

Attachment B

DRAFT 2033 TFP Projects

TFP #	CIP #	Project Name, Location and Limits	Roadway Capacity Project Description	Project Type	Status	Intersection Capacity/Lane Configuration Changes
TFP-110		110th Avenue NE/NE 6th Street to NE 8th Street	This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	in TFP 2018 not in CIP 2021	- The current configuration for NB approach at NE 8th St is L-T-R. The future 2035 is coded L-L-T-R - The current configuration for SB Approach at NE 6th St is L-T-TR. The future 2035 is same as existing.
TFP-194		164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).	Roadway and Pedestrian-Bicycle System	in TFP 2018 not in CIP 2021	No lane configuration change at any system intersection.
TFP-195		150th Avenue SE/SE 37th Street/-90 off-ramp	This project will widen the southbound approach to create a third southbound lane just south of the eastbound I-90 on-ramp that continues to the southbound right turn lane at SE 38th St. Extend the southbound left turn pocket by 75' to create more storage. Create a second eastbound right turn lane on the freeway off ramp. Widen the east leg to provide eastbound and westbound left turn pockets that are the full length of the block between 150th Ave SE and the eastbound I-90 on-ramp, ultimately resulting in a four lane cross-section on this block.	Roadway	in TFP 2018 not in CIP 2021	INTID #227 - Remove EB LT and added second WB LT - Assume EB off-ramp is T-R-R. SE 37th WB assume, L-L-R.
TFP-211	R-162	NE 6th Street Extension	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, frequent transit bus service, non-motorized, and limited general purpose traffic. 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 shoring 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 pre-design or other early implementation efforts. For the 2019 TFP SEPA analysis, implementation of a segment to 116th Avenue NE was evaluated.	Roadway and Pedestrian-Bicycle System	in TFP 2018 not in CIP 2021	- Affected intersections: #186-120th Ave NE/NE 6th St and #191-I-405 DA Ramps/NE 6th St - No lane configuration change at any system intersections
TFP-213	R-169	124th Ave NE - NE 12th St. to NE Spring Blvd	This project completes the design, property acquisition and construction of 124th Avenue NE from NE 12th Street (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and separated multi-use paths on both sides; retaining walls; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersections and signal system improvements. The project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and construction of 124th Avenue NE Improvements - NE Spring Blvd. to Ichigo Way (CIP Plan PW-R-166).	Roadway and Pedestrian-Bicycle System	in CIP 2018 and CIP 2021	INT #34, 124th Ave NE/NE 12th St - Add a SB right turn lane and the SB becomes L-T-R
TFP-215	R-174	NE Spring Blvd - 130th to 132nd Ave NE	This project will complete the design of the full roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes a new traffic signal at the 130th Avenue NE and modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and the 130th Avenue NE LRT station. Other improvements include sidewalks, bicycle facilities, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit, potential future private development, possible transit-oriented development to the immediate north, and the 130th Avenue NE - BelRed Road to NE 20th Street (CIP Plan No. PW-R-170) project. The project will be designed to reflect BelRed urban design criteria. This project may be implemented in two stages.	Roadway and Pedestrian-Bicycle System	in CIP 2018 and CIP 2021	No lane configuration change at any system intersection.
TFP-217	R-192	124th Avenue NE at SR 520	This 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 pre-design or early implementation.	Roadway	in TFP 2018 not in CIP 2021	Roundabout; Ignore; No scoing
TFP-218	R-170	130th Ave NE - Bel-Red to NE 20 St.	This project provides multi-modal improvements along 130th Avenue NE between BelRed Road and NE 20th Street. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd. (formally NE 16th Street), potential traffic signal and intersection modifications at NE 20th Street and at BelRed Road, and accommodation for a Sound Transit East Link light rail crossing at the NE Spring Blvd. alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE Spring Blvd. alignment, the planned light rail station and park & ride facility between 130th and 132nd Avenues NE, private development in the vicinity, and the development of NE Spring Blvd. - 130th to 132nd Avenues NE (CIP Plan No. PW-R-174) project. The project will be designed to reflect BelRed urban design criteria.	Roadway and Pedestrian-Bicycle System	in CIP 2018 and CIP 2021	No lane configuration change at any system intersection.
TFP-219		NE 8th Street/106th Avenue NE	This project will realign NE 8th Street to the south to extend the third westbound travel lane to the west of 106th Avenue NE 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.	Roadway	in TFP 2018 not in CIP 2021	Affected intersection: INTID #16 - Changed WB L-T-T-R to L-T-T-TR
TFP-222		Bellevue Way/NE 4th Street	This project will add a southbound to westbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	in TFP 2018 not in CIP 2021	INTID #8 - The SB RT lane has already been coded in. Modified NB from L-T-T-TR to L-L-T-TR
TFP-223		Bellevue Way/NE 8th Street	This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	in TFP 2018 not in CIP 2021	INTID #7 - The SB RT lane has already been coded in.
TFP-242	R-184	Bellevue Way HOV lane/107th Ave SE Segment A:Park&Ride to Winters House	This project will design and construct a new inside southbound HOV lane and a planter at the base of a retaining wall. Proposed funding would construct from the Winter's House to the future South Bellevue light rail station (formerly the South Bellevue park-and-ride lot). It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.	Roadway and Transit	in TFP 2018 not in CIP 2021	No intersection lane configurations change
TFP-254		Bel-Red Road/NE 20th Street to NE 24th Street	This 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. Project implementation may be coordinated with the City of Redmond and with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	in TFP 2018 not in CIP 2021	INTID #58 Bel-Red Rd/NE 20th St & #59 Bel-Red Rd/NE 24th St - the NB and SB approaches on these two intersections have two through lanes already.

