Preliminary Capital Budget Proposal Array

Purpose

At the meeting on April 10, staff will discuss and receive Commission input on the preliminary list of capital budget proposals being prepared for submittal into the 2015-2021 Capital Investment Program (CIP) Plan update process.

Background

On March 13 staff outlined for the Commission the key 2014 budget process milestones and dates, and discussed options for how and when the Commission might be involved in the capital budget update process. Throughout the process we will revisit the calendar and seek your input on opportunities for Commission and public involvement.

Staff also provided current status information on the projects and programs in the existing 2013-2019 CIP. The 2013-2019 CIP spreadsheet and map provided last month are included again with this packet (Attachments 3 and 4). The only updates we have made to this material are to “shade out” projects that will be substantially complete by the end of 2014 and clarification on the proposal status on two projects, CIP Plan Nos. PW-R-174 & 175. The first will be an enhanced proposal, the second status quo. The *Project Status/Comments/Notes* column indicates what staff intends to propose for each project and program (i.e. status quo proposal, enhancement proposal, etc.).

As indicated at the March meeting, the primary source for new candidate CIP proposals is the adopted 2013-2024 Transportation Facilities Plan (TFP). Over the last two months, a team of transportation staff joined by representatives from other city departments have been reviewing the entire TFP and other candidate projects identified in response to emerging transportation needs and opportunities. The recommendations of this group are what constitute the Preliminary Capital Budget Proposal Array.

Attachment 1 is a copy of the adopted TFP project list annotated to indicate which projects and for what implementation phases staff is developing capital funding proposals. Clearly, as the

TFP also includes funded transportation facilities in the adopted CIP, there will be significant redundancy between the two lists. Attachment 2 is a map of the adopted 2013-2024 TFP projects.

In summary, staff is developing a total of 46 capital funding proposals, broken out as follows:

- 13 Ongoing Programs (Previously discussed with the Commission in March):
 - 11 Status Quo Proposals
 - 2 Enhancement Proposals
- 22 Updated Proposals for Existing Discrete Projects (Previously discussed with the Commission in March):
 - 13 Status Quo Proposals
 - 7 Enhancement Proposals
 - 2 “Early Implementation” Proposals (Downtown Transportation Plan and Eastgate Subarea Plan) will be refined with specific improvements
- 11 Proposals for New Projects:
 - 8 New proposals from the TFP list
 - 3 New proposals identified by staff:
 - Identify the Local Street Network in the Bel-Red Corridor - Pre-design and stakeholder outreach funding for the process.
 - 164th Avenue SE/Cougar Mountain Way to SE 63rd Street (“The last gravel road in Bellevue”) - Pre-design and community outreach funding to identify potential improvements to the road or the process to close it.
 - Station Area Plan Implementation – Placeholder funding to implement high-priority components of the East Link Station Area Plans currently under development.

The specific funding request for each proposal and the proposed allocation of funds through the 7-year CIP Plan period are still being refined. This information will be determined before proposals are due for initial submittal on April 28. Based on early revenue forecasts, it is clear that the cost of the new and enhanced project proposals will far exceed available funding – especially in the early years of the CIP. For this reason, most funding proposals will include “scaling” options to lower their cost.

Attachments

1. Preliminary Capital Budget Proposal Array (Annotated 2013-2024 TFP)
2. 2013-2024 Transportation Facilities Plan Map
3. 2013-2019 Transportation CIP Project/Program Array and Status Update
4. 2013-2019 Transportation CIP Projects Map

PRELIMINARY 2015-2021 CAPITAL BUDGET PROPOSAL ARRAY
(Annotated 2013-2024 Transportation Facilities Plan Project List)

TFP #	Project Location	CIP #	Project Description	Project Type	Comments/Notes
TFP-078	West Lake Sammamish/ north city limit to I-90	R-141	The project will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. Funding allocation is to support design and construction of the first two segments (of five segments total).	Roadway and Pedestrian- Bicycle System	First Project Phase Substantially Complete in 2013; Draft New Proposal for subsequent phase, design only
TFP-079	Northup Way/NE 33rd Place to NE 24th Street and NE 24th Street to the SR 520 Regional Trail	R-146	The project will complete sidewalks and include bicycle lanes on both sides of Northup Way (will not widen the existing culvert at Yarrow Creek). Improvements will be designed to facilitate potential future widening for center turn lane. Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing, and a multi-use pathway along the south side of NE 24th Street to connect to the existing terminus of the SR 520 Trail. Partial funding from WSDOT. The project will link to improvements to the west to be built by WSDOT from NE 33rd Place to Bellevue Way. Component of priority bicycle corridor EW-1: 520 Trail.	Pedestrian- Bicycle System	Project construction in 2015; Status quo proposal to be developed
TFP-103	129th Place SE/SE 38th Street to Newport Way		The project will connect the stub ends of 129th Place SE to provide a through-street connection between SE 38th Street and Newport Way; investigate traffic operations at the intersection of 129th Place SE and SE Newport Way; and consider signalization and channelization improvements, if warranted. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project predesign, property acquisition, or early implementation and may be directed to design and development of a non-motorized facility on this link if a street connection is not feasible.	Roadway and Pedestrian- Bicycle System	No proposal at this time; project in TFP to retain potential for future street connection
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6 th and NE 8 th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	No proposal at this time; potential development mitigation
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	W/B-82	The project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail.	Pedestrian- Bicycle System	Adopted scope substantially complete in 2014; Project enhancement proposal to be developed to advance project to full design
TFP-173	108th/112th Avenue NE/ north city limit to NE 12th Street	W/B-81	The project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian- Bicycle System	Project Approved and Not Begun; Status quo proposal to be developed
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE		The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation.	Roadway	No proposal at this time; potential development mitigation
TFP-192	Lakemont Blvd. (Phase 1)/ Cougar Mountain Way to Lewis Creek Park and 164th Ave SE to 171st Ave SE	I-92	The project will install signal or roundabout and turn lanes at Cougar Mountain Way/Lakemont Boulevard intersection; construct northbound left-turn lane on Lakemont Boulevard at SE 62nd Street; add sidewalk and bicycle lanes on east side between Cougar Mountain Way and park; and install planted medians where feasible. The funding allocation will only implement the Cougar Mountain Way/Lakemont Boulevard intersection improvements.	Roadway (Ped- Bike element not funded)	Project construction in 2015; Status quo proposal to be developed - Only implements signal/intersection improvements at Lakemont Blvd/Cougar Mountain Way
TFP-193	NE 10th Street at I-405		The project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation.	Roadway	No proposal at this time; likely outside agency-led project

**PRELIMINARY 2015-2021 CAPITAL BUDGET PROPOSAL ARRAY
(Annotated 2013-2024 Transportation Facilities Plan Project List)**

