King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary.

Project Information

Project Title

120th Avenue NE Widening - Stage 3

Transportation 2040 ID#

4264

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

Bellevue

Co-Sponsoring Agency

CA Status

- (●) Yes
- ( ) No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Jen Benn

Project Contact Phone

425-452-4270

Project Contact Email

jbenn@bellevuewa.gov

Project Description

Project Scope

The project will widen 120th Avenue NE (NE 12th to NE 16th Streets) to five lanes (two travel lanes in each direction with turn pockets and center turn lane where appropriate) and improve or install where missing - bike lanes, curb, gutter, sidewalk, lighting, landscaping, signal equipment, and storm water treatment and drainage. The project includes an overcrossing of the planned East Link light rail line.

Project Purpose

The 120th Avenue NE corridor from NE 4th Street to Northup Way is a 1.1 mile long two-lane roadway currently classified as a collector arterial with average weekday traffic volumes ranging from 5,200 to 7,500. 120th Avenue NE serves as a north-south spine in the existing roadway network for the western portion of the Bel-Red Corridor, which is a locally designated employment center. In 2009, the Bellevue City Council adopted the Bel-Red Subarea plan that envisioned the Bel-Red Corridor transforming from the current pattern of light industrial uses to office, retail, and residential densities consistent with the concept of transit-oriented development. The Bel-Red Corridor will attract major new developments and thousands of new jobs – the workforce will top 35,000 by 2035 – with an emphasis on the high tech and clean energy technology fields that already are concentrated in the Bellevue and Redmond regional growth centers.

A few blocks to the west of the 120th Avenue NE is the Downtown Bellevue Regional Growth Center, which is projected to accommodate most of the city's growth over the next twenty years. The downtown's peak daytime population (employees, residents, and visitors) is more than 61,000 today, but will increase by 65 percent to approximately 101,000 by 2035.

The 120th Avenue NE of today cannot support the growth of tomorrow. As an integral part of a larger street grid within the Bel-Red Corridor and improving connecting corridors to Downtown Bellevue, 120th Avenue NE must also transform to meet the multi-modal travel demand generated by development adjacent to the roadway and within the project's area of impact.

The project must also coordinate with the East Link light rail line that will run in a trench below the 120th Corridor and provide convenient access to the 120th Avenue NE Station. This proposal focuses on the construction of 120th Avenue NE Stage 3 (from NE 12th to NE 16th Streets).

Consistent with Multicounty Planning Policy T-11, the 120th Avenue NE project invests in roadway, pedestrian, and bicycle facilities plus provides direct connections to the Sound Transit alignment connecting the Downtown Bellevue and Redmond Overlake regional centers within Bel-Red's western transit-oriented development node. Development in Downtown Bellevue and redevelopment of the Bel-Red Corridor (as an adjunct to the eastside centers) will not occur if sufficient multi-modal transportation infrastructure closely coordinated with East Link facilities is not in place to ensure convenient and efficient access for new businesses and residents.

Project Location

120th Avenue NE

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

NE 12th Street

Crossroad/landmark nearest to the end of the project:

NE 16th Street

Please identify the center(s)

Local: Bel-Red Corridor

Regional: Downtown Bellevue amd Redmond Overlake (indirectly)

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Federal Functional Class

Urban Functional Classification Population over 5,000

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

17 Collector

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP.

Is the project specifically identified in a local comprehensive plan?

- (●) Yes
- ( ) No

Is the project specifically identified in a local comprehensive plan?

The 120th Avenue NE Corridor project directly supports the primary transportation policy (S-BR-51) of the Bel-Red Subarea Plan (adopted by reference into the city's Comprehensive Plan): "Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system…that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region."

The project is specifically listed in the City of Bellevue Comprehensive Plan: Bel-Red Subarea Plan - Project #104 - page 48.

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

Select the project category

Regional or Locally Designated Center

Designated Regional Growth Center

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

HOUSING AND EMPLOYMENT

The Bel-Red Plan established the framework to support a vibrant corridor of mixed uses that create opportunities for housing and jobs not found elsewhere in the city. Dense nodal areas around planned East Link light rail stations will be integrated with recreational opportunities, access to regional bike trails, restored streams, and innovative storm water facilities. Because the corridor represents a gap between the growth centers in downtown Bellevue and Redmond, new developments will be able to easily take advantage of the services and destinations in both centers without waiting for suburban infrastructure to catch up with the growth. The Bel-Red Corridor, as a whole, is expected to accommodate more than 35,000 jobs by 2035, much of those concentrated in the westernmost transit-oriented node, which is adjacent to 120th Avenue NE.

The first catalyst development in the Bel-Red Corridor is The Spring District, which is converting the 36-acre former Safeway Distribution Facility into a transit oriented, mixed-use urban neighborhood. This more than $1.5 billion effort, once completed, will fill the equivalent of 16 city blocks with commercial, residential, and retail tenants.

120th Avenue NE - Stage 3 fronts the Spring District to the west and the project's non-motorized elements locally serve to connect residents from the southern portion of the district to commercial opportunities, as well as to a planned East Link light rail station in the northern portion. Short distance work-living trips between the Downtown and the Spring District are facilitated by existing east-west connections along NE 8th and NE 12th Streets and will be further supported when the planned NE 15th Street roadway is constructed to provide a direct connection between Downtown and the TOD node, including an intersection with the 120th Avenue NE Corridor.

