



Redmond
WASHINGTON

CIP Business Case

Project Name _____

CIP Status

☐ Exists on 2021-2026 CIP ☐ Proposed in Last CIP (*not funded*) ☐ New

Changes Since Last Budget Cycle

☐ Cost Estimate ☐ Project Funding ☐ Project Scope ☐ Project Schedule

Functional
Manager _____

Functional
Lead _____

Functional Area(s) _____

Department(s) _____

Expected project funding (*check all that apply, describe other*)

☐ CIP Fund ☐ Grants ☐ Partnership Other: _____

Neighborhood _____

Project Location (*enter address or coordinates, if multiple locations, attach list*)

Project Type _____

Description (*1 or 2 sentences*)

Project Scope (*list of what's included*)

Project Management

☐ Construction ☐ Administration ☐ Operations ☐ Finance

Is Real Property support needed? ☐ Yes ☐ No Is TIS support needed? ☐ Yes ☐ No

Other Functional Areas could be impacted by this project (*check all that apply*) ☐ None

☐ Facilities ☐ Fire ☐ Parks ☐ Planning ☐ Police

☐ Stormwater ☐ Transportation ☐ Wastewater ☐ Water ☐ Maintenance



CIP Business Case

Justification

Why is this project a high priority?

Why are you proposing this project now?

Measurable Project Objectives (*describe the project objective(s) & how success will be measured*)

Relevant Functional Plan(s) _____

What year will this project delivered? _____

Diversity, Equity, and Inclusion Impact

Does the project:

- ☐ Yes ☐ No Support or enhance areas/structures around multifamily dwellings?
- ☐ Yes ☐ No Impact underserved areas (physical spaces) of the City?
- ☐ Yes ☐ No Impact historically underserved communities (groups of people) in the City?
- ☐ Yes ☐ No Create, restore, or enhance accessibility by groups with limited physical abilities (*vision impaired, wheelchairs, etc.*)?

Climate and Sustainability Impact

Does the project:

- ☐ Yes ☐ No Result in a reduction in energy consumption, a reduction in fossil fuel consumption, and/or the production of renewable energy?
- ☐ Yes ☐ No Recycle materials or integrate the use of recycled materials?
- ☐ Yes ☐ No Support active transportation and/or transit?
- ☐ Yes ☐ No Restore or enhance natural systems?
- ☐ Yes ☐ No Provide mitigation and/or adaptation to climate change (*flooding, urban greening, heat, fire, etc.*)?



Redmond
WASHINGTON

Business Case ID# _____

CIP Business Case

Project Readiness

- ☐ Yes ☐ No Functional Area(s) staff capacity exists support this project?
- ☐ Yes ☐ No Scope and objectives are set?
- ☐ Yes ☐ No All external feasibility issues are resolved?
- ☐ Yes ☐ No Other impacted functional areas have committed to supporting this project?

If No on any explain.

Only projects with all Yes answers will be considered for the CIP.

Are there any other issues, conditions or requirements that could impact the ability of this project to proceed efficiently through design and construction?

- ☐ Yes ☐ No If Yes, explain.

I have reviewed and am approving this project for schedule and cost estimate development.

Functional Area Manager

Date

Project 02 (Systemic) - 148th Avenue NE Safety Corridor Project

The 148th Avenue NE safety corridor project would incorporate elements of several proposed countermeasures throughout the corridor, improving conditions for all modes, but with a specific focus on the safety and comfort of active mode users. A new location signal at NE 31st Street will provide a controlled and protected at-grade active mode connection to the new pedestrian bridge at the Overlake Village Station. The project limits are from Willows Road NE to NE 29th Place. The project has been consolidated into a single corridor to maximize efficiencies of scale for design and construction of citywide systemic improvements. Project elements from the systemic countermeasures include:

Replacement of all crosswalks in the corridor with high visibility markings

- 37 total crossings throughout the project corridor.