TFP #	Project Location	CIP #	Project Description	Project Type	Comments/Notes
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		<p><u>Option A:</u> The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street.</p> <p><u>Option B:</u> The project will construct a multi-lane roundabout.</p> <p><u>Option C:</u> The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street.</p> <p>With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment. The funding allocation will implement either Option A or B.</p>	Roadway	No proposal at this time; Interim rechannelization improvements implemented in 2013
TFP-197	NE 2nd Street Extension and I-405 interchange		The project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation.	Roadway	No proposal at this time; long-term future vision
TFP-207	NE 4th Street Extension/116th Avenue NE to 120th Avenue NE	R-160	Construct a new 5-lane arterial with two vehicle lanes in each direction and center turn lane, where necessary, with bicycle lanes and sidewalks on both sides. The project will include a new signalized intersection at NE 4 th Street/120 th Avenue NE and will modify the existing signalized intersection at NE 4 th Street/116 th Avenue NE. Project will be designed not to preclude potential future uses of the BNSF Railway corridor. Neighborhood traffic mitigation will be evaluated to discourage cut-through traffic on NE 5th Street east of 120th Avenue NE. This project will be coordinated with potential private development in the immediate vicinity.	Roadway and Pedestrian - Bicycle System	Status quo proposal to be developed; Phase 1 in construction
TFP-208	120th Avenue NE (stage 2)/south of NE 8th Street to NE 12th Street	R-164	Stage 2 will extend, realign, and widen 120th Avenue NE from south of NE 8th Street to NE 12th Street. Includes all intersection improvements at NE 8th Street, old Bel-Red Road, and NE 12th Street. The roadway cross section for stage 2 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Project will transition between Wilburton and Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System	Project construction in 2014-2016; Status quo proposal to be developed; shift NE 12th Street intersection element to Stage 3 (PW-R-168)
TFP-209	NE 15th Street/116th Avenue NE to 124th Avenue NE	R-172, 173	The project will construct a multi-modal corridor from 116th Avenue NE to 124th Avenue NE. The project will be phased, with segments from 116th Avenue NE to 120th Avenue NE and from 120th Avenue NE to 124th Avenue NE. New signalized intersections will be provided at NE 12th Street/NE 15th Street, 120th Avenue NE, 121st Avenue NE, 123rd Avenue NE, and 124th Avenue NE, with signal modifications at 116th Avenue NE. The roadway cross-section will include two travel lanes in each direction, turn pockets or center medians, sidewalks on both sides, and a multi-use pathway on the north side; the pathway between 120th Avenue NE and 124th Avenue NE will be coordinated with future private development. A 10-foot wide on-street parking and transit vehicle layover space will be provided on the north side of the roadway alignment between 120 th and 124 th Avenues NE. The funding allocation will fully implement the segment between 120 th and 124 th Avenues NE but supports partial design and property acquisition only between 116 th and 120 th Avenues NE.	Roadway and Pedestrian-Bicycle System	Two Project Enhancement proposals to be developed; enhance to complete design and construction
TFP-210	124th Avenue NE/Planned NE 14th Street to Northup Way	R-166	The project will widen the roadway to five lanes and re-profile the segment from NE 14th Street to NE 18th Street in conjunction with the East Link project; curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment from NE 18th Street to Northup Way includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE 15th Street multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE 15th Street will be included in the NE 15th Street project.) Open space trail connections for the segment from NE 15th Street to NE 18th Street will be evaluated. The funding allocation will fully fund the City's share of costs for the segment between NE 14 th and NE 18 th Streets but supports partial design only between NE 18 th Street and Northup Way.	Roadway and Pedestrian-Bicycle System	Project scope to be split into two segments : NE 15th to 18th Streets (Status quo proposal) and NE 18th Street to Northup Way (Draft New proposal); in combination the two proposals overall will be status quo to the scope of the existing project. Include ongoing coordination with Sound Transit/East Link
TFP-211	NE 6th Street Extension	R-162	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, transit, general purpose, and non-motorized. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional predesign or other early implementation efforts.	Roadway and Pedestrian-Bicycle System	Status quo proposal to be developed; Coordination with WSDOT

**PRELIMINARY 2015-2021 CAPITAL BUDGET PROPOSAL ARRAY
(Annotated 2013-2024 Transportation Facilities Plan Project List)**

TFP #	Project Location	CIP #	Project Description	Project Type	Comments/Notes
TFP-213	124th Avenue NE/NE 8th Street to NE 14th Street	R-169	The project will include addition of bicycle lanes for the segment from NE 8th Street to Bel-Red Road, and roadway widening to five lanes with sidewalks and bicycle lanes on both sides from Bel-Red Road to NE 14th Street. Signal modifications will be done at 124th Avenue NE and Bel-Red Road. The project design may be coordinated with adjacent development. Neighborhood protection measures will be evaluated to limit through traffic and impacts on the segment south of NE 8th Street. Funding allocation will support pre-design only between NE 8th Street and Bel-Red Road, but full implementation between Bel-Red Road and NE 14th Street.	Roadway and Pedestrian-Bicycle System	Project Enhancement proposal to be developed; enhance to complete design and implementation between Bel-Red Road and NE 15th Street in coordination with adjacent development
TFP-215	NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th Street to NE 20th Street	R-174, 175	The project will construct a multi-modal corridor from 130th Avenue NE to 132nd Avenue NE. The project design will accommodate, as needed, the East Link project segment from 130th Avenue NE to 136th Place and 136th Place to NE 20th Street. East of 132 nd Avenue NE, roadway will be rebuilt on either side of the East Link light rail alignment to provide one travel lane in each direction, buffered bicycle lanes, landscape strips, and sidewalks. Project area includes crossings of Goff Creek (east of 132 nd Ave NE) and of an unnamed tributary to Kelsey Creek (along the 136 th Avenue NE segment). The funding allocation will fully implement the segment between 130th and 132nd Avenues NE but supports pre-design only for the remaining segments.	Roadway and Pedestrian-Bicycle System	Two proposals: Project Enhancement proposal for segment between 130th and 132nd Avenues NE (CIP Plan No. PE-R-174) - full implementation scalable to implementation of westbound lane only; Status quo proposal to be developed for segment east of 132nd Avenue NE (CIP Plan No. PW-R-175); Ongoing Sound Transit/Private Development Coordination
TFP-216	112th Avenue NE/NE 2nd Street		The project will straighten and realign NE 2nd Street between 112th Avenue NE and 114th Avenue NE, add dual southbound left-turn lanes, and a northbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	No proposal at this time; potential development mitigation
TFP-217	124th Avenue NE at SR 520		The project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	No proposal at this time; Long term future vision/Coordination with WSDOT
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	R-170	The project will initiate the design for roadway improvements. The segment from NE 20th Street to NE 16th Street will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE 16th Street to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides. The project will be coordinated with the East Link route.	Roadway and Pedestrian-Bicycle System	Status quo proposal to be developed; advance project design
TFP-219	NE 8th Street/106th Avenue NE		The project will realign NE 8 th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.	Roadway	No proposal at this time; potential development mitigation
TFP-222	Bellevue Way/NE 4th Street		The project will add a southbound right-turn lane, a westbound right-turn lane, and dual westbound left-turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.	Roadway	No proposal at this time; potential development mitigation
TFP-223	Bellevue Way/NE 8th Street		The project will add a southbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.	Roadway	No proposal at this time; potential development mitigation
TFP-225	Bellevue Way/NE 2nd Street		The project will add a northbound right-turn lane and a second southbound left-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	No proposal at this time; potential development mitigation
TFP-230	108th Avenue NE/NE 12th Street to Main Street		The project will enhance the 108th Avenue NE Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes. The project scope and description may be revised, depending on outcome of the Downtown Transportation Plan update. This is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	Draft revised Implementation of Downtown Transportation Plan proposal (CIP Plan No. PW-R-176) with specific elements including corridor studies of 108th Avenue NE, Main Street, Mid-Block Crossings, and Intersection/Crosswalk Enhancements