The project also benefits the Downtown Bellevue Regional Growth Center. Consistent with the Growth Management Act, most of Bellevue's employment and housing growth will be concentrated in the downtown core and near-in areas such as the Bel-Red Corridor. Downtown Bellevue is expected to grow by an additional 5.5 million square feet of employment-generating space between now and 2020. This growth includes new office space, retail, hotel, and cultural uses for more than 27,000 new employees by 2035. The residential population in Downtown Bellevue is expected to nearly double, from about 10,500 today to 20,000 by 2020.

The transportation system within the regional growth center is constrained by a "superblock" construct and so the creation of multi-modal network capacity in and around the downtown core that can accommodate some of the trip demand is a key strategy for the future development of the urban center. The widening of the 120th Avenue NE corridor serves that purpose.

A2. Project's Benefit to the Regional Growth Center

REMEDIES A PROBLEM

The multi-modal capacity added by the 120th Avenue NE project addresses an anticipated problem and several design decisions effectively prevented other barriers from being created.

By 2024 120th Avenue NE is expected to carry more than four times the volume as its current levels (5,000 - 7,000 today up to 20,000 - 24,000 in 2024). The intersection of 120th Avenue NE and NE 12th Street, for example, operates at an LOS C today and will worsen to LOS E by 2020 and LOS F by 2030 without the added capacity of this project.

Freight vehicles traveling to/from the downtown center or regional freeway system to warehouse and distribution sites along 120th Avenue (including those for Coca Cola and Amazon Fresh), will benefit from the capacity, improved intersection and driveway geometry (many of the current turning radii are substandard), and improved pavement (current PCI ratings of the roadway are in the mid to upper 30s).

A potential issue created by the construction of the East Link light rail line could have been the addition of an at-grade crossing of 120th Avenue NE. However, because 120th Avenue NE from NE 8th Street to Northup Way is a T2 Truck Route, an at-grade crossing with mandatory stops for frequent train service would limit freight mobility. Through a coordinated design process with Sound Transit, it was decided that the light rail line would travel in a trench under 120th Avenue NE to prevent performance issues generated by an at-grade crossing and to limit the rise of the roadway that trucks would have to traverse.

This design coordination is an example of how the city advanced Comprehensive Plan Policy TR-2, which encourages staff to work actively and cooperatively with other agencies to design, fund, and construct regional transportation projects that carry out the city’s transportation and land use goals.

USER GROUPS

The current population in the greater project area, including the western Bel-Red Corridor, eastern Downtown core, and northern Wilburton neighborhood reflects the diversity of the city as whole, including: 29 percent racial and ethnic minorities; nearly 13 percent people with disabilities; 16 percent seniors; and 6 percent low income. The diversity of the area is expected to increase, as the high tech companies that will fill much of the new office space in Downtown Bellevue and the Bel-Red Corridor will recruit and attract talent from around the world. These residents and employees will benefit from all modes provided by the project – whether using connections to light rail to commute to and from the employment centers in Bellevue to Seattle and Redmond, bike lanes to access regional trails leading to Seattle and Redmond, or simply walking to services in the immediate area of the project.

The project also benefits transit operators (the King County Metro bus base and Microsoft Connector staging area can be accessed from 120th Avenue NE) and freight vehicles (representing about seven percent of the vehicles currently using 120th Avenue) by improving intersection geometry and operations, removing turning vehicles from travel lanes, separating bicycles from the travel lanes, and providing a grade-separated overcrossing of the East Link light rail line.

CIRCULATION

The 120th Avenue NE Corridor is being constructed in phases. Stage 3 will extend improvements provided by Stage 1 (NE 4th to NE 8th Street – construction complete in summer 2014) and Stage 2 (NE 8th to NE 12th Streets – construction ad summer 2014). Once completed, the improvements will provide an alternative connection from Downtown Bellevue/I-405 to SR 520 with access to the Redmond Overlake and Redmond Downtown Centers. In addition to providing different routes for accessing the regional freeway system, the added capacity of 120th Avenue NE balances traffic on parallel north-south routes, most notably the congested 116th Avenue NE serving the Hospital District. The project also extends the non-motorized system to connect to regional trails and light rail stations, facilities that reduce the number of cars competing for roadway capacity.

SAFETY

Since 2005 the 120th Avenue NE corridor has averaged about 50 accidents annually, most of which are rear-end and backing incidents. A variety of project elements will effectively reduce those types of accidents, including: a center turn lane that removes cars/trucks waiting to turn from the travel lanes; improved turning radii into business access points so trucks do not have to swing extra wide or back-up to complete turns into their destinations; and implementing a grade-separated crossing of the light rail alignment.

The project will install adaptive traffic management software at all signalized intersections within the project. While adaptive traffic management programs are best known for mobility improvements, the technology also supports safety enhancements at intersections. Studies conducted on the technology show safety benefits including: a reduction in rear-end crashes because the coordinated signals decrease the average number of stops along a coordinated corridor by up to 30 percent; extra time for pedestrians to cross wide intersections; reduced travel times and intersection delay also relieve time pressure felt by some drivers and thereby reduce accidents caused by the rash decision making of impatient drivers (namely quick lane changes and entering the intersection without sufficient time to complete a left turn); and reduction in the number of rebound collisions caused by bottlenecks associated with accidents, police or construction related lane closures, and weather events.