Signal improvements at all corridor signals (9 intersections)

- Incorporate lead pedestrian intervals and a 3.5 ft/sec walk speed at all signals
- Evaluate the feasibility of removing right turn lanes and shortening crossings with curb relocations at NE 36th Street, NE 40th Street, Old Redmond Way and Redmond Way

New-location protected crossing near NE 61st Court

- RRFB-protected crossing utilizing existing median island to provide a high comfort refuge, connecting existing transit stops.
- Evaluate reducing length of existing left turn pocket(s) to provide median refuge and shorten crossing distance.

New-location pedestrian signal at NE 31st Street

- Pedestrian signal incorporating safety elements including high visibility markings, 3.5 ft/sec walk time, and advanced signage.

Required information about Project 02:

1. Limits of Project: **148th Ave NE/Willows Rd NE to 148th Ave NE/NE 29th Place**
2. Project in Adopted Plan? **Yes, LRSP (see page 37)**
3. Has this project had community engagement? **Yes**
4. Coordination with other jurisdiction? **Not applicable**
5. Is this a current project? **No**

Project 02 Schedule (estimated milestones): Copy this table for each project.

Project added to the Statewide Transportation Improvement Program (STIP)	01/25
Project agreement signed with WSDOT Local Programs	02/25
Begin PE (PE phase authorized by FHWA through WSDOT Local Programs)	02/26
Community/stakeholder engagement complete	11/26
Environmental documents (required for every project) approved by WSDOT Local Programs	03/27
Begin right-of-way (RW phase authorized by FHWA through WSDOT Local Programs)	N/A
Right-of-way completed (certification by FHWA through WSDOT Local Programs)	N/A
Contract advertised	04/27
Contract awarded	05/27
Construction/project complete	10/27

Project 02 Cost, Match Amount, and Requested Funding: Copy this table for each project.

Phase	Cost of entire phase	Match amount	Amount requested from this program
Preliminary Engineering (PE)	\$330,000	\$0	\$330,000
Right-of-Way (RW)	\$0	\$0	\$0
Construction (includes construction administration) (CN)	\$1,188,000	\$0	\$1,188,000
Total	\$1,518,000	\$0	\$1,518,000

October 8, 2024

Mr. Aaron Bert
Public Works Director
City of Redmond
P.O. Box 97010
Redmond, WA 98073-9710

**RE: 148th Avenue NE Safety Corridor Project
2024 City Safety Program
Federal Funding**

Dear Mr. Bert:

WSDOT is pleased to advise you that the above-mentioned safety project was selected to receive funding through FHWA's Highway Safety Improvement Program (HSIP). The federal funding is limited as shown below:

148th Avenue NE Safety Corridor Project	\$1,518,000
--	--------------------

Scope: See attached project summary.

NOTE: The project is eligible for 100% HSIP funding, for all phases authorized prior to April 30, 2027. If any phase is not obligated by this date, remaining funding may be rescinded, and the agency will need to re-compete for funding or construct the project with local funds. Scope and funding modifications require prior approval from WSDOT HQ Local Programs.

In order to meet state and federal requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of federal fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information, including: (<http://www.wsdot.wa.gov/localprograms/>)
 - ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
 - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
 - ✓ Funding and billing forms;
 - ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Redmond** and your password is **Redmo163**. The password is case sensitive.

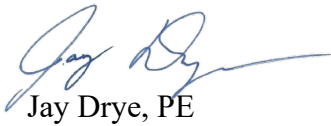
Mr. Aaron Bert
City of Redmond
October 8, 2024

- FHWA requires that all projects are ADA compliant upon completion or the federal funds must be repaid.

As a reminder, Local Programs requires all agencies to submit monthly progress billings to ensure timely reimbursement of eligible federal expenditures.

For questions or assistance, please contact your Region Local Programs Engineer, Mehrdad Moini at 206.440.4734 or Mehrdad.Moini@wsdot.wa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Drye", is written over the printed name.

