

# PW-R-172 NE Spring Blvd (Zone 1) - 116th Ave NE to 120th Ave NE

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

Status: **Enhanced**  
 Location: **NE Spring Blvd (Zone 1) - 116th to 120th Avenues N**

**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
32,738,328	1,599,989	5,445,500	1,133,339	5,685,789	5,685,789	5,685,789	1,491,436	6,010,697

**Description and Scope**

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. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168). The current project budget is intended to fully fund all phases of the project. The construction phase of the project may be implemented in stages.

**Rationale**

The NE Spring Boulevard 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 realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I 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 Sound Transit East Link light rail project.

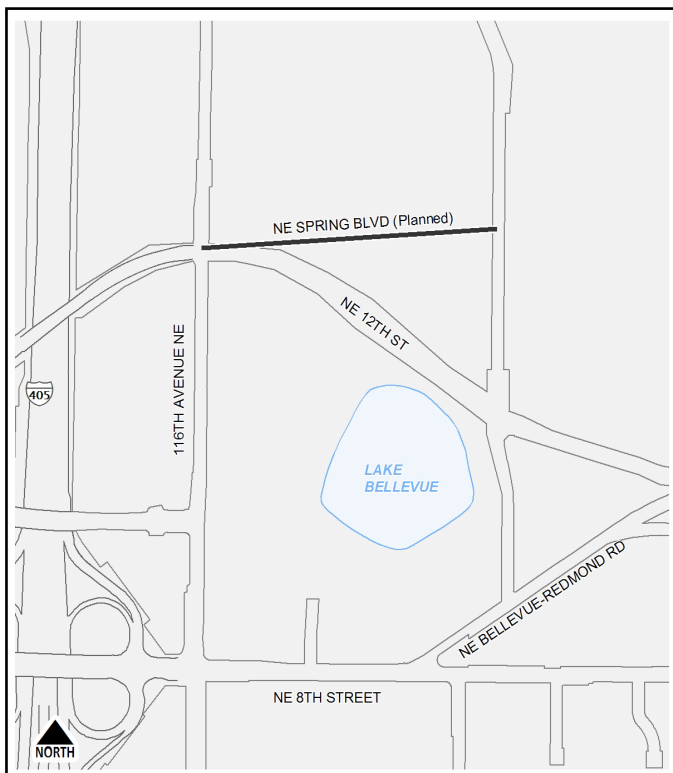
**Environmental Impacts**

In association with the NE Spring Boulevard Zone 2 project (CIP Plan No. PW-R-173), a corridor specific environmental determination consistent with state and federal requirements will be made in conjunction with the final design of both projects.

**Operating Budget Impacts**

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

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2021	32,738,328
<b>Total Budgetary Cost Estimate:</b>		32,738,328

**Means of Financing**

Funding Source	Amount
Federal Grants	1,800,000
General Taxes & Impact Fees	22,854,013
General Taxes & LTGO Bond Proceeds	5,078,741
Intergovernmental Contributions	1,623,246
Intergovernmental Contributions	1,133,339
Transportation Funding	248,989

**Total Programmed Funding:** 32,738,328  
**Future Funding Requirements:**

**Comments**

Revised 05/16/16 (Ord. 6287): Project expenditure and revenue budget increased due to Agreement with Sound Transit to reimburse the City for design and construction costs associated with the demolition of the Teledesic building.