As a multi-modal corridor, users will have the opportunity to enjoy wide sidewalks and bicycle facilities to access the growth center as well as the regional trail system and local parks. The separation of these modes, especially from turning vehicles, will enhance the safety of all users along the facility.

TRAVEL MODES

City of Bellevue Comprehensive Plan Policy TR-24 states “Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.” 120th Avenue NE supports multi-modal travel options by: providing new capacity for vehicles; extending the non-motorized system with sidewalks and bike lanes that lead to east-west connections to Downtown Bellevue and easier access to the regional trail system (including the SR 520 trail to the north and to the future improvements to the Eastside Rail Corridor); and providing multiple ways to access the planned light rail alignment from Seattle to Downtown Bellevue and on to Redmond that runs through the Bel-Red Corridor. 120th Avenue NE non-motorized elements provide residents and employees with access to the Hospital District station near NE 8th Street or the 120th Avenue NE station near NE 15th Street. This section of the light rail alignment is projected to serve about 7,000 boardings daily by 2030 or about 15 percent of the total ridership. The following link provides an animation of East Link light rail alignment and its multi-modal station connections, including a rendering of the Spring District TOD node: http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-

Manufacturing/Industrial Center

B1. Development and Users Benefit

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC’s FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

B2. Mobility and Accessibility Benefit

Corridor Serving Center(s)

In the sections below,please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

C2. System Continuity/Long-Term Benefit and Sustainability

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- ☐ Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- ☑ Roadway Capacity (general purpose and high occupancy lanes)
- ☐ Transit
- ☑ Bicycle/Pedestrian Facilities
- ☑ Intelligent Transportation Systems (signalization, etc.)
- ☐ Alternative Fuels or Vehicle Technology
- ☐ Other

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

ROADWAY

120th Avenue NE is currently a two/three lane roadway with relatively low volumes (5,200 to 7,500 ADT), seven percent of which are freight vehicles. If the roadway is not widened to five lanes, the travel demand generated by growth in the Downtown Center and western TOD node of the Bel-Red Corridor will clog parallel facilities, most notably the already congested 116th Avenue NE that serves the Hospital District. The new vehicle capacity on 120th Avenue NE will accommodate some of the travel demand generated by new development and increasing employment densities thereby alleviating further congestion on parallel facilities. This added capacity will effectively balance the network, reducing congestion at key intersections in northern downtown and along NE 8th Street leading to/from the downtown.

The 120th Avenue NE project extends the non-motorized system with sidewalks and bike lanes providing access to transit (Metro route 226 can be accessed at the NE 12th Street termini of the project and routes 234 and 235 are just two blocks away on 116th Avenue NE). The non-motorized facilities also provide direct access to the 120th Avenue NE light rail station, which Sound Transit anticipates will serve 7,000 daily boardings by 2030.

BIKE/PED FACILITIES

The project provides new north-south bicycle facilities and sidewalks that enhance access to the Downtown regional center and to the Spring District and improving the route to regional facilities such as the east-west SR 520 trail and the future north-south Eastside Rail Corridor. In addition, the non-motorized facilities provide a direct connection to the 120th Avenue NE light rail station that will run parallel to the future NE 15th Street. Today the 120th Avenue NE corridor only serves commercial and industrial land uses. In the future, with the conversion of industrial sites to mixed-use, transit oriented developments promoting close proximity live-work connections, the residential population will be much greater. The Spring District alone will be adding residential units to the market to accommodate about 5,000 people. Residents in towers at the southern end of the development will use the ped-bike facilities provided by the project to access the light rail station at the northern end of the district. The first phase of the Spring District development is already under construction.

ITS

The 120th Avenue NE of today is a relatively light volume (5,200 – 7,500 ADT with seven percent freight vehicles) roadway serving commercial businesses in the Bel-Red Corridor. If left unimproved as development in the area advanced, the roadway would quickly become congested and its major intersections, including at NE 12th Street, would operate at an LOS F by 2030. In addition, the travel demand for 120th Avenue NE would spill over onto the parallel and already congested 116th Avenue NE. To maximize the capacity and efficiency of the roadway network once the 120th Avenue NE widening is complete, the city will install its adaptive traffic control system (SCATS) at all signalized intersections along the corridor. The technology will coordinate travel movements not only on the 120th Avenue NE corridor, but also in the greater project area, including connections on NE 12th, NE 8th, and NE 4th into the downtown regional center.

The ITS Benefits data base includes studies that travel time decreases by 5-15 percent and intersection delay decreases by 15-25 percent once the technology is deployed. The City of Bellevue conducted an evaluation of its Phase 1 implementation of SCATS in 2010 that showed positive results for system performance, including reductions in intersection delay and corridor travel time. For example, westbound on NE 8th Street from 112th Avenue NE to Bellevue Way saw a 100 second reduction in the afternoon peak hours and eastbound on NE 4th Street from Bellevue Way to the I-405 northbound on-ramp recorded a 70

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source,the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- (•) STP
- ( ) CMAQ

Phase

Construction

Obligation Year

2016

Amount Requested

4500000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

4500000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found here.

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available here and upload in the area below.