PRELIMINARY 2015-2021 CAPITAL BUDGET PROPOSAL ARRAY
(Annotated 2013-2024 Transportation Facilities Plan Project List)

TFP #	Project Location	CIP #	Project Description	Project Type	Comments/Notes
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street		The project will designate a bicycle shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian- Bicycle System	Draft new proposal ; priority bicycle corridor; conduct pre-design in coordination with the community
TFP-234	Main Street/100th Avenue to 116th Avenue		Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2 nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian- Bicycle System	Draft revised Implementation of Downtown Transportation Plan proposal (CIP Plan No. PW-R-176) with specific elements including corridor studies of 108th Avenue NE & Main Street, Mid-Block Crossings, and Intersection/Crosswalk Enhancements
TFP-240	120th Ave NE Improvements (Stage 1)/South of NE 4th Street to south of NE 8th Street	R-161	Widen to five lanes, including two travel lanes in each direction, with center turn lane, turn pockets, and medians. Bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Install signal at NE 6th Street.	Roadway and Pedestrian- Bicycle System	Project Substantially Complete in 2014; Project will be removed from the CIP
TFP-241	120th Avenue NE (stages 3 and 4)/NE 12th Street to 16th Street and to Northup Way	R-168	Stage 3 will widen 120th Avenue NE from NE 12th Street to NE 16th Street, which will be aligned and re-profiled in conjunction with Sound Transit's East Link project. The roadway cross section for stage 3 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Stage 4, from NE 16th Street to Northup Way, will widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. Stage 4, north of NE 18th Street, will consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards. Funding allocation will implement Stage 3 and fund the design phase of Stage 4.	Roadway and Pedestrian- Bicycle System	Project scope to be split into two stages - Stage 3, NE 12th Street, including intersection, to NE 16th Street (Status quo proposal); and Stage 4, NE 16th Street to Northup Way (Draft New proposal); in combination the two proposals overall will be status quo to the scope of the existing project. Includes ongoing coordination with Sound Transit/East Link
TFP-242	Bellevue Way HOV lane/112th Avenue SE "Y" to I-90 and multi-use path/SE 8th Street to I-90		The project will widen Bellevue Way SE to add a southbound, inside HOV lane and an outside shoulder. The potential for landscaping treatments will be evaluated during the project design phase. The project may be implemented in segments. The north segment is from the Bellevue Way SE/112th Avenue SE "Y" to the main entrance to the South Bellevue Park-and-Ride at 112th Avenue SE. The south segment is from the main park-and-ride entrance to the I-90 on-ramps. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The south segment will be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation. The project will coordinate with the East Link design process to develop a 10- to 14-foot-wide multi-use pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Roadway and Pedestrian- Bicycle System	Draft New proposal ; Full design and construction, scalable to design only, or pre-design only
TFP-243	Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard	W/B-78	<u>Part 1</u> : The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi-use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway I-90 Trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, which is identified as priority bicycle corridor EW-4. <u>Part 2</u> : The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban Boulevards program. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian- Bicycle System	Project Enhancement proposal to be developed to full design; potential outside funding

