

MEMORANDUM



Transportation

TO: Andrew Singelakis, Transportation Director

FROM: Kyle Potuzak, Transportation Design Manager

DATE: May 10, 2024

RE: NE Spring Blvd (Zone 3) – 124th Ave NE to 130th Ave NE

cc: Project File

The purpose of this memorandum is to provide an update on the preliminary engineering work that has been performed to date on the NE Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE project (CIP PW-R-210) and to document the evaluation of an interim pedestrian/bicycle connection.

Full Project Preliminary Engineering Update

Over the past several months, the project team developed roadway cross-section and alignment alternatives for analysis and conducted public engagement on the alternatives. Based on feedback provided through an online open house held in October 2023 and alternatives analysis conducted by the project team, a preferred alternative was selected in December 2023.

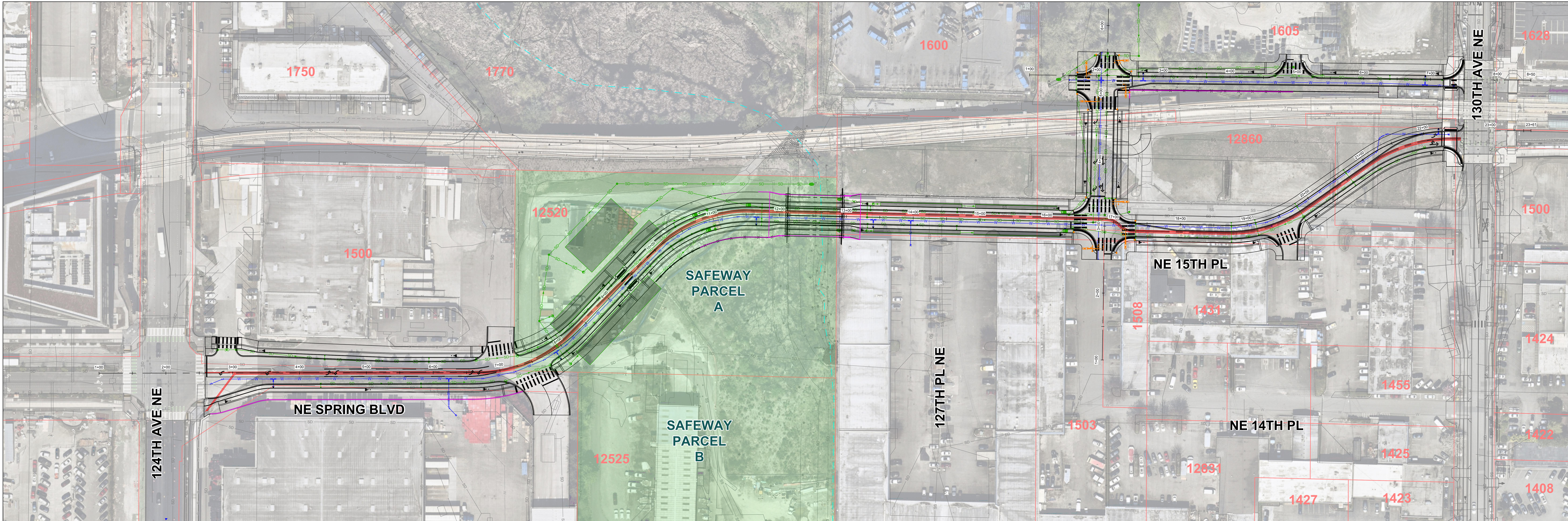
The design of the preferred alternative was advanced to an approximate 15% level of design to establish a project footprint and to develop a cost estimate for implementation. The 15% design layout of the preferred alternative is shown on *Attachment A*. The total cost estimate including design, property acquisition and construction of the preferred alternative is approximately \$76 million in 2024 dollars.