Upload (only if necessary)

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

0

Actual or estimated completion date

NA

Preliminary Engineering/Design Phase

Funding Source

City CIP - 120th Stage 3

Funding Status

Secured

Funding Amount

3162000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

3162000

Actual or estimated completion date

December 2015

Right of Way Phase

Funding Source

City CIP - 120th Stage 3

Funding Status

Secured

Funding Amount

5039000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

5039000

Actual or estimated completion date

May 2016

Construction Phase

Funding Source

City CIP - 120th Stage 3

Funding Status

Secured

Funding Amount

7358000

Funding Source

STP Request

Funding Status

Unsecured

Funding Amount

4500000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

11858000

Actual or estimated completion date

December 2017

Other Phase

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

0

Actual or estimated completion date

NA

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

20059000

Estimated Project Completion Date

December 2017

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

Upload

Upload

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

The local match for the construction phase is being met by CIP Project PW-R-168 within the adopted 2013-2019 Capital Investment Program - Transportation Element. The CIP is programmed to reflect year of expenditure, therefore the construction funding would appear in the years after the proposed obligation date. If this project is funded, any needed adjustments to the year of expenditure associated with the grant timing will be made as part of the 2015-2021 CIP update scheduled to be adopted by the Bellevue City Council in December 2014.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Are you requesting funds for ONLY a planning study or preliminary engineering?

- ○ Yes
- ◉ No

Is preliminary engineering for the project complete?

- ○ Yes
- ◉ No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- ○ Yes
- ◉ No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

December 2015

Are there any other PE/Design milestones not listed above?

Design is nearing 90 percent with 90% review expected to be complete by the end of 2014. The design phase will be held open through 2015 while property negotiations are completed and to allow for further coordination with Sound Transit as it moves closer to implementation of East Link in the project area.

Project Readiness

What is the current level of NEPA documentation?

- ○ Environmental Impact Statement (EIS)
- ○ Environmental Assessment (EA)
- ◉ Documented Categorical Exclusion (DCE)
- ○ Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- ◉ Yes
- ○ No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

June 2012

Project Readiness

Will right of way be required for the project?

- (●) Yes
- ( ) No

How many parcels do you need?

4

What is the zoning in the project area?

Current land use is light industrial but recent rezoning to BR-Office/Residential will allow for office, retail, and multi-family mixed-use development.

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

The ROW schedule incorporates the potential for condemnation. The first step in the process, a condemnation ordinance, will be initiated summer 2014.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

- (●) Yes
- ( ) No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

Preliminary right of way plans have been developed and will be finalized Spring 2014.
Right of Way certification is anticipated spring 2016.

Project Readiness

Are funds being requested for construction?

- (●) Yes
- ( ) No

Do you have an engineer's estimate?

- ( ) Yes
- (●) No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

The project will require local clear and grade permits as well as Right of Way Use permits, both of which will be applied for in early 2016.

Are Plans, Specifications & Estimates (PS&E) approved?

- ( ) Yes
- (●) No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

January 2016

When is the project scheduled to go to ad (month and year)?

May 2016

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

120th Avenue NE - Stage 3 is included within BELL-56 in the PSRC TIP. Two previous stages of this project have received federal funding. Stage 1 from NE 4th to NE 8th Street received funding from the 2009 competition and substantial completion is expected early summer 2014. Stage 2 from NE 8th to NE 12th Streets expects to go to ad in June 2014 and be complete by December 2015. The 120th Stage 3 project proposed here is the next phase of the corridor to be implemented.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

Upload

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

2014-05-07 22:23:11

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

174.127.160.2

Browser

IE 8

OS

Windows

Referrer

http://fs19.formsite.com/res/formLoginReturn

PW-R-168 120th Ave NE Impr. (Stage 3) - NE 12th St to Northup Way

Category: **Roadways**
Department: **Transportation**
Status: **New**
Location: **Bel-Red Subarea**

Programmed Funding

Programmed Funding	Appropriated To Date	FY 2013 Budget	FY 2014 Budget	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget
19,247,270	-	-	389,973	7,872,191	-	-	-	10,985,106

Description and Scope

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.

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. and connectivity to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the Overlake areas of Bellevue and Redmond. 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 15th/16th Street multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&II) 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, implementation, and appropriate cost sharing with the Sound Transit East Link light rail project.

Environmental Impacts

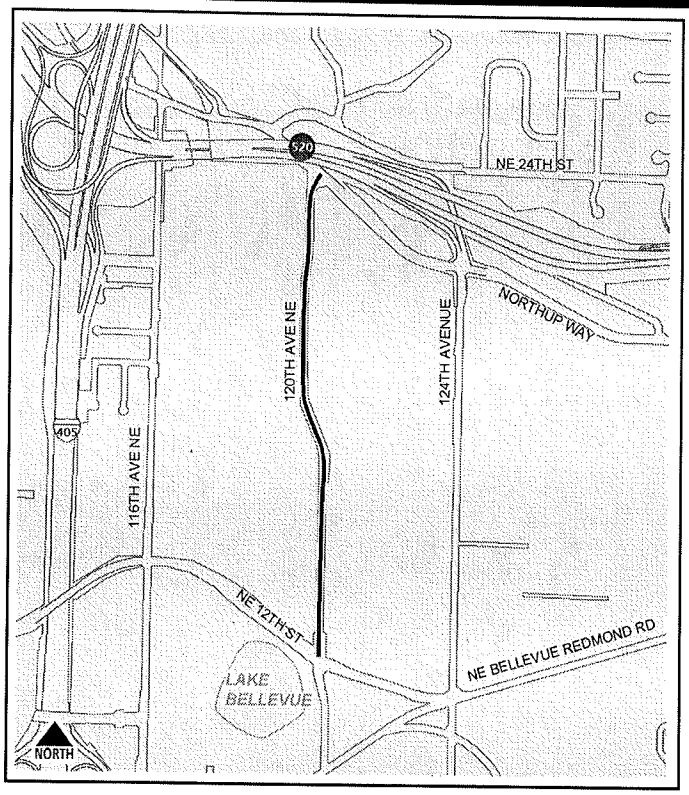
A project specific environmental determination, consistent with federal requirements, will be made during the project design phase. A citywide programmatic environmental review including this project was conducted as part of the citywide 2009-2020 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2009-2020 TFP Final Environmental Impact Statement, published in March 2009.