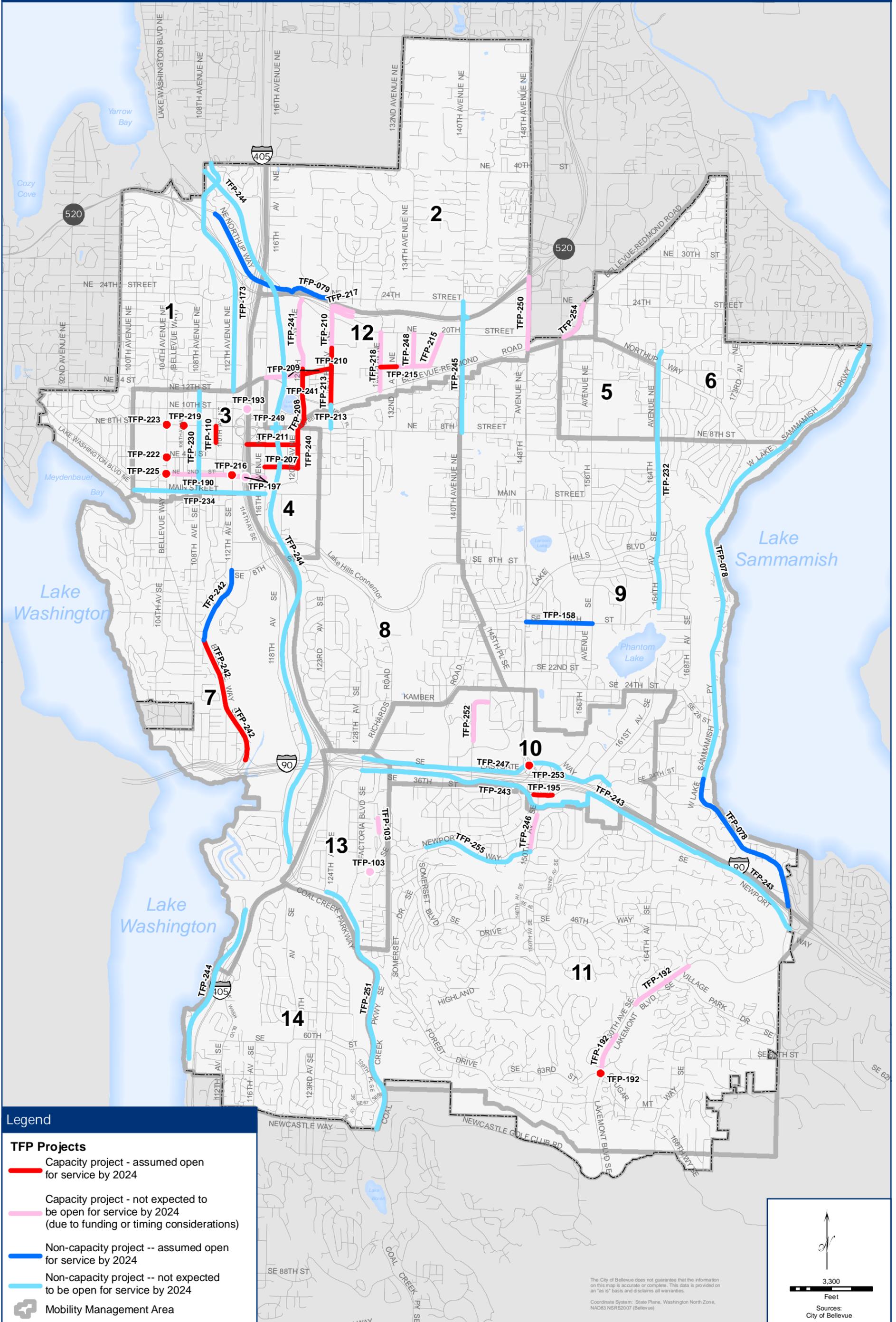
**PRELIMINARY 2015-2021 CAPITAL BUDGET PROPOSAL ARRAY
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TFP #	Project Location	CIP #	Project Description	Project Type	Comments/Notes
TFP-244	BNSF bicycle path/southern city limits to northern city limits		The project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, NE 15th Street, the West Tributary Trail, and the SR 520 Trail, which is identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners.	Pedestrian-Bicycle System	Draft New proposal ; change name to Eastside Rail Corridor
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		<u>Option A</u> : The project will add 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B</u> : The project will develop an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	No proposal at this time
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way		The project will evaluate the need for improvements for the segment south of SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation, and bicycle mobility. The project is located on priority bicycle corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through the predesign process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.	Roadway and Pedestrian-Bicycle System	Draft New proposal ; Design study to review old King County design, current conditions, and options to reduce scope and cost
TFP-247	Eastgate Way/Richards Road to SE 35th Place		The project will install bicycle lanes. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development. Funding will support implementation of bicycle lanes on a portion of the corridor (segment to be determined).	Pedestrian-Bicycle System	Draft Revised Implementation of Eastgate Plan proposal (CIP Plan No. PW-R-177) to include advancement of plan priorities including Mountains to Sound Greenway grant match, Eastgate Way bike lanes, and Snoqualmie River Road
TFP-248	134th Avenue NE/NE 20th Street to NE 16th Street	R-171	The project will develop a level cross section for NE 16th Street to allow for future construction of 134th Avenue NE as a through street between Bel-Red Road and NE 20th Street, as outlined in the Bel-Red Subarea Plan. The project will coordinate with the East Link project final design. Conceptual plans will be developed for roadway alignment to allow for future construction of 134th Avenue NE as a through street. The roadway will include three lanes, landscape strip, and sidewalks on both sides. The segment between NE 16th Street and NE 20th Street is anticipated to be implemented with future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	Project Approved and Not Begun; status quo proposal to be developed
TFP-249	Hospital/NE 8th Street Station Access Improvements		The project will improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.	Pedestrian-Bicycle System	No proposal at this time, will include with Station Area Planning proposal
TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street	R-167	The project will construct improvements as described in the 148th Avenue NE Master Plan as follows: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, and 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.	Roadway	No proposal at this time; coordination needed with City of Redmond

PRELIMINARY 2015-2021 CAPITAL BUDGET PROPOSAL ARRAY
(Annotated 2013-2024 Transportation Facilities Plan Project List)

TFP #	Project Location	CIP #	Project Description	Project Type	Comments/Notes
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits		The project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	No proposal at this time
TFP-252	Snoqualmie River Road/Kelsey Creek Road to Bellevue College southwest entrance		This project will upgrade the pavement to support transit buses, and construct sidewalks and accessible bus stops. The project will likely be implemented by Bellevue College; the City may choose to collaborate with the College to advance overall project implementation. A Bellevue College Transit Center will be developed on an upgraded alignment.	Roadway and Pedestrian-Bicycle System	Draft Revised Implementation of Eastgate Plan proposal (CIP Plan No. PW-R-177) to include advancement of plan priorities including Mountains to Sound Greenway grant match, Eastgate Way bike lanes, and Snoqualmie River Road
TFP-253	150th Avenue SE/Eastgate Way SE		<u>Option A:</u> The project will construct a second northbound left-turn lane, add a second eastbound right-turn lane, add a second westbound through lane past 148th Avenue SE, and add east-west bicycle lanes through the intersection. <u>Option B:</u> Construct a multi-lane roundabout. With either option, upgrade pedestrian and bicycle crossings, accommodate or implement planned Eastgate Way bicycle lanes, and install gateway treatment.	Roadway and Pedestrian-Bicycle System	No proposal at this time; other priorities needed in area first
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street		The project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Roadway and Pedestrian-Bicycle System	No proposal at this time; Coordination needed with Redmond, look at project during Ped/Bike Plan update process
TFP-255	Newport Way SE/Somerset Blvd SE to 150th Avenue SE		This project will conduct a preliminary design study and community involvement process to refine the scope and costs of the ultimate improvements. Potential improvements include sidewalks, bike lanes, pedestrian crossing facilities, vehicular turn pockets at cross streets, and other roadway improvements.	Pedestrian-Bicycle System	Draft New proposal; Strong community support; Full design including community engagement scalable to pre-design including community engagement.

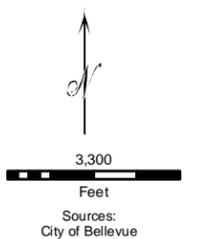
2013 - 2024 Transportation Facilities Plan Projects



Legend

- TFP Projects**
- Capacity project - assumed open for service by 2024
 - Capacity project - not expected to be open for service by 2024 (due to funding or timing considerations)
 - Non-capacity project -- assumed open for service by 2024
 - Non-capacity project -- not expected to be open for service by 2024
 - Mobility Management Area

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
Coordinate System: State Plane, Washington North Zone, NAD83 NRS2007 (Bellevue)



