

PW-R-168 120th Avenue NE (Stage 3) NE 12th St to NE 16th St

Category: **Improved Mobility**
 Department: **Transportation**

Status: **Existing**
 Location: **120th Ave NE from NE 12th St. to NE 16th St.**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
26,061,839	4,687,671	1,649,772	12,577,396	7,147,000	-	-	-	-

Description and Scope

This project will widen and raise the profile for 120th Avenue NE from NE 12th Street to NE 16th Street in coordination with the undercrossing of the Sound Transit (ST) East Link light rail line in this vicinity. This corridor segment includes all intersection improvements at 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 include 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 include a bridge structure to accommodate 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 include 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 Ave NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). As defined in the 2015 amended umbrella MOU between ST and the City, the project budget is intended to fully fund both the City's and ST's share of costs to fully implement the project scope described above. Prior to 2015, this CIP project also advanced the design of the 120th Avenue NE corridor between NE 16th Street and Northup Way to the 60% level.

Rationale

The 120th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and improved 124th Avenue NE corridor, the planned NE 6th Street extension, and the new NE Spring Boulevard multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the ST East Link light rail project.

Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

Operating Budget Impacts

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2017	26,061,839
Total Budgetary Cost Estimate:		26,061,839

Means of Financing

Funding Source	Amount
Federal Grants	4,390,000
General Taxes & LTGO Bond Proceeds	3,669,054
Impact Fees	782,674
Intergovernmental Contributions	10,183,945
LTGO Bond Proceeds – Impact Fee Eligible	1,527,646
Private Contributions	658,520
State Grants	4,850,000

Total Programmed Funding: 26,061,839
Future Funding Requirements:

Comments

FY2015-2021 Capital Investment Program

Revised 5/18/2015 (Ord. 6227): Project scope, cost and revenues are updated to reflect the amended umbrella MOU with ST that provides for cost sharing between the agencies to fund the ultimate profile of the roadway.

Revised 12/7/15 (Ord 6265 Mid-Bi): Increased cost by \$1,891,396 to reflect updated cost estimates, primarily driven by increasing ROW costs. In addition, contributions from Sound Transit increase by \$658,520 for their estimated share of costs.