Operating Budget Impacts

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

FY2013-2019 Capital Investment Program

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2014 - 2019	19,247,270
Total Budgetary Cost Estimate:		19,247,270

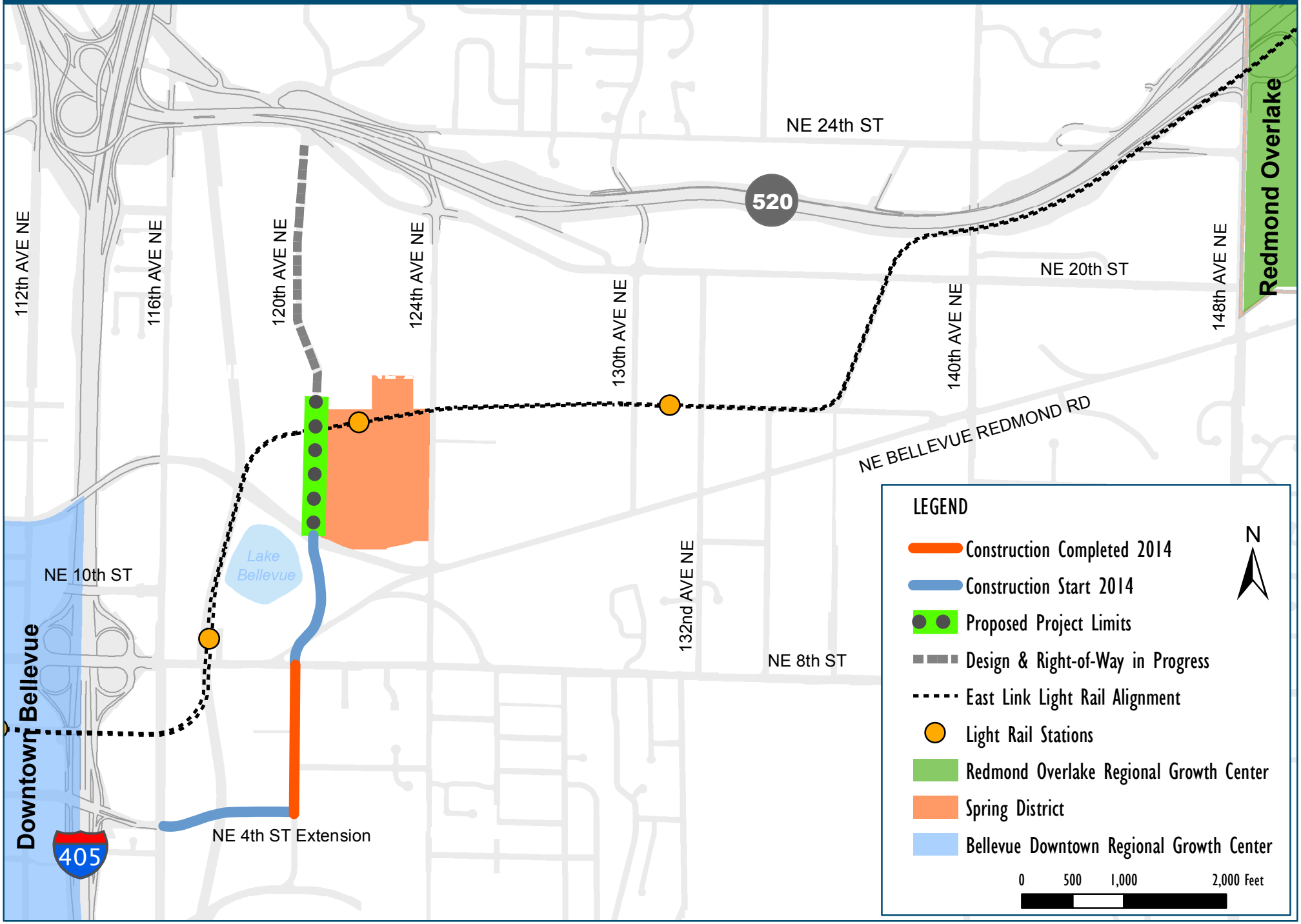
Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	8,774,770
Grants	3,000,000
Impact Fees	6,620,500
SBO/LID	852,000
Total Programmed Funding:	19,247,270
Future Funding Requirements:	0

Comments

Description and Scope: This new project was split off from the 120th Avenue NE Improvements (Stage 2) - NE 8th to NE 12th Streets project (CIP Plan No. PW-R-164)

120th Avenue NE - NE 12th to NE 16th Sreet



PROJECT TITLE: 120th Avenue NE Widening - Stage 3

PROJECT SCOPE

The project will widen 120th Avenue NE (NE 12th to NE 16th Streets) to five lanes (two travel lanes in each direction with turn pockets and center turn lane where appropriate) and improve or install where missing - bike lanes, curb, gutter, sidewalk, lighting, landscaping, signal equipment, and storm water treatment and drainage. The project includes an overcrossing of the planned East Link light rail line.