Interim Pedestrian/Bicycle Connection Evaluation

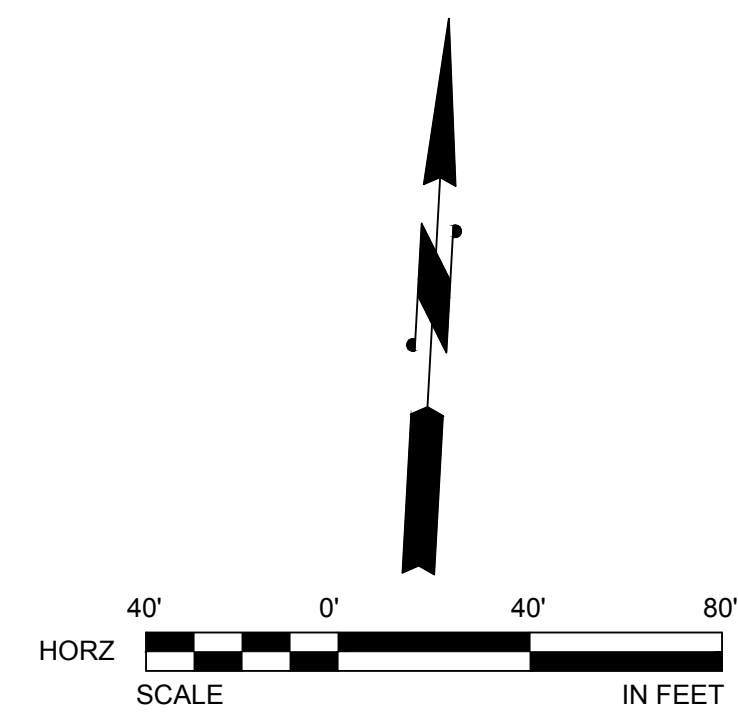
As part of the 15% design of the preferred alternative, staff and the consultant team evaluated the feasibility and costs of designing and constructing an interim connection between 124th Ave NE and 130th Ave NE exclusively for pedestrian and bicycle use.

The interim connection is intended to meet minimum requirements for shared use paths, City of Bellevue Fire Department access requirements and environmental regulations. The cross-section typically consists of a 10-foot-wide asphalt multipurpose path with 2-foot shoulders on either side. No utilities are provided except for power for the illumination system serving the path. A wider cross-section is required for fire access when not adjacent to a roadway. The interim facility that was evaluated is not forward compatible with the NE Spring Blvd Zone 3 preferred alternative.