**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Transportation Department
TOTAL CIP
2013 - 2019 Budget

Category	MPA	Plan Ref #	TFP Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
Program	Maintenance	PW-M-1		Overlay Program	This project provides major street maintenance including street overlays, pavement rehabilitation, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.	\$ 38,498	Y	S	Continue program; status quo proposal to be developed (\$5 million, plus inflation, annual allocation)
		PW-M-2		Minor Capital – Traffic Operations	This program funds minor capital transportation improvements throughout the city, such as channelization and signage upgrades and installation for roadways or pedestrian and bicycle facilities. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness.	\$ 1,050	Y	S	Continue program; status quo proposal to be developed (\$150K annual allocation)
		PW-M-7		Neighborhood Traffic Calming	This program funds minor capital improvements for neighborhood traffic safety projects throughout the City. These projects may include the use of physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions, in an effort to reduce vehicle speeds and non-local traffic and to improve non-motorized safety.	\$ 2,100	Y	S	Continue program; status quo proposal to be developed (\$300K annual allocation)
		PW-M-15		Wetland Monitoring	Perform on-going wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of now completed, site specific transportation improvement projects.	\$ 15	Y	S	Continue program; status quo proposal to be developed; currently program responsibilities end after 2015
		PW-M-19		Major Maintenance Program	This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. Provide necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of the Streets Maintenance or Traffic Operations operating budgets but are too small for standalone CIP projects. The program will address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements.	\$ 6,770	Y	E	Continue program; enhanced proposal to be developed (\$900K inflation, plus inflation, annual allocation)
		PW-M-20		Minor Capital – Signals and Lighting	This program funds minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design funding for possible new traffic signals.	\$ 1,400	Y	S	Continue program; status quo proposal to be developed (\$200K annual allocation)
Roadway		PW-R-46		Major Safety Improvements - Accident Reduction Program	This program will construct various roadway safety-related capital improvements citywide as identified through the Accident Reduction Program, deficiency analysis, and community input. Projects include road rechannelization to reduce traffic accidents, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety-related improvements.	\$ 700	Y	S	Continue program; status quo proposal to be developed (\$100K annual allocation)
		PW-R-82		Public Works Trust Fund Loan - Principal	This project is non-capital in nature. The costs represent the annual principal payments made by the City for any Public Works Trust Fund loans. Currently there are two active loans: 1) a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE - the loan repayment is 20 years, ending in 2026, and the interest rate is one half of one percent; and 2) a \$2,900,000 loan received for the construction of PW-R-160 – NE 4th Street Extension – 116th to 120th Avenue - the loan repayment period is 15 years, commencing in 2014, ending in 2028, and the interest rate is three quarters of one percent. (Interest payments are made through a separate CIP, PW-R-83).	\$ 280	Y	S	Continue program; status quo proposal to be developed
		PW-R-83		Public Works Trust Fund Loan - Interest	This project is non-capital in nature. The costs represent the annual interest payments made by the City for any Public Works Trust Fund loans. Currently there are two active loans: 1) a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE - the loan repayment period is 20 years, ending in 2026, and the interest rate is one half of one percent; and 2) a \$2,900,000 loan received for the construction of PW-R-160 – NE 4th Street Extension – 116th to 120th Avenue - the loan repayment period is 15 years, commencing in 2014, ending in 2028, and the interest rate is three quarters of one percent. (Principal payments are made through a separate CIP, PW-R-82)	\$ 21	Y	S	Continue program; status quo proposal to be developed
		PW-R-156		ITS Master Plan Implementation Program	Beginning in 2012, this program will systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system. Possible projects include but are not limited to traffic cameras for motorist information at ramp meters, park and rides, and flood locations, video clips of cameras on web, real time traffic map enhancements, dynamic message signs at key locations, variable lanes and signs that adjust to changing traffic conditions, WiFi system expansion, roadway weather stations and flood monitoring, parking management, emergency vehicle preempt upgrades, and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.	\$ 2,050	Y	S	Continue program; status quo proposal to be developed Program annual allocation increases to \$400K/yr (from \$150K) in 2016

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	TFP Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
Wkwy/Bkwy	PW-W/B-49			Pedestrian Facilities Compliance Program	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated resource for addressing citizen accessibility requests and implementing high priority improvements identified in the City's ADA Transition Plan for Public Rights of Way.	\$ 700	Y	E	Continue program; enhanced proposal to be developed (\$100K annual allocation)

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	TFP Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-W/B-56		Pedestrian Access Improvements	This program provides the opportunity to build small and critical projects to implement the Pedestrian and Bicycle Transportation Plan. These projects enhance non-motorized connections within neighborhoods and to schools, parks, shopping and transit – improving mobility, safety and health for everyone while promoting healthy lifestyles and environmental sustainability. Program funds leverage grants, and enable partnerships with other City programs or private sector development to construct larger scale projects.	\$ 2,800	Y	S	Continue program; status quo proposal to be developed (\$400K annual allocation)
		PW-W/B-76		Neighborhood Sidewalks	This program funds the community outreach, design, and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs and public processes. Project costs, typically in the range between \$500,000 and \$1,500,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access Improvements (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.	\$ 5,950	Y	S	Continue program; status quo proposal to be developed Program annual allocation increases to \$1M (from \$500K) in 2015
Program Total						\$ 62,334			
Project	Intersection	PW-I-92	TFP-192	Lakemont Blvd./Cougar Mountain Way	This project will include an alternative analysis followed by final design and construction of selected traffic operation improvements at the intersection of Lakemont Boulevard and Cougar Mountain Way/SE 63rd Street. Improvements will be identified, designed, and constructed in a manner that enhances safety and improves intersection operation for vehicular, bicycle and pedestrian traffic. Intersection improvements that may be considered include: a roundabout, a traditional traffic signal with added turn pockets, and a 4-way stop controlled intersection. The alternative analysis and selection phase will include community outreach/involvement facilitation. This project will be coordinated with the Enhanced Right of Ways and Urban Boulevards Program (CIP Plan No. CD-22) due to the unique gateway enhancement opportunity provided by the roundabout alternative. The project budget was established to accommodate the preliminary cost estimates for a roundabout alternative.	\$ 1,540	Y	S	Project construction in 2015; status quo proposal to be developed
Roadway		PW-R-141	TFP-078	West Lake Sammamish Parkway Improvements	The ultimate corridor improvement project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal may be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor. Due to the length and overall cost of the West Lake Sammamish parkway corridor (5.5 miles), a public process was conducted to develop construction phasing plan. This plan suggests the segmentation of the corridor into five approximately one-mile long segments. The current budget will fund the preliminary design of the entire corridor and the completion of the final design, right-of-way, and construction phases of the first segment of the corridor from Interstate 90 to SE 34th Street (approximately 1.2 miles). The installation of a northbound left turn lane and a new signal at the SE 34th Street intersection has been deferred to a subsequent phase of the project.	\$ 9,211	N		Project Substantially Complete in 2013; Project will be removed from the CIP
		PW-R-146	TFP-079	Northup Way/Bellevue Way to NE 24th Street	This project is a partnership between the City and the Washington State Department of Transportation (WSDOT). This project will construct bike lane and sidewalk improvements on Northup Way between NE 24th Street and NE 33rd Place, and on NE 24th Street between Northup Way and the existing Bike 520 Trail connection. The proposed improvements on Northup Way will also serve as an interim regional trail connecting the existing SR 520 trail terminus (near NE 24th Street) and NE 33rd Place where a new regional pedestrian and bicycle path will be built by WSDOT as part of the SR 520 project. This project may also incorporate other work elements including a pedestrian bridge at the Burlington Northern-Santa Fe railroad crossing, structural retaining wall work, driveway access management, storm drainage improvements, landscaping, traffic signal and street lighting modifications, and pedestrian crossings at key locations to be determined during the design phase.	\$ 10,671	Y	S	Project construction in 2015; status quo proposal to be developed
		PW-R-155		Traffic Computer System Upgrade	This project will replace the existing traffic computer system software and hardware (completed in 2010), and upgrade the existing field communication system connecting the new signal system hardware located at the Traffic Management Center with individual traffic signals located citywide. Intersections and corridors are being placed onto the new Sydney Coordinated Adaptive Traffic System (SCATS) in phases. The current project funding will implement the first five phases of the SCATS traffic adaptive system. Implementation of the SCATS system at all remaining city intersections will be completed in one or more future phases.	\$ 5,193	Y	S	Project implementation continues through 2015; status quo proposal to be developed
		PW-R-159		East Link Analysis and Development	Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include transportation demand modeling; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.	\$ 11,158	Y	E	New 2015-2106 funding needs to be determined

