

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: SR 522 Phase 1, Stage 2, 57th Ave. NE to 65th Ave. NE Multi-Modal Corridor Improvement</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: 2211</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region’s Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to</p> <p>Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: Kenmore</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p> <p>WSDOT</p>
4	<p>Project contact person: Ron Loewen</p> <p>Address: 6700 NE 181st Street, PO Box 82607, Kenmore, WA 98028</p> <p>Phone: 425.398.8900 Fax:425.481.3236 E-Mail: rloewen@kenmore.wa.us</p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>The Kenmore grant will be used to complete the ROW phase of this project. In total the proposed project is the last three-quarters of a mile segment of the two-mile SR 522 Multimodal Corridor project through Kenmore to be completed. This segment includes some of the most significant safety problems on the corridor. The estimated project cost is \$29.1 million of the total \$78.65 million project. The other phases have either been completed or are under construction now. This project has completed environmental review and is in final engineering design, being readied for bid specifications.</p> <p>The SR 522 Phase I, Stage 2 project improvements (57th Avenue NE – 65th Avenue NE) include widened travel and Business Access and Transit (BAT) lanes, additional turning lanes at the key intersection, signal improvements, illumination, access management, center medians, sidewalks, drainage improvements, landscaping, and utility conversion to underground. The project widens SR 522, using retaining walls, to the south of SR 522 at 61st Avenue NE to construct a double left turn lane to the north onto 61st Avenue NE. A landscape median is added from 62nd Avenue to 65th Avenue.</p> <p>The north leg of 61st is widened to add a left turn only lane onto SR 522 eastbound, one right turn lane only and a through/right lane to the west on SR 522. The south leg of 61st is realigned and widened to add a left turn lane onto SR 522 westbound to reduce the grades to the NE 175th Street connection. The additional eastbound to northbound left turn lane will increase the capacity of this movement, significantly reducing delays to westbound SR 522 traffic during peak hour. Improvements to the northbound approach at 61st Avenue NE will reduce traffic collisions, through improved sight distance and lane widths.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The intent is to complete the ROW stage of Phase 1, Stage 2 - the last remaining segment of this corridor project in Kenmore. The ultimate goal is to improve safety and reduce congestion along this highway of statewide significance and important Regional Center connecting corridor.</p>
<p>6</p>	<p>Project location: Kenmore, Washington</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 57th Avenue NE</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 65th Avenue NE</p>

7	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p style="text-align: center;">Rural Functional Classifications “Under 5,000 population”</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Benefit to Center: SR 522 is the only direct link between the Designated Urban Centers of Canyon Park, Northgate, and the University District. This project will improve the movement of goods and people to and from these centers and locations along the way by increasing transit efficiency, freight movement and roadway capacity. The corridor is also regionally significant, providing an alternative to the often congested SR 520 Lake Washington Bridge. In addition to providing a link between three Urban Centers, the corridor serves adjacent multiple commercial centers, industrial development, and high-density residential land use.

Travel Choices: This proposal will improve the mobility of several travel modes: pedestrian and bicycle movements will be enhanced through the installation of sidewalks, traffic signals, and improvements to the Burke Gilman Trail crossing at 61st Avenue NE; improved transit speed and reliability by improving the BAT lanes; delay reduction; and improved safety for commercial and passenger vehicles through access management and capacity improvements.

User Groups Supported: The corridor also provides a major link between several communities in north Seattle with a significant portion of the population below either the poverty or low income level and/or that have a high percentage of minorities. Additionally the corridor serves several neighborhoods within Kenmore that are above regional averages for minorities and/or low income families. Access and mobility for these populations will be enhanced with general purpose capacity improvements, sidewalks, and transit lanes.

Regional Economic Strategy: The project will also promote economic development in Kenmore through improved access by installing curb, gutters, and sidewalks; landscaping and street lighting that will improve the overall character of the roadway; and traffic signal improvements to enhance access to businesses. On a regional level, SR 522 is the commuter, transit and freight connection between the centers described above. Improved mobility along this corridor should enhance the viability of each centers targeted industry clusters.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

Serving Centers: SR 522 is the only continuous corridor connection between the Designated Urban Centers of Canyon Park, Northgate and the University District.

Missing Link: Kenmore has completed or underway the remaining segments of SR 522 through the City. This is the last segment of SR 522 in Kenmore left to be improved as part of the Multi-Modal Corridor Study to address congestion and safety on this corridor.