PROJECT JUSTIFICATION, NEED, or PURPOSE

The 120th Avenue NE corridor from NE 4th Street to Northup Way is a 1.1 mile long two-lane roadway currently classified as a collector arterial with average weekday traffic volumes ranging from 5,200 to 7,500. 120th Avenue NE serves as a north-south spine in the existing roadway network for the western portion of the Bel-Red Corridor, which is a locally designated employment center. In 2009, the Bellevue City Council adopted the Bel-Red Subarea plan that envisioned the Bel-Red Corridor transforming from the current pattern of light industrial uses to office, retail, and residential densities consistent with the concept of transit-oriented development. The Bel-Red Corridor will attract major new developments and thousands of new jobs – the workforce will top 35,000 by 2035 – with an emphasis on the high tech and clean energy technology fields that already are concentrated in the Bellevue and Redmond regional growth centers.

A few blocks to the west of the 120th Avenue NE is the Downtown Bellevue Regional Growth Center, which is projected to accommodate most of the city's growth over the next twenty years. The downtown's peak daytime population (employees, residents, and visitors) is more than 61,000 today, but will increase by 65 percent to approximately 101,000 by 2035.

The 120th Avenue NE of today cannot support the growth of tomorrow. As an integral part of a larger street grid within the Bel-Red Corridor and improving connecting corridors to Downtown Bellevue, 120th Avenue NE must also transform to meet the multi-modal travel demand generated by development adjacent to the roadway and within the project's area of impact.

The project must also coordinate with the East Link light rail line that will run in a trench below the 120th Corridor and provide convenient access to the 120th Avenue NE Station. This proposal focuses on the construction of 120th Avenue NE Stage 3 (from NE 12th to NE 16th Streets).

Consistent with Multicounty Planning Policy T-11, the 120th Avenue NE project invests in roadway, pedestrian, and bicycle facilities plus provides direct connections to the Sound Transit alignment connecting the Downtown Bellevue and Redmond Overlake regional centers within Bel-Red's western transit-oriented development node. Development in Downtown Bellevue and redevelopment of the Bel-Red Corridor (as an adjunct to the eastside centers) will not occur if sufficient multi-modal transportation infrastructure closely coordinated with East Link facilities is not in place to ensure convenient and efficient access for new businesses and residents.

PLAN CONSISTENCY

The 120th Avenue NE Corridor project directly supports the primary transportation policy (S-BR-51) of the Bel-Red Subarea Plan (adopted by reference into the city's Comprehensive Plan): "Support the Bel-Red Subarea Land Use Plan with a multi-modal transportation system…that provides enhanced, multi-modal travel connections within the Bel-Red Subarea, and to other parts of the City and region."

The project is specifically listed in the City of Bellevue Comprehensive Plan: Bel-Red Subarea Plan - Project #104 - page 48.

CENTER DEVELOPMENT

HOUSING AND EMPLOYMENT

The Bel-Red Plan established the framework to support a vibrant corridor of mixed uses that create opportunities for housing and jobs not found elsewhere in the city. Dense nodal areas around planned East Link light rail stations will be integrated with recreational opportunities, access to regional bike trails, restored streams, and innovative storm water facilities. Because the corridor represents a gap between the growth centers in downtown Bellevue and Redmond, new developments will be able to easily take advantage of the services and destinations in both centers without waiting for suburban infrastructure to catch up with the growth. The Bel-Red Corridor, as a whole, is expected to accommodate more than 35,000 jobs by 2035, much of those concentrated in the westernmost transit-oriented node, which is adjacent to 120th Avenue NE.

The first catalyst development in the Bel-Red Corridor is The Spring District, which is converting the 36-acre former Safeway Distribution Facility into a transit oriented, mixed-use urban neighborhood. This more than $1.5 billion effort, once completed, will fill the equivalent of 16 city blocks with commercial, residential, and retail tenants.

120th Avenue NE - Stage 3 fronts the Spring District to the west and the project's non-motorized elements locally serve to connect residents from the southern portion of the district to commercial opportunities, as well as to a planned East Link light rail station in the northern portion. Short distance work-living trips between the Downtown and the Spring District are facilitated by existing east-west connections along NE 8th and NE 12th Streets and will be further supported when the planned NE 15th Street roadway is constructed to provide a direct connection between Downtown and the TOD node, including an intersection with the 120th Avenue NE Corridor.

The project also benefits the Downtown Bellevue Regional Growth Center. Consistent with the Growth Management Act, most of Bellevue's employment and housing growth will be concentrated in the downtown core and near-in areas such as the Bel-Red Corridor. Downtown Bellevue is expected to grow by an additional 5.5 million square feet of employment-generating space between now and 2020. This growth includes new office space, retail, hotel, and cultural uses for more than 27,000 new employees by 2035. The residential population in Downtown Bellevue is expected to nearly double, from about 10,500 today to 20,000 by 2020.

The transportation system within the regional growth center is constrained by a "superblock" construct and so the creation of multi-modal network capacity in and around the downtown core

that can accommodate some of the trip demand is a key strategy for the future development of the urban center. The widening of the 120th Avenue NE corridor serves that purpose.