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	TFP Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-R-160	TFP-207	NE 4th Street Extension -116th to 120th Ave NE	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) railway corridor. The project will be designed not to preclude potential future uses of the BNSF corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood. The current project budget is intended to fully fund all phases of the project. The construction phase of the project may be completed in stages.	\$ 34,275	Y	S	Status quo proposal to be developed Phase 1 in construction
		PW-R-161	TFP-240	120th Avenue NE (Stage 1) NE 4th to NE 8th Streets	This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets and medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping and irrigation, and storm drainage that employs natural drainage practices. The project will be designed and constructed to accommodate intersections with the NE 4th Street Extension (CIP Plan No. PW-R-160), the planned extension of NE 6th Street (CIP Plan No. PW-R-162), and other utility infrastructure. The project will also be coordinated with the 120th Avenue NE Improvements from NE 8th Street to Northup Way (Stages 2 and 3; CIP Plan Nos. PW-R-164 and PW-R-168). The current project budget is intended to fully fund all phases of the project.	\$ 8,250	N		Project Substantially Complete in 2014; Project will be removed from the CIP
		PW-R-162	TFP-211	NE 6th Street Extension	This project will conduct a pre-design analysis (completed in 2012) for the extension of NE 6th Street from its current termini in the median of I-405 to the east over the northbound lanes of I-405 and 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and the Burlington Northern Santa Fe (BNSF) railway corridor. General purpose traffic would be allowed along the segment between the BNSF corridor and 120th Avenue NE to access parcels abutting the extension. Improvements may include two lanes in each direction with turn lanes at the signalized intersections with the I-405 HOV ramps and 120th Avenue NE; illumination; landscaping and irrigation along the at-grade segments; storm drainage and detention; and other utility infrastructure. The project may also include a new, up to 14-foot wide, non-motorized pathway adjacent to the south side of NE 6th Street between 112th Avenue NE and 120th Avenue NE. Future uses or connections to the BNSF corridor will not be precluded. The project will also be coordinated with existing and potential development in the vicinity, with the Sound Transit East Link project, the I-405 Master Plan, and with the 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161).	\$ 1,021	Y	S	Project status quo proposal to be developed; Coordination with WSDOT
		PW-R-164	TFP-208	120th Avenue NE (Stage 2)-NE 8th to NE 12th Streets	This project will extend, realign and widen 120th Avenue NE from south of NE 8th Street through NE 12th Street. Stage 2 of the project includes all intersection improvements at NE 8th Street, Old Bel-Red Road, and NE 12th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project will also be coordinated with private development in the vicinity and with development of the 120th Avenue NE Improvements projects south of NE 8th Street (Stage 1; CIP Plan No. PW-R-161) and north of NE 12th Street (Stage 3, CIP Plan No. PW-R-168). The current project budget is intended to fully fund all phases of the project. The construction phase of the project may be completed in stages.	\$ 31,306	Y	S	Project construction in 2014-2015; shift NE 12th Street intersection element to Stage 3 (PW-R-168)
		PW-R-165		Downtown Transportation Plan	This project provides funding for consultant work on the update of the Downtown Transportation Plan. This work will expand upon current Downtown transportation planning to identify roadway, non-motorized, and transit facility improvements needed to ensure downtown mobility through 2030. The project will build on current work to identify specific improvements to roadway operations and transit service to accommodate all motorized and non-motorized trips to, from, and within Downtown by 2030. The scope includes assessing the benefit of projects already identified in earlier planning efforts, analyzing all trips to/from Downtown, identifying how to serve key transit markets and travel corridors, identifying specific transit system improvements, and analyzing and identifying other essential improvements to the local and regional transportation system that support Downtown Bellevue. The final product of this project will be an updated Downtown transportation plan and phased implementation strategy that will be integrated with the Downtown Livability Initiative in a comprehensive package of Comprehensive Plan and Land Use Code amendments. The Downtown Livability Initiative, led by the City's Planning and Community Development Department is a targeted review of specific regulations that guide downtown development and land use activity.	\$ 350	N		Project to be substantially complete in 2014; Project to be removed from the CIP

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	TFP Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-R-166	TFP-210	124th Ave NE - NE 14th Street to Northup Way	This project will widen 124th Avenue NE from NE 14th Street to Northup Way. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, curb, gutter and sidewalk or multipurpose trail on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will include on-street bike facilities between NE 14th Street and the alignment of a planned east-west regional trail facility in the NE 15th/NE 16th Street vicinity. Between NE 14th and NE 18th Streets, the project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 124th Avenue NE Improvements – NE 12th to NE 14th Streets (CIP Plan No. PW-R-169) and the NE 15th Street improvements to the west of the 124th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the design phase for the entire project length and includes a placeholder for full implementation of the segment between NE 14th and NE 18th Streets consistent with the project scope described above. Project implementation may occur in phases or include interim facilities dependent upon funding availability, cost sharing options, and coordination with other Bel-Red area capital investments, Sound Transit, or private developments.	\$ 8,911	Y	S	Project scope to be split into two segments: NE 15th to 18th Streets and NE 18th Street to Northup Way (No enhancement proposal); Include ongoing coordination with Sound Transit/East Link
		PW-R-168	TFP-241	120th Avenue NE (Stage 3) - NE 12th Street to Northup Way	This project will extend the 120th Avenue NE widening from NE 12th Street to Northup Way. This corridor segment includes all intersection improvements at Northup Way and will be designed to accommodate future intersections at NE 15th Street, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. North of NE 16th Street, the design may include an alternate or interim four lane cross-section (single southbound lane), and bike facilities will transition from on-street bike lanes to a separated multi-purpose trail on the west side. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Avenue NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE 15th Street improvements to the west and east of the 120th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the design phase for the entire project length of Stage 3 and includes a placeholder for full implementation of the segment between NE 12th and NE 16th Streets consistent with the project scope described above. Project implementation may occur in phases or include interim facilities dependent upon funding availability, cost sharing options, and coordination with other Bel-Red area capital investments, Sound Transit, or private developments.	\$ 19,247	Y	S	Project scope to be split into two stages - Stage 3 (NE 12th Street, including intersection, to NE 16th Street) and Stage 4 (NE 16th Street to Northup Way) (No enhancement proposal); Includes ongoing coordination with Sound Transit/East Link
		PW-R-169	TFP-213	124th Avenue NE/Bel-Red Road to NE 14th Street	This project will complete preliminary design for the widening of 124th Avenue NE from NE 12th Street (Bel-Red Road) to approximately NE 14th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; bike lanes, curb, gutter, and sidewalk on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and ultimately constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. This project will also evaluate if and what mitigation measures may be designed, and may implement measures, to protect residential communities south of NE 8th Street from potential traffic impacts. The project design will also be coordinated with the design and implementation of 124th Avenue NE Improvements – NE 14th Street to Northup Way (CIP Plan No. PW-R-166). Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel Red area capital investments or private developments.	\$ 1,419	Y	E	Project enhancement proposal to be developed; adjust north limit to NE 15th Street; enhance to full implementation in coordination with adjacent development
		PW-R-170	TFP-218	130th Avenue NE/NE 20th to NE Bel-Red Road	This project will initiate the design for the redevelopment of 130th Avenue NE between Bel-Red Road and NE 20th Street. The segment north of the planned intersection with NE 16th Street will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the NE 16th Street intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE 16th Street alignment and the planned light rail station and park & ride facility between 130th and 132nd Avenues NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 16th Street - 130th to 132nd Avenues NE (CIP Plan No. PW-R-174).	\$ 423	Y	S	Project status quo proposal to be developed; advance implementation