Congestion Relief: 61st Avenue NE currently operates at LOS F and the corridor operates inefficiently due to the random left turn movements its entire length. This project will add double left turn lanes, east bound to north bound at 61st and will install medians on SR 522 to reduce left turn conflicts. As a result, operational improvements should be seen on this, critical east/west connectors in the Metropolitan Transportation System.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Efficiency: The efficiency of a travel corridor is impacted, in part, by substandard design, uncontrolled turning movements, and capacity restrictions at the key intersection when turning lane queues back into through lanes. Each of these conditions exist on SR 522 and will be corrected through the installation of centerline medians, reconstruction of the travel and BAT lanes to standard, and turn movement capacity improvements at 61st Avenue NE.

Safety: Correctable collisions on SR 522 in this segment occur in part because of queuing problems at traffic signals, unrestricted left turns, and a long pedestrian crossing (one pedestrian death has occurred at this intersection) at 61st Avenue NE. Each problem is being addressed by this project - the worst of which - drivers entering traffic from driveways or making left turns from the center lane - will be significantly improved through the installation of a median.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. 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. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- **Diesel retrofits:** Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- **Roadway capacity (general purpose and high occupancy vehicles):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- **Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.):** What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- **Bicycle and/or pedestrian facilities:** What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- **Signalization and other ITS improvements:** Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- **Alternative fuels/vehicles:** Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- **Other:** Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Vehicle Emissions: One of the most inefficient uses of a vehicle, with great impact on emissions, is delay sitting at an intersection. The current 61st Avenue NE & SR 522 intersection operates at LOS F. Without improvement, obviously the delay per vehicle by the end of the planning period (2022) simply gets worse. Average peak hour per vehicle delay in 2022 has been estimated at approximately 217 seconds without improvement and 115 seconds with the proposed improvements. Kilograms of CO₂ go from approximately 1,517 per peak hour to 803, or a 47% reduction.

Diesel Retrofits: None

Roadway Capacity: Significant roadway capacity and operational improvements that occur in this project include making lanes more standard (improving driver comfort in high volume corridors), improving left turn queuing capacity at 61st Avenue NE eliminating the back flow of left turning vehicles into the through travel lanes, operational improvements to the signal at 61st, and eliminating uncontrolled left-turns along the corridor with medians, thereby reducing travel time losses due to collisions and cars trying to force their ways into gaps in the vehicle flow.

Transit: This project will improve the current BAT lanes through widening and improve the transit stop at 61st Avenue NE; served by transit routes 331, 342, 306, 312, 372 and 522. It will also improve access to the 51 parking stall, shared use park & ride lot at the Bethany Bible Church. The improvements proposed should improve the operational efficiency of the approximately 260 daily bus trips and 4,200 daily riders that currently utilize Bothell Way (both east and west routes).

Bicycle and or Pedestrian Facilities: This project improves pedestrian mobility by providing a sidewalk along the northern side of the roadway where pedestrians currently use at times a narrow 1 foot shoulder or traverse private parking areas. Additionally the project will improve the Burke Gilman Trail crossing of 61st Avenue NE.

Signalization Improvements: Because the intersection of SR 522 and 61st Avenue NE currently operates at LOS F both the signal and channelization for this intersection will be improved. Not only will this improve operations for the nearly 50,000 vehicles passing through this intersection daily, including 260 buses and significant freight traffic (SR 522 is a T2 Freight Route).

Alternative Fuels/Vehicles: No alternative fuels or alternative fuel vehicles are proposed in this project.

Other: NA

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project’s ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project’s requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a **Right-of-way (ROW) and/or Construction (CN) phase**. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied **before** STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

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

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

Already Completed a. Final FHWA or FTA approval of environmental documents including:
Already Completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
Already Completed - Section 106 Concurrence.
Already Completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already Completed b. True Cost Estimate for Right of Way.

Already Completed c. Right-of-way Plans (stamped).

Not Needed d. Relocation Plan (if applicable).

Not yet completed e. Right-of-way Certification.

Not yet Completed f. Certification Audit by WSDOT R/W Analyst.

Not Needed g. Relocation Certification, if applicable.

(select one) - WSDOT Certification Audit of Relocation Process, if applicable.

Already Completed h. Engineer's Estimate.

Nearly Completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

- The Army Corps Permit has been completed but will need an update;
- SEPA has been completed;
- An HPA is not required;
- A Shoreline Permit may be required depending on the final location of a retaining wall.

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

The purpose of this application is to complete the ROW acquisition stage. If funded, ROW would be completed in early 2010, with construction beginning in late 2010.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F.