Jay Drye, PE
Director
Local Programs

Attachment

JD:me:cdm

cc: Kelly McGourty, Transportation Director, PSRC
Mehrdad Moini, PE, Northwest Region Local Programs Engineer
Ed Spilker, City Safety and Traffic Programs Manager

Project Summary

Program: 2024 City Safety Program
Date: September 2024
Agency: City of Redmond

Project Title: 148th Avenue NE Safety Corridor Project

Project Description: Install a pedestrian signal, rectangular rapid flashing beacons (RRFB), marked crosswalks, leading pedestrian intervals (LPI), turn lane reconfigurations, and access control.

Detailed Project Description: Install high visibility crosswalk markings, pedestrian signal, rectangular rapid flashing beacons (RRFB), leading pedestrian intervals (LPI), turn lane reconfigurations, and access control.

Locations:

- 1. New pedestrian signal with high visibility crosswalk markings and implement access control:
 - a. 148th Ave NE and NE 31st St
- 2. Install pedestrian crossing improvements including high visibility crosswalk markings, rectangular rapid flashing beacons (RRFB), median refuge island, and reduce the length of left turn pocket(s) as needed:
 - a. 148th Ave NE and NE 61st St
- 3. Install high visibility crosswalk markings at existing marked crosswalk locations and leading pedestrian intervals (LPI) at signalized intersections:
 - a. 148th Ave NE from Willows Rd NE to NE 29th PI
- 4. Evaluate feasibility of removing right turn lanes, and shortening crossings with curb extensions, per evaluation:
 - a. 148th Ave NE and NE 36th St
 - b. 148th Ave NE and NE 40th St
 - c. 148th Ave NE and Old Redmond Way
 - d. 148th Ave NE and Redmond Way

Note: Project above includes associated ADA and utility work as needed.

Project Schedule (Estimated)

Project added to the STIP	1/25
Project agreement signed with WSDOT Local Programs	2/25
Begin PE (phase authorized by FHWA through WSDOT)	4/25
Community/stakeholder engagement complete	1/26
Environmental documents approved by WSDOT	6/26
Begin right-of-way (phase authorized by FHWA through WSDOT)	N/A
Right-of-Way completed (certification by FHWA through WSDOT)	N/A
Contract advertised	8/26
Contract awarded	11/26
Construction complete	10/27

Project Cost and Award Amount

Phase	Total Cost	Local Match	Amount Awarded
Preliminary Engineering	\$330,000	\$0	\$330,000
Right-of-Way	\$0	\$0	\$0
Construction	\$1,188,000	\$0	\$1,188,000
Total	\$1,518,000	\$0	\$1,518,000

If you agree to the project summary described above, please sign or electronically sign below and return to Ed Spilker at Ed.Spilker@wsdot.wa.gov.

Concurrence: I agree to the project summary described above.

Approving Authority Name (Print): Michael Hintze

Approving Authority Signature:

Signed by:

Michael Hintze

E25473022123462

 Date: 9/23/2024



2023-2028 CIP Rating Form

Project Name _____

Functional Manager _____ Functional Lead _____

Functional Area(s) _____

Department(s) _____

What is the project's level of importance (High, Medium, Low) relative to how it rates in an approved functional, strategic or master plan?

For the Importance score, distribute projects using the 40-40-20 rule. The number of projects within a Functional Area should be distributed as follows: no more than 40% High; 40% Medium, and 20% Low.

Enter your project's score for each criterion noted below. For more information see [2023-2028 CIP Urgency Rating Criteria](#).

TOTAL SCORE

Score	Category	Rating Guidance
	CURRENT CIP STATUS 1. Status of Project in Current 2021-2026 CIP.	5 Contract awarded & project is or will be under construction in 2022.
		3 Project has been initiated and/or is in 30-100% design.
		1 Project has been initiated and is in 0-30% design by the end of 2022 ; an alternatives analysis has been developed.
		0 Project is not included in current CIP.
	IMPACT OF LOSING GRANT FUNDING 2. Impact to grant funding if investment is not included in 2023-28 CIP.	5 Project already has some construction funding, and would lose greater than 50% of its total project costs from outside funding sources, if not included in the 2023-'28 CIP.
		3 If not funded in 2023-'28, project would lose less than 50% of its total project cost from outside funding sources.
		1 Grants have been applied for.
		0 No grants have been applied for.
	MANDATES 3. Investment has federal or state mandate with hard deadlines.	5 Consequences of noncompliance are punitive'
		1 Deadline can be deferred by negotiation or another method, and progress by City can be demonstrated.
		0 Project is not impacted by a federal or state mandate.