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

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		PW-R-171	TFP-248	134th Avenue NE – NE 16th Street to NE 20th Street	This project will initiate the design for the extension of 134th Avenue NE between NE 16th and NE 20th Streets. The design will be developed in a coordinated approach with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound and westbound lanes of NE 16th Street. The project design will include and a signalized intersection at NE 16th Street that will integrate traffic, pedestrian, and bicycle movements with the LRT crossing at this location and a new signalized intersection at NE 20th Street. The planned roadway cross-section will consist of three lanes, including one travel lane in each direction with turn pockets or a center turn lane, on-street parking, curb, gutter and sidewalk on both sides of the street, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of the NE 16th Street - 130th to 132nd Avenues NE and NE 16th Street – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-174 and 175).	\$ 260	Y	S	Project Approved and Not Begun; status quo proposal to be developed

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		PW-R-172	TFP-209	NE 15th Street - 116th Avenue NE to 120th Avenue NE	This project will advance to a 60% design level a new arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE, with the widening of NE 12th Street between 116th Avenue NE and the new street connection. The project includes signalized intersection improvements at the NE 12th Street connection and modifications to the existing NE 12th Street/116th Avenue NE intersection. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, a separated 16 foot wide multi-purpose path along the north side and a six foot sidewalk on the south side, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 15th Street - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168).	\$ 1,357	Y	E	Project enhancement proposal to be developed; enhance to complete design and construction
		PW-R-173	TFP-209	NE 15th Street - 120th Avenue NE to 124th Avenue NE	This project will advance to a 60% design level a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and 14 foot wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. A 10 foot wide on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE 15th Street - 120th to 124th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE 14th Street to Northup Way (CIP Plan No. PW-R-166).	\$ 1,345	Y	E	Project enhancement proposal to be developed; enhance to complete design and construction
		PW-R-174	TFP-215	NE 16th Street - 130th Avenue NE to 132nd Avenue NE	This project will initiate the design for a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The design will be developed in a coordinated approach with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project including a station to be located between the eastbound and westbound lanes in this new segment of NE 16th Street and an associated park and ride facility to the north of NE 16th Street. The project will include intersection designs at 130th and 132nd Avenues NE that will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include a single travel lane in each direction, buffered bike lanes, curb, gutter, and sidewalk, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. Consolidation of stormwater management facilities between the city and Sound Transit will also be considered. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street and NE 16th Street – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-170 and 175). Future project implementation may occur in phases or include interim facilities and is dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private developments.	\$ 740	Y	E	Project enhancement proposal to be developed; enhance to fund City's share of full project implementation around the new 130th Ave NE East Link station
		PW-R-175	TFP-215	NE 16th Street - 132nd Avenue NE to NE 20th Street	This project will advance the design of future roadway improvements allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound/northbound and westbound/southbound lanes NE 16th Street and 136th Place SE. The project will include intersection designs at 132nd and 134th Avenues NE, NE 16th Street/136th Place NE, and NE 20th Street that will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include one travel lane in each direction, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE 16th to NE 20th Streets, and NE 16th Street – 130th to 132nd Avenues NE projects (CIP Plan Nos. PW-R-170, 171, and 174). Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private developments.	\$ 156	Y	S	Status quo proposal to be developed for continued coordination with East Link design and implementation.
		PW-R-176		Early Implementation of the Downtown Transportation Plan Update	This project provides funding for early implementation of prioritized projects recommended under the Downtown Transportation Plan Update (CIP Plan No. PW-R-165), to be completed in 2013/2014. Such work may include improvements at poorly functioning intersections, increased traffic capacity, enhanced transit capacity and/or facilities, and improved pedestrian/bicycle facilities. Early work will ensure that new public and private development is consistent with plan direction and preserves opportunities for future implementation. Work may also include new corridor analysis and conducting pre-design studies that will refine larger project scopes and costs for implementation over time through future funding cycles. This project may also provide supplemental funding for discrete projects that may be advanced in coordination with partner agencies or private development activities in the Downtown area.	\$ 800	Y		Staff developing revised Implementation of Downtown Transportation Plan proposal with specific elements including corridor studies of 108th Avenue NE and Main Street, Mid-Block Crossings, and Intersection/Crosswalk Enhancements