The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Design & Env.	N/A		\$ 0.00
Right-of-Way	02/01/2010	STP	\$ 2,500,000
Construction	N/A		\$ 0.00
Totals:			\$2,500,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Design & Env	N/A	Kenmore	\$1,438,600
Design & Env	N/A	State	\$1,750,000
Right-of-Way	Spent to Date	Kenmore	\$ 265,160
Right-of-Way	Obligated, Not Spent	Kenmore	\$ 390,200
Planning	N/A	Kenmore & State	\$500,000
TOTAL:			\$4,343,960

*For tables B and C, “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
Construction	07/01/2009	Kenmore 2009/2010 TIP	\$ 2,900,000
Construction	02/17/2010	Grants	\$19,308,000
			\$
			\$
			\$
TOTAL:			\$22,208,000

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$500,000 ¹	Planning:	2/15/2001
Preliminary Engineering/Design:	\$3,188,600	Preliminary Engineering/Design:	12/31/2009
Right of Way:	\$3,155,360	Right of Way:	06/26/2010
Construction:	\$22,208,000	Construction:	11/12/2011
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$29,051,960	Estimated date of completion (i.e. open for use)	11/12/2011

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

- Final PE is underway and will be fully completed by December of this year.
- ROW would be completed if funding is obtained

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

21. 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, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

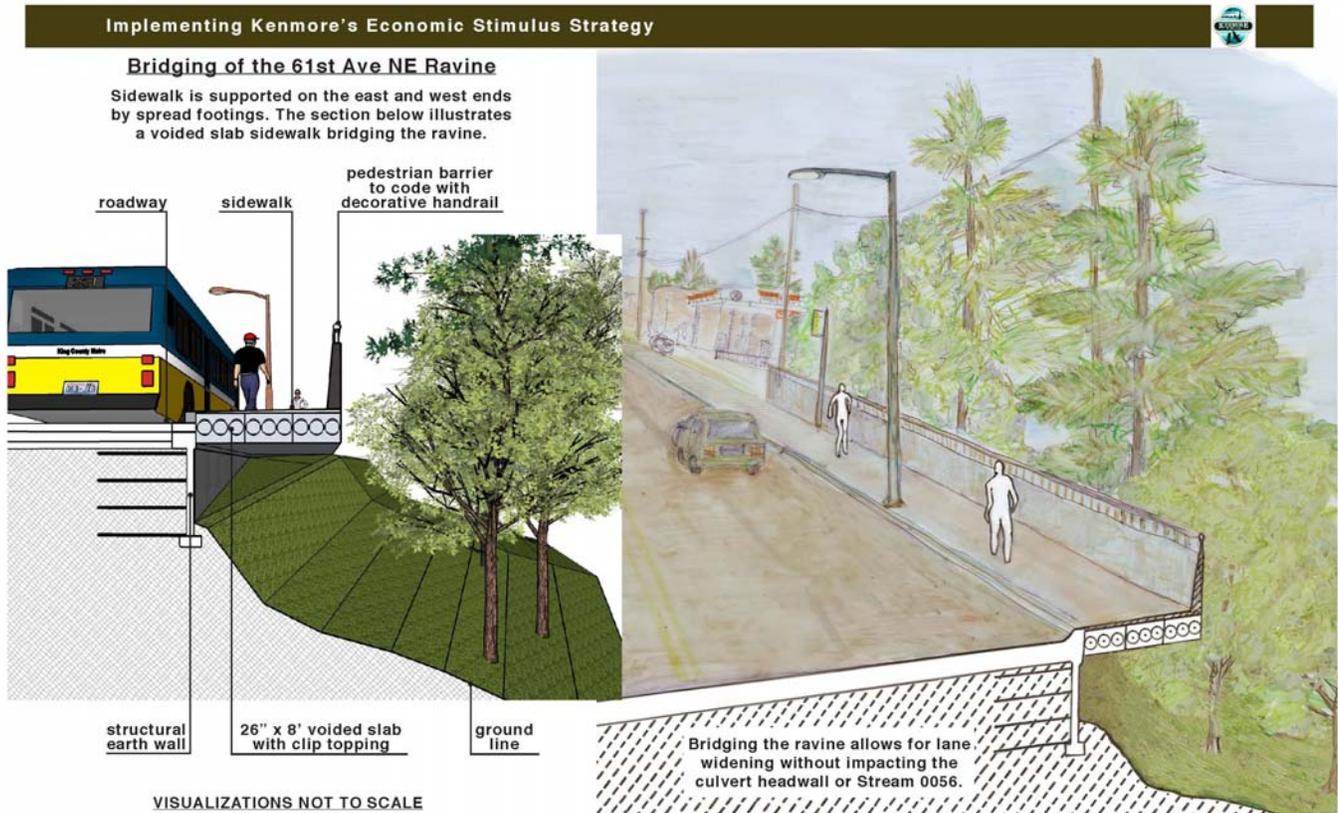
As stated above, SR 522 is the connecting corridor between the centers of Canyon Park, University District and Northgate. Almost as importantly is the role SR 522 plays in the regional