2023-2028 CIP Rating Form

Project Name _____

Score	Category	Rating Guidance
	EXPOSURE TO RISK Health, Life-Safety Conditions 4. Investment eliminates or significantly reduces City's exposure to risk related to health and life-safety conditions.	5 Project substantially prevents or remedies a significant health, safety, security condition, or addresses customer problems and issues involving unsafe conditions or has clear safety compliance ramifications.
		3 Project mitigates a deficient health, safety, security condition, or addresses customer problems and issues involving unsafe conditions or has clear safety compliance ramifications.
		1 Project will have a slight positive improvement on remedying a deficient health, safety, security condition, or in addressing customer problems and issues involving unsafe conditions.
		0 No unsafe health, life-safety issues are associated with project.
	RISK OF SUBSTANDARD PHYSICAL CONDITIONS 5. Investment is responsive to a substandard physical condition.	10 Asset is in very poor condition. Requires <i>complete</i> rehabilitation or replacement. There is a high cost for on-going maintenance and/or the consequences are high if the asset fails.
		6 OR Asset is in poor condition. Significant maintenance or partial rehabilitation is required, and consequences are moderate if the asset fails. Investment is tied to life cycle of asset, where timely maintenance (during next two-year CIP cycle) would prevent future escalated costs and investments due to deteriorated conditions from current.
		2 Asset is in fair condition. Some <i>corrective</i> maintenance is necessary to increase performance or extend useful life, and consequences are low if the asset fails.
		0 Project has <i>no substandard</i> physical condition to remedy, no negative consequences.
	PARTNERSHIP OBLIGATIONS 6. The infrastructure project's schedule aligns with time-sensitive schedules of private and public partnerships.	5 Project's time-sensitive schedule is acknowledged by an actual or imminent funding agreement between the City and public or private parties.
		3 Contract is "in play" – preliminary stages of negotiation.
		0 Project schedule is not driven by an agreement between City and external parties.

2023-2028 CIP Rating Form

Project Name _____

Score	Category	Rating Guidance
	ENVIRONMENTAL SUSTAINABILITY 7. The extent to which the project supports the City's sustainability goals.	5 Project intent directly advances sustainability goals by significantly reducing energy, water, and/or fuel use, enhancing salmon and other critical habitat, and/or reducing the vulnerability of infrastructure or communities to climate hazards such as wildfires, extreme heat, or flooding.
		3 Most project elements advance sustainability goals through the integration of energy, water, and/or fuel efficiencies, low carbon building materials, enhancing stormwater infrastructure, and/or reducing the vulnerability of infrastructure or communities to climate hazards.
		1 Some project elements advance sustainability goals through the integration of recycled and/or low carbon building materials, some energy, water, and/or fuel efficiencies, and/or reducing the vulnerability of infrastructure or communities to climate hazards.
		0 Project will neither reduce nor increase GHG emissions, vulnerability, or progress towards the City's sustainability goals.
		-1 Project slightly increases emissions, works counter to City's sustainability goals, and/or increases vulnerability of infrastructure or communities to climate hazards.
		-3 Project moderately increases emissions, works counter to City's sustainability goals, and/or increases vulnerability of infrastructure or communities to climate hazards.
		-5 Project significantly increases emissions, harms the health of natural systems, and significantly increase vulnerability of infrastructure or communities to climate hazards.
	DIVERSITY, EQUITY & INCLUSION 8. The extent to which the project benefits an underserved population.	5 Project PRIMARILY benefits a known or defined underserved population.
		3 Project has SECONDARY or INDIRECT benefits to a known or defined underserved population.
		1 LIKELY benefit to a known or defined underserved population.
		0 No known benefit or negative impact.
		-1 Possible or potential negative impact.
		-3 Known negative impact.