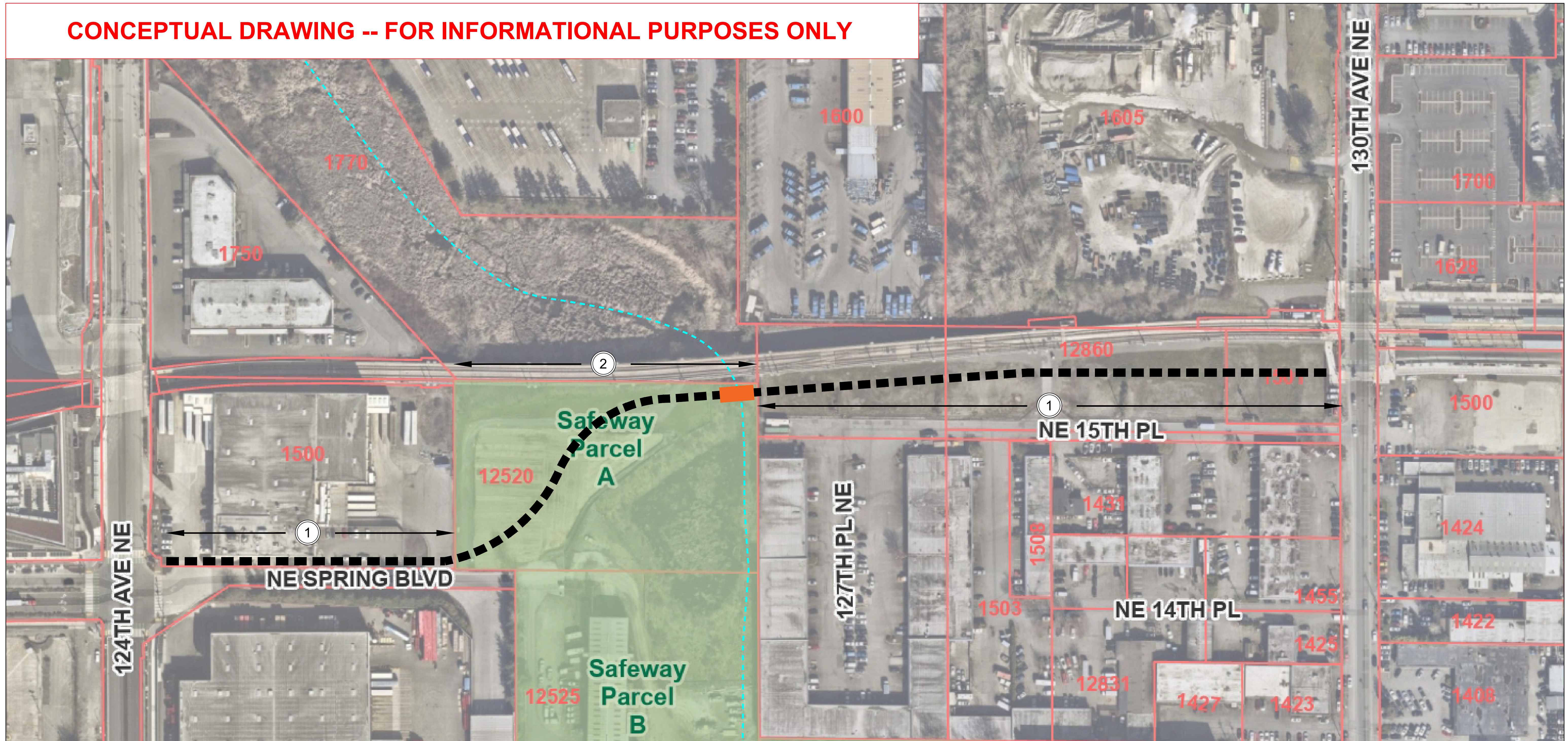
The approximate location of the interim facility is shown on *Attachment B*. The total cost estimate including design, property acquisition and construction of the interim non-motorized facility is approximately \$18.5 million in 2024 dollars.



- LEGEND**
- EXISTING PARCEL
 - PROPOSED STRUCTURES
 - SD PROPOSED STORM DRAIN
 - W PROPOSED WATER
 - ▨ PROPOSED FRANCHISE UTILITY JOINT TRENCH
 - PROPOSED TRAFFIC/ ILLUMINATION



CONCEPTUAL DRAWING -- FOR INFORMATIONAL PURPOSES ONLY

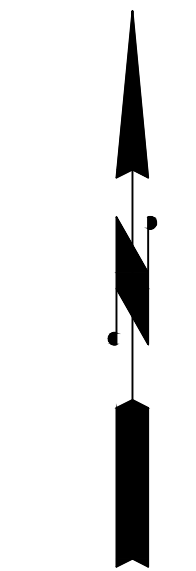


NOTES

- ① 10-FT WIDE SHARED USE PATH WITH LIGHTING AND 2-FT SHOULDERS TO MEET MINIMUM REQUIREMENTS. PROPERTY RIGHTS NEED TO BE ACQUIRED.
- ② 20-FT WIDE SHARED USE PATH WITH LIGHTING. 20-FT WIDTH REQUIRED FOR FIRE ACCESS WHEN NOT ADJACENT TO ROADWAY. CITY OWNED PROPERTY.

LEGEND

- PEDESTRIAN/BICYCLE SHARED USE PATH ALIGNMENT (APPROXIMATE LOCATION)
- NEW BRIDGE CROSSING OF WEST TRIBUTARY CREEK (APPROXIMATE LOCATION)
- - - WEST TRIBUTARY CREEK



NOT TO SCALE

NO.	DATE	BY	APPR.	REVISIONS

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE



**NE SPRING BLVD (ZONE 3)
124TH AVE NE TO 130TH AVE NE**

**ATTACHMENT B
INTERIM PED/BIKE CONNECTION**