TFP-257	R-194	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a full implementation placeholder for construction of the third and fourth phase of the corridor improvements (of five total), between SE 34th Street and the SE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, 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, if warranted, 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. This funding allocation is to complete design and includes a full implementation placeholder for a third and fourth phase of improvements (of five total).	Roadway and Pedestrian-Bicycle System	in TFP 2018 not in CIP 2021	Affected intersection: INTID #261 - W Lk Sam Pkwy/SE 34th St changed to be signalized. - Not a system intersection
TFP-260	R-186	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	This project will conduct an alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment. Pre-design work on Stage 4 of the 120th Avenue NE corridor conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street the cross-section may 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.	Roadway and Pedestrian-Bicycle System	in TFP 2018 not in CIP 2021	Not an intersection project
TFP-263		148th Avenue NE/NE 8th Street	This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes; and evaluate impacts to Kelsey Creek which crosses under NE 8th Street east of 148th Avenue NE. The funding allocation represents only a placeholder that may be used to evaluate improvement options.	Roadway and Transit	in TFP 2018 not in CIP 2021	Add second LT lane on all four approaches.
TFP-265	R-191	124th Ave NE - Ichigo Way to Northup Way	This project advances the design, property acquisition, and construction of 124th Avenue NE from Ichigo Way (NE 18th Street) to Northup Way. This project will widen and raise the profile for 124th Avenue NE between Ichigo Way (NE 18th Street) and 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, install curb, gutter, and sidewalk on both sides, maintaining existing signal at Metro driveway, and illumination, ITS, signing, landscaping, irrigation, storm drainage, and water quality treatment, retaining walls, culvert replacement, wetland buffer and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to complete design, property acquisition, and construction of a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers. The project will also support evaluating environmental and open-space enhancements/trail connections along with the West Tributary regional detention facilities. This project will be coordinated with 124th Avenue NE - NE Spring Blvd. to Ichigo Way (PW-R-166) project, 124th Ave NE - NE 12th to NE Spring Blvd (PW-R-169)	Roadway and Pedestrian-Bicycle System	in CIP 2018 and CIP 2021	No lane configuration change at any system intersection.
TFP-267		West Lake Sammamish Parkway/"North" segment; (phase 5)	This project will conduct a preliminary design of the fifth phase of the corridor improvements (of five total), between NE 8th Street and the north City limits. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, 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, if warranted, 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.	Roadway and Pedestrian-Bicycle System	in TFP 2018 not in CIP 2021	See TFP-257
TFP-271		Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE	Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts.	Roadway	in TFP 2018 not in CIP 2021	Roundabout; Ignore; No scoing
	R-200	148th Avenue SE - Kelsey Creek Shopping Center	This project will improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway.		not in TFP2018 and in CIP 2021	No lane configuration change at any system intersection.
	R-200	Lake Hills Blvd/148th Avenue SE	This project will add a second westbound left turn pocket to increase the queuing space for this movement and to allow the eastbound and westbound through movements to run concurrently, reducing the overall intersection delay.		not in TFP2018 and in CIP 2021	INT #51, 148th Ave SE/Lake Hill Blvd - Add second WB left turn lane and the WB becomes L-L-TR
	R-200	Lake Hills Connector/SE 8th St	This project will add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket.		not in TFP2018 and in CIP 2021	INT #71, LHC/SE 8th St - Add second NB left turn lane and remove dedicated EB left turn lane. The land configuration for NB becomes L-L-T-TR and the EB becomes LT-R
	R-200	NE 8th Street/140th Avenue NE	This project will convert the existing southbound right turn lane to a through-right lane and will widen the south leg to create space for an approximately 250 foot receiving lane that will merge back into the existing through lane.		not in TFP2018 and in CIP 2021	INT #41, 140th Ave NE/NE 8th St - Change the SB curb lane from right turn only to Right & Through shared. The lane configuration for SB becomes L-T-TR
	R-207	114th Avenue SE and SE 8th Street	This project funds the completion of design, right of way acquisition and construction of capacity, pedestrian and bicycle safety improvements at the intersection of 114th Avenue SE and SE 8th Street. This project will widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions.		not in TFP2018 and in CIP 2021	INT #102, 118th Ave SE/SE 8th St - Add second SB left turn lane and the SB becomes L-L-TR
	R-208	112th Avenue NE at McCormick Park	This proposal funds the design and construction of the frontage improvements on 112th Avenue NE at McCormick park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park 9112th Avenue NE and NE 12th Street.) bike facility improvements will tie into the multi-purpose path being build on NE 12th Street.		not in TFP2018 and in CIP 2021	No lane configuration change at any system intersection
	R-200	Neighborhood Congestion Management Project Implementation	This project will complete design and fund construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.		not in TFP2018 and in CIP 2021	No lane configuration change at any system intersection
Proposed new project		Factoria Blvd SE/SE 38th St WB improvement				INT #222, Factoria Blvd SE/SE 38th St - add second WB LT lane. WB becomes L-LTR
		112th Ave/ Main St	Restripe the EB through & right shared lane to right turn only lane. The EB lane configuration will be changed from L-T-TR to L-T-R.			Int#36 Changed EB to L-T-R.