JOBS/INDUSTRY CLUSTERS and SUPPORT FOR REDEVELOPMENT

120th Avenue NE supports an increase in the employment density within both the Downtown Regional Growth Center and the Bel-Red Corridor by improving multi-modal connectivity to regional freeways and access to Downtown via local arterials. This connectivity will attract companies, already located in Bellevue and Redmond, to expand in the Bel-Red Corridor and new companies to the area that want to work synergistically with the major technology and gaming companies already established in the area. Because Bellevue already hosts nearly 20 percent of the high tech jobs in King county, it is logical that much of the growth in Downtown and new developments, like the Spring District (that anticipates adding 4.5 million square feet of new office space), will largely be marketed to firms in the high tech industry cluster. Employment projections for 2035 show a majority of jobs (65 percent in the Downtown and 56 percent in Bel-Red) will be within the FIRE Services category, which includes technology jobs.

An efficient multi-modal transportation system is an important amenity for attracting development and jobs to a redeveloping area like the Bel-Red Corridor or to increasing housing and employment density in established areas, such as the downtown center. The 120th Avenue NE Corridor project fully supports the city's land use, housing, and employment vision by implementing City of Bellevue Comprehensive Plan TR-25 that requires the city to "provide for adequate roadway, pedestrian, and bicycle connections in newly developing and redeveloping areas of the city, by promoting internal access and linkages with the rest of the city."

BENEFIT TO THE CENTER

REMEDIES A PROBLEM

The multi-modal capacity added by the 120th Avenue NE project addresses an anticipated problem and several design decisions effectively prevented other barriers from being created.

By 2024 120th Avenue NE is expected to carry more than four times the volume as its current levels (5,000 - 7,000 today up to 20,000 - 24,000 in 2024). The intersection of 120th Avenue NE and NE 12th Street, for example, operates at an LOS C today and will worsen to LOS E by 2020 and LOS F by 2030 without the added capacity of this project.

Freight vehicles traveling to/from the downtown center or regional freeway system to warehouse and distribution sites along 120th Avenue (including those for Coca Cola and Amazon Fresh), will benefit from the capacity, improved intersection and driveway geometry (many of the current turning radii are substandard), and improved pavement (current PCI ratings of the roadway are in the mid to upper 30s).

A potential issue created by the construction of the East Link light rail line could have been the addition of an at-grade crossing of 120th Avenue NE. However, because 120th Avenue NE from NE 8th Street to Northup Way is a T2 Truck Route, an at-grade crossing with mandatory stops for frequent train service would limit freight mobility. Through a coordinated design process with Sound Transit, it was decided that the light rail line would travel in a trench under 120th Avenue NE to prevent

performance issues generated by an at-grade crossing and to limit the rise of the roadway that trucks would have to traverse.

This design coordination is an example of how the city advanced Comprehensive Plan Policy TR-2, which encourages staff to work actively and cooperatively with other agencies to design, fund, and construct regional transportation projects that carry out the city's transportation and land use goals.

USER GROUPS

The current population in the greater project area, including the western Bel-Red Corridor, eastern Downtown core, and northern Wilburton neighborhood reflects the diversity of the city as whole, including: 29 percent racial and ethnic minorities; nearly 13 percent people with disabilities; 16 percent seniors; and 6 percent low income. The diversity of the area is expected to increase, as the high tech companies that will fill much of the new office space in Downtown Bellevue and the Bel-Red Corridor will recruit and attract talent from around the world. These residents and employees will benefit from all modes provided by the project – whether using connections to light rail to commute to and from the employment centers in Bellevue to Seattle and Redmond, bike lanes to access regional trails leading to Seattle and Redmond, or simply walking to services in the immediate area of the project.

The project also benefits transit operators (the King County Metro bus base and Microsoft Connector staging area can be accessed from 120th Avenue NE) and freight vehicles (representing about seven percent of the vehicles currently using 120th Avenue) by improving intersection geometry and operations, removing turning vehicles from travel lanes, separating bicycles from the travel lanes, and providing a grade-separated overcrossing of the East Link light rail line.

CIRCULATION IN THE CENTER

CIRCULATION

The 120th Avenue NE Corridor is being constructed in phases. Stage 3 will extend improvements provided by Stage 1 (NE 4th to NE 8th Street – construction complete in summer 2014) and Stage 2 (NE 8th to NE 12th Streets – construction ad summer 2014). Once completed, the improvements will provide an alternative connection from Downtown Bellevue/I-405 to SR 520 with access to the Redmond Overlake and Redmond Downtown Centers. In addition to providing different routes for accessing the regional freeway system, the added capacity of 120th Avenue NE balances traffic on parallel north-south routes, most notably the congested 116th Avenue NE serving the Hospital District. The project also extends the non-motorized system to connect to regional trails and light rail stations, facilities that reduce the number of cars competing for roadway capacity.

SAFETY

Since 2005 the 120th Avenue NE corridor has averaged about 50 accidents annually, most of which are rear-end and backing incidents. A variety of project elements will effectively reduce those types of accidents, including: a center turn lane that removes cars/trucks waiting to turn from the travel lanes; improved turning radii into business access points so trucks do not have to swing extra wide or back-up to complete turns into their destinations; and implementing a grade-separated crossing of the light rail alignment.

