

PSRC's 2014 Regional FHWA 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.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

West Sammamish River Bridge Replacement

Transportation 2040 ID#

N/A

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

City of Kenmore

Co-Sponsoring Agency

CA Status

- Yes
 No

CA Sponsor (if applicable)

WSDOT

Contact Information

Project Contact Name

Kris Overleese, PE

Project Contact Phone

425 984 6150

Project Contact Email

koverleese@kenmorewa.gov

Project Scope

The City of Kenmore is requesting \$2,784,000 in STP funds to complete the Preliminary Engineering/Design Phase for the replacement of the West Sammamish River Bridge. The West Sammamish River Bridge is located in Kenmore, WA along 68th Avenue NE (just south of SR 522 and the Burke Gilman Trail). The bridge serves two lanes of southbound traffic, and a parallel East Sammamish River Bridge serves northbound traffic.

The proposed project would replace the existing two-lane, 600 foot long structure with a new two-lane structure with added bicycle and pedestrian facilities. No additional vehicle capacity would be added to the bridge. Intersection improvements near the bridge approaches (NE 175th Street/68th Ave & NE 170th Street/68th Ave NE) would be necessary to transition pedestrian and bicycle traffic to the new bridge as the East Sammamish River Bridge carrying northbound traffic does not have adequate bicycle and pedestrian facilities. Pedestrian and bicycle facilities would be improved on the bridge and approaches, ultimately improving pedestrian and bicycle facilities between NE 170th Street and NE 175th Street.

The project would improve stormwater management and would evaluate lighting to determine if improvements are needed. The project would evaluate the feasibility of undergrounding utilities in the project limits.

Project Purpose

The purpose of this project is to correct the structural deficiencies of the existing bridge, maintain the operation of 68th Avenue NE to preserve an important link in the regional transportation network, and to enhance bicycle and pedestrian facilities crossing the Sammamish River (from NE 170th and NE 175th Streets).

Bridge Replacement: The West Sammamish River Bridge was constructed in 1938. When the bridge was inspected in 2010, the sufficiency rating was 54 out of 100; although the bridge was aging it was stable with no critical issues. Replacement is typically not considered until sufficiency ratings are 40 or below. The 2012 inspection revealed critical changes in the bridge condition, including cracking, settlement, and significant loss of soil around the piers. The City developed a monitoring plan and completed 1) underwater monitoring, 2) geotechnical investigation, 3) scour analysis, and 4) a load rating analysis. The analysis results revealed that bridge conditions had rapidly deteriorated; the new sufficiency rating is 2.5. The bridge is founded on timber piles driven shallow (1 to 3 feet) into the very dense layer, the majority of the piles embedded in soft deposits (peat and alluvial). Limited lateral (side to side) resistance exists during an earthquake. Also contributing to the low rating: vertical cracks in the superstructure, scour holes at piers 4&5, sections of seal loss at the north end joints with open spalls and failing patches. Bridge weight restrictions went into effect in March 2014. Rehabilitation is not considered a cost-effective or practical option and replacement is necessary.

Safe & Continuous Operation: Bridge replacement is needed to maintain the safe and continuous operation of 68th Avenue NE. Closure of the bridge may become necessary if conditions worsen. Closing the bridge would sever an important link in the regional transportation network and divert traffic to other highly congested routes: I-405 and SR-522. 68th Avenue NE serves as a regional commuter route and each day more vehicles (26,000) and transit riders (2,000) pass over the Sammamish River than the City's total population (21,000). 68th Avenue NE connects to SR-522, one of four routes carrying traffic from the east to west sides of Lake Washington. Traffic volumes on SR-522 west of 68th Avenue NE are about 21 percent higher than east of 68th Avenue NE, demonstrating that a substantial amount of the cross-lake traffic utilizes 68th Avenue NE and depends on this bridge. The bridge is also an important truck route and serves a number of industrial businesses located in Kenmore. The Sammamish River bisects the City of Kenmore and 68th Avenue NE is the only crossing in the City.

Pedestrian & Bicycle Facilities: Bridge Replacement is needed to improve pedestrian and bicycle facilities. The existing bridge is about 34 feet wide with narrow lanes, minimal shy distances, and a 5-foot sidewalk separated from traffic by a concrete barrier. The sidewalk is not designed for bicyclists, but the traffic lanes on the bridge are so narrow and traffic volumes so high that bicyclists and vehicles cannot effectively share the road. The height of the outside railing is not high enough for bicycles using the sidewalk and there is not enough width for bicyclists and pedestrians to pass on the sidewalk. There is a missing section of sidewalk just south of the bridge. 68th Avenue NE is a priority bicycle route, connects to the Burke Gilman Trail, and is part of the Lake Washington Loop one the region's most popular cycling routes. Improved bicycle and pedestrian facilities would enhance transportation options for Kenmore residents and 68th Avenue NE commuters.

Project Location

68th Avenue NE (between NE 170th and NE 175th Streets); south of SR 522

Please identify the county(s) the project is located in. Check all that apply.

- King County
- Kitsap County
- Pierce County
- Snohomish County

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 170th St (Simonds Road)

Crossroad/landmark nearest to the end of the project:

SR 522

Please identify the center(s)

The project is an important link for transit, vehicle and bicycle travel between the Northgate and Totem Lake regional centers.

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.

14 Principal Arterial

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?

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

As the project does not add capacity, it is an exempt investment and does not have to be listed in the Vision 2040 plan or TIP. The West Sammamish River Bridge Replacement is included in the City's Capital Improvement Program (item T37 West Samm Bridge) and is consistent with the goals, policies, and objectives established in the City's Comprehensive Plan and in Vision 2040, as described below.

Relevant goals and objectives from Kenmore's Comprehensive Plan
Transportation Element:

- Goal T-1: Develop and Maintain an Efficient, Safe, and Environmentally Sensitive Road System that Supports Desired Development Patterns.
- Objective T-1.2: Design streets to accommodate some specialized vehicles and non-motorized modes of transportation.
- Objective T-1.4: Improve street safety and functions.

Relevant goals and policies from VISION 2040:

- Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.
- MPP-T-1: Maintain and operate transportation systems to provide safe, +

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