Other projects						
TFP-252	R-201	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	This project will reconstruct the roadway to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Pl SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th Pl SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd Pl SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.	Roadway, Transit and Pedestrian-Bicycle System	In TFP 2018, not in CIP 2021	Not a vehicular capacity improvement
TFP-256	R-183	West Lake Sammamish Parkway Improvements - "North Central" segment: SE 2nd block to NE 8th block (Phase 2)	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design and construct roadway improvements on West Lake Sammamish Parkway generally between the SE 200 Block and the NE 800 Block. Full width improvements will be limited to this segment of West Lake Sammamish Parkway and include from east to west: a minimum 4-foot shoulder; two, 10-foot wide travel lanes; 0.5 foot wide buffer; and, 8-10 foot wide multiuse path. The project will also make storm drainage, water quality and fish passage improvements as needed throughout the project corridor.	Roadway and Pedestrian-Bicycle System	In CIP 2018, not in CIP 2021	Not a capacity improvement
TFP-266	W/B-83	Mountains to Sound Greenway - Facteria Crossing (includes I-90 exit expansion)	This project will construct the first phase of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue SE. The trail design includes a 12-foot wide paved trail, a grade separated crossing over Facteria Blvd. SE, a tunnel under the I-405/I-90 ramps, walls, storm system improvements, natural storm drainage practices where feasible, landscaping, street lighting, street furniture and wayfinding. The project will also add storage capacity to the Eastbound I-90 off-ramp at Facteria Blvd. SE by relocating the existing trail and adding one additional storage lane. The project also will partner with WSDOT I-405 Renton to Bellevue Widening project to construct a single wall for the benefit for both projects.	Roadway and Transit and Pedestrian-Bicycle System	In CIP 2018, not in CIP 2021	Not a capacity improvement
TFP-209	R-172	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor.	Roadway and Pedestrian-Bicycle System	In CIP 2018, not in CIP 2021	No lane configuration change at any system intersection.
TFP-210	R-166	124th Avenue NE/NE Spring Boulevard to Ichoigo Way (NE 18th Street)	This project will widen the roadway to five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter, and sidewalk or multi-use trail on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will also install a new signal at NE 16th Street. Between Spring Boulevard and NE 16th Street, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	Roadway and Pedestrian-Bicycle System	In CIP 2018, not in CIP 2021	No lane configuration change at any system intersection.
TFP-246	R-202	150th Avenue SE/south of SE 38th Street to Newport Way	The project will construct a 600' southbound right turn pocket with sidewalk the length of the pocket to serve the six properties on the west side of 150th Ave SE.	Roadway and Pedestrian-Bicycle System	In CIP 2018, not in CIP 2021	No lane configuration change.
TFP-259	R-173	NE Spring Blvd (Zone 2) - 120th to 124th Ave NE	This project will complete design and construction of a new multi-modal 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 turn pockets or center medians, sidewalks with buffered bicycle paths on both sides, landscaping and irrigation, urban design elements, illumination, storm drainage improvements and water quality treatment, and other underground utilities. A joint utility trench will also be constructed in cooperation with franchise utilities servicing the area. On-street parking will be provided along the north side of the roadway. The project will be designed to reflect BelRed urban design criteria and coordinated with the Spring District private development and Sound Transit East Link light rail station, NE Spring Boulevard - 116th to 120th Avenues NE (Zone 1, CIP Plan No. PW-R-172), 120th Avenue NE Improvements - NE 12th to NE 16th Streets (Stage 3, CIP Plan No. PW-R-168), and 124th Avenue NE Improvements - NE Spring Boulevard to Ichoigo Way (CIP Plan No. PW-R-166).	Roadway and Pedestrian-Bicycle System	In CIP 2018 and CIP 2021	No lane configuration change at any system intersection.