The project will install adaptive traffic management software at all signalized intersections within the project. While adaptive traffic management programs are best known for mobility improvements, the technology also supports safety enhancements at intersections. Studies conducted on the technology show safety benefits including: a reduction in rear-end crashes because the coordinated signals decrease the average number of stops along a coordinated corridor by up to 30 percent; extra time for pedestrians to cross wide intersections; reduced travel times and intersection delay also relieve time pressure felt by some drivers and thereby reduce accidents caused by the rash decision making of impatient drivers (namely quick lane changes and entering the intersection without sufficient time to complete a left turn); and reduction in the number of rebound collisions caused by bottlenecks associated with accidents, police or construction related lane closures, and weather events.

As a multi-modal corridor, users will have the opportunity to enjoy wide sidewalks and bicycle facilities to access the growth center as well as the regional trail system and local parks. The separation of these modes, especially from turning vehicles, will enhance the safety of all users along the facility.

TRAVEL MODES

City of Bellevue Comprehensive Plan Policy TR-24 states "Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible." 120th Avenue NE supports multi-modal travel options by: providing new capacity for vehicles; extending the non-motorized system with sidewalks and bike lanes that lead to east-west connections to Downtown Bellevue and easier access to the regional trail system (including the SR 520 trail to the north and to the future improvements to the Eastside Rail Corridor); and providing multiple ways to access the planned light rail alignment from Seattle to Downtown Bellevue and on to Redmond that runs through the Bel-Red Corridor. 120th Avenue NE non-motorized elements provide residents and employees with access to the Hospital District station near NE 8th Street or the 120th Avenue NE station near NE 15th Street. This section of the light rail alignment is projected to serve about 7,000 boardings daily by 2030 or about 15 percent of the total ridership. The following link provides an animation of East Link light rail alignment and its multi-modal station connections, including a rendering of the Spring District TOD node: http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/East-Link-Extension-document-archive/Video---East-Link-animation

While no Metro or other transit routes directly serve the 120th Avenue NE corridor, the non-motorized facilities connect residents and employees to three routes on nearby streets. However, in the future, once East Link is operational, the city will advocate for increased transit service in the area to provide transit access to the light rail stations.

AIR QUALITY

ROADWAY: 120th Avenue NE is currently a two/three lane roadway with relatively low volumes (5,200 to 7,500 ADT), seven percent of which are freight vehicles. If the roadway is not widened to five lanes, the travel demand generated by growth in the Downtown Center and western TOD node of the Bel-Red Corridor will clog parallel facilities, most notably the already congested 116th Avenue NE that serves the Hospital District. The new vehicle capacity on 120th Avenue NE will

accommodate some of the travel demand generated by new development and increasing employment densities thereby alleviating further congestion on parallel facilities. This added capacity will effectively balance the network, reducing congestion at key intersections in northern downtown and along NE 8th Street leading to/from the downtown.

The 120th Avenue NE project extends the non-motorized system with sidewalks and bike lanes providing access to transit (Metro route 226 can be accessed at the NE 12th Street termini of the project and routes 234 and 235 are just two blocks away on 116th Avenue NE). The non-motorized facilities also provide direct access to the 120th Avenue NE light rail station, which Sound Transit anticipates will serve 7,000 daily boardings by 2030.

BIKE/PED FACILITIES: The project provides new north-south bicycle facilities and sidewalks that enhance access to the Downtown regional center and to the Spring District and improving the route to regional facilities such as the east-west SR 520 trail and the future north-south Eastside Rail Corridor. In addition, the non-motorized facilities provide a direct connection to the 120th Avenue NE light rail station that will run parallel to the future NE 15th Street. Today the 120th Avenue NE corridor only serves commercial and industrial land uses. In the future, with the conversion of industrial sites to mixed-use, transit oriented developments promoting close proximity live-work connections, the residential population will be much greater. The Spring District alone will be adding residential units to the market to accommodate about 5,000 people. Residents in towers at the southern end of the development will use the ped-bike facilities provided by the project to access the light rail station at the northern end of the district. The first phase of the Spring District development is already under construction.

ITS: The 120th Avenue NE of today is a relatively light volume (5,200 – 7,500 ADT with seven percent freight vehicles) roadway serving commercial businesses in the Bel-Red Corridor. If left unimproved as development in the area advanced, the roadway would quickly become congested and its major intersections, including at NE 12th Street, would operate at an LOS F by 2030. In addition, the travel demand for 120th Avenue NE would spill over onto the parallel and already congested 116th Avenue NE. To maximize the capacity and efficiency of the roadway network once the 120th Avenue NE widening is complete, the city will install its adaptive traffic control system (SCATS) at all signalized intersections along the corridor. The technology will coordinate travel movements not only on the 120th Avenue NE corridor, but also in the greater project area, including connections on NE 12th, NE 8th, and NE 4th into the downtown regional center.

The ITS Benefits data base includes studies that travel time decreases by 5-15 percent and intersection delay decreases by 15-25 percent once the technology is deployed. The City of Bellevue conducted an evaluation of its Phase 1 implementation of SCATS in 2010 that showed positive results for system performance, including reductions in intersection delay and corridor travel time. For example, westbound on NE 8th Street from 112th Avenue NE to Bellevue Way saw a 100 second reduction in the afternoon peak hours and eastbound on NE 4th Street from Bellevue Way to the I-405 northbound on-ramp recorded a 70 second reduction in travel time. City staff anticipates similar enhancements to the flow of traffic on 120th Avenue NE once SCATS is implemented.