¹ Included in SR 522 Planning Study from 57th Avenue NE to 73rd Avenue NE.

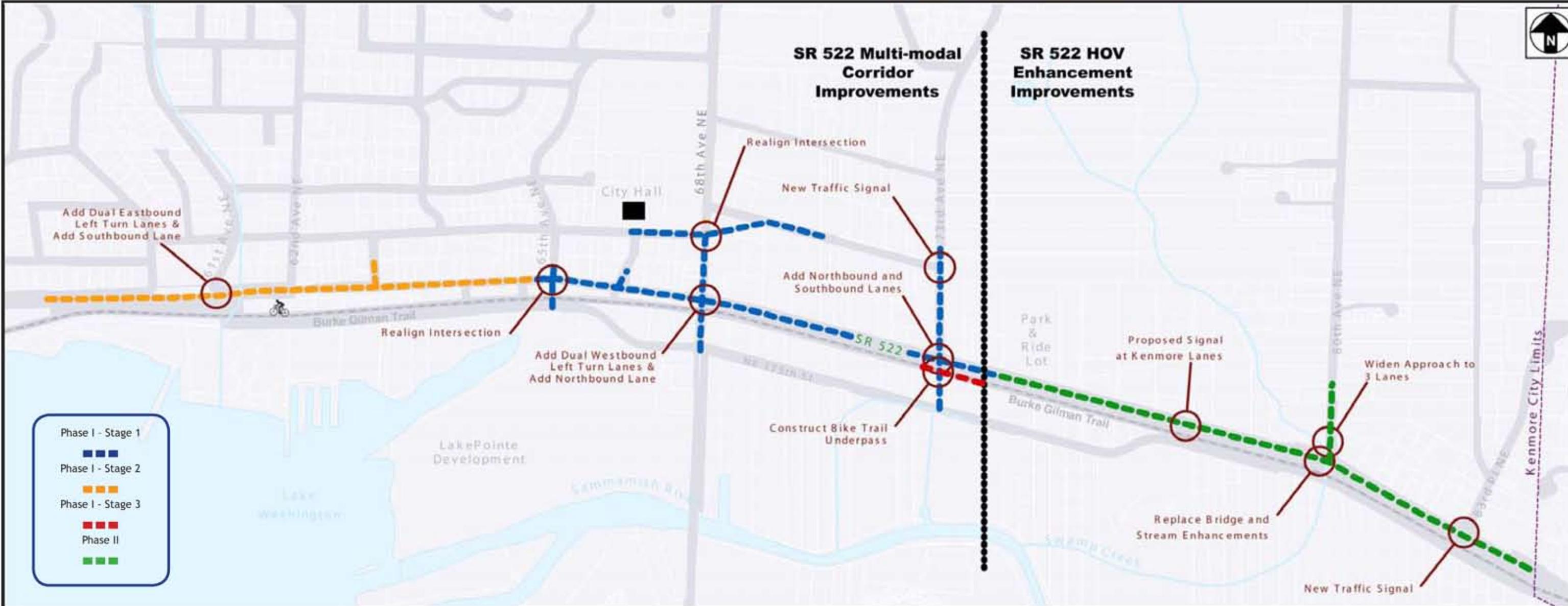
system and the increasing importance of SR 522 when the SR 520 bridge closes; as well as what will happen when tolls are added to SR 520.

The tolling model shows SR 522 will be negatively impacted when tolls are placed on the SR 520 bridge. Kenmore and Bothell are in a "race against the clock" to complete improvements to the SR 522 Corridor before tolls are placed on SR 520 in order to prepare for the additional traffic on an already highly congested highway.

Improvements to SR 522/61st Avenue NE & Transit Stop



SR 522 Corridor • Phase 1 Construction Photos • City of Kenmore, Washington





City of Kenmore, Washington

SR 522 Corridor Improvements

Regional Map