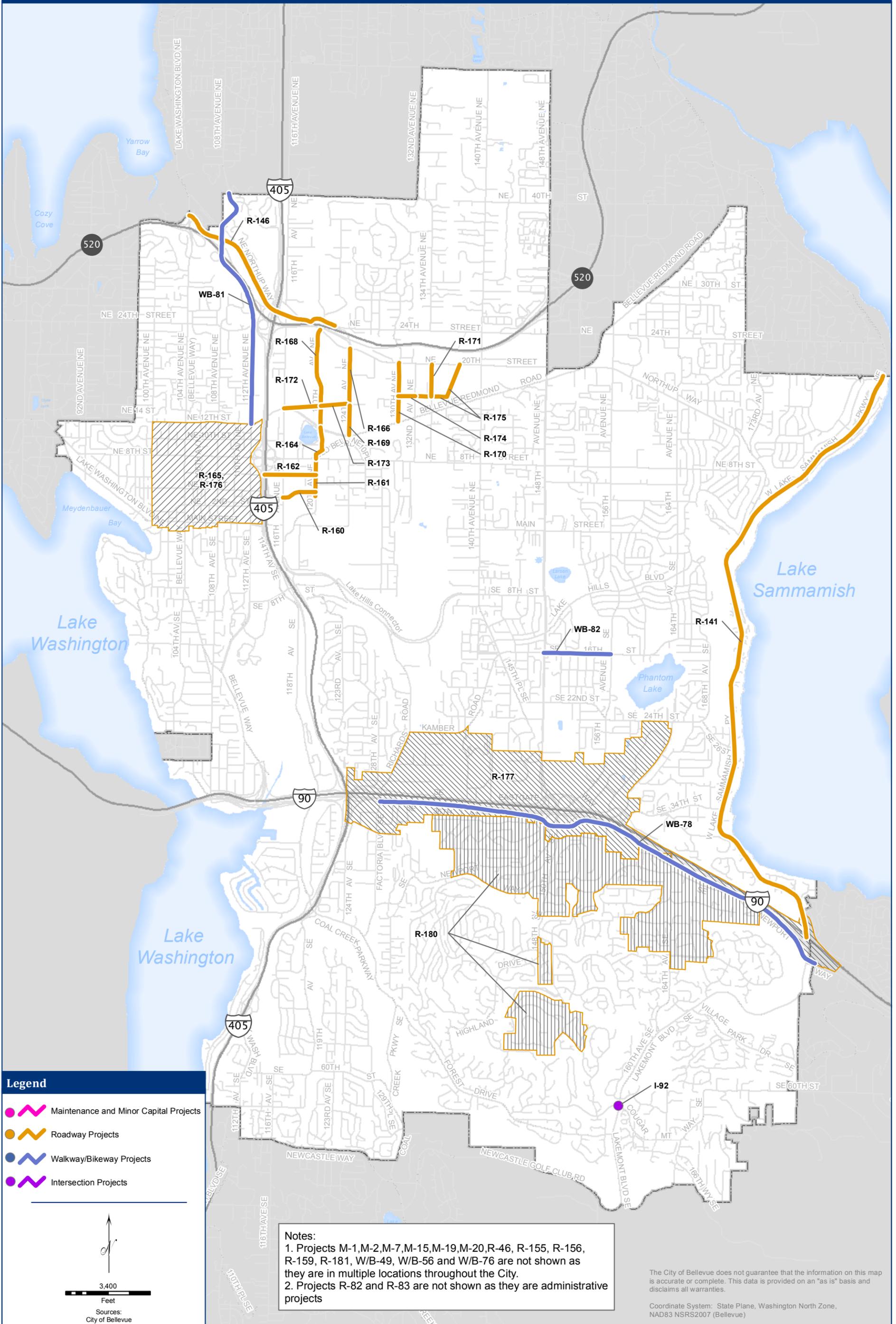
**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	TFP Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-R-177		Early Implementation of the Eastgate Subarea Plan	This project provides funding for early implementation of prioritized transportation projects recommended by the Eastgate Land Use and Transportation Plan, completed in 2012. Such work may include minor intersection , roadway, or non-motorized facility improvements to sidewalks, bike lanes, and multi-purpose trails. Work may also include conducting pre-design studies that will refine larger project scopes and costs for implementation over time through future funding cycles. This project may also provide supplemental funding for discrete projects that may be advanced in coordination with partner agencies or private development in the area.	\$ 500	Y		Staff developing revised Implementation of Eastgate Plan proposal to include advancement of plan priorities including Mountains to Sound Greenway grant match, Eastgate Way bike lanes, and Snoqualmie River Road

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		PW-R-180		Annexation Area Transportation Capital	Initially this project will conduct an assessment of transportation capital needs and opportunities in the Eastgate area neighborhoods annexed into the city in 2012. The assessment may include but would not be limited to a survey of roadway and/or right of way maintenance needs, Americans with Disability Act (ADA) compliance issues on existing pedestrian facilities, neighborhood and school access sidewalk or other pedestrian and bicycle facility improvements, vehicular or non-motorized system safety needs, and roadway/intersection improvement opportunities, especially on key arterials including 150th Avenue SE and Newport Way. Capital investment priorities identified may be implemented with available project funds. Implementation of priority investments may also leverage other financial resources programmed to the various ongoing citywide capital programs within the 2013-2019 Capital Investment Program. Work may also include conducting pre-design studies that will refine larger project scopes and cost estimates for implementation over time through future funding cycles.	\$ 1,068	N		Projects Substantially Complete in 2014; Allocate revenue balance to specific project/program; Project will be removed from the CIP
		PW-R-181		East Link MOU Commitments	The City of Bellevue and Sound Transit are engaged in the joint implementation of the East Link project within the Bellevue City Limits. This project provides certain resources to implement the partnership with Sound Transit called for in the November 2011 City of Bellevue – Sound Transit East Link Memorandum of Understanding (MOU) and Collaborative Design Process (CDP). Project funding will support the acquisition of properties required for both East Link and separately planned City projects. To ensure full compliance with the MOU and timely delivery of the East Link light rail extension, this project will also be implemented in coordination with public utility relocations (funded by the City of Bellevue Utilities Renewal and Replacement Fund) and specific roadway repaving work (funded by CIP Plan No. PW-M-1, Street Overlays).	\$ 33,099	Y	S	Project status quo proposal will be developed
Wkwy/Bkwy	PW-W/B-78	TFP-243		Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). The project will bring segments of the missing trail to the 60% design level. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	\$ 430	Y	E	Project enhancement proposal to be developed; advance to full design, potential for outside funding
		PW-W/B-81	TFP-173	108th/112th Avenue NE - south of SR 520 to NE 12th Street	This project will conduct a pre-design analysis to determine the ultimate scope of pedestrian and bicycle improvements on 108th and 112th Avenues NE from NE 12th Street to the north city limits. The pre-design process will include community outreach/involvement facilitation and will include the evaluation of intersection treatment options at the 112th Avenue NE/NE 24th Street intersection.	\$ 200	Y	S	Project Approved and Not Begun; Project status quo proposal to be developed
		PW-W/B-82	TFP-158	SE 16th Street/148th Avenue SE to 154th Avenue SE	This project will complete 60% design plans for the addition of five foot bike lanes, curb, gutter, four foot planter strips, and six foot sidewalks where missing on both sides of SE 16th Street between 148th Avenue SE and 156th Avenue SE. Plans at this design level will provide adequate information for Puget Sound Energy to install planned new electricity transmission system poles along the SE 16th Street corridor without conflict to the future roadway improvements.	\$ 250	Y	E	Adopted scope substantially complete in 2014; Project enhancement proposal to be developed to advance project to full design
Project Total						\$ 183,180			
Grand Total						\$ 245,514			

2013 - 2019 Transportation CIP Projects



Notes:
 1. Projects M-1, M-2, M-7, M-15, M-19, M-20, R-46, R-155, R-156, R-159, R-181, W/B-49, W/B-56 and W/B-76 are not shown as they are in multiple locations throughout the City.
 2. Projects R-82 and R-83 are not shown as they are administrative projects

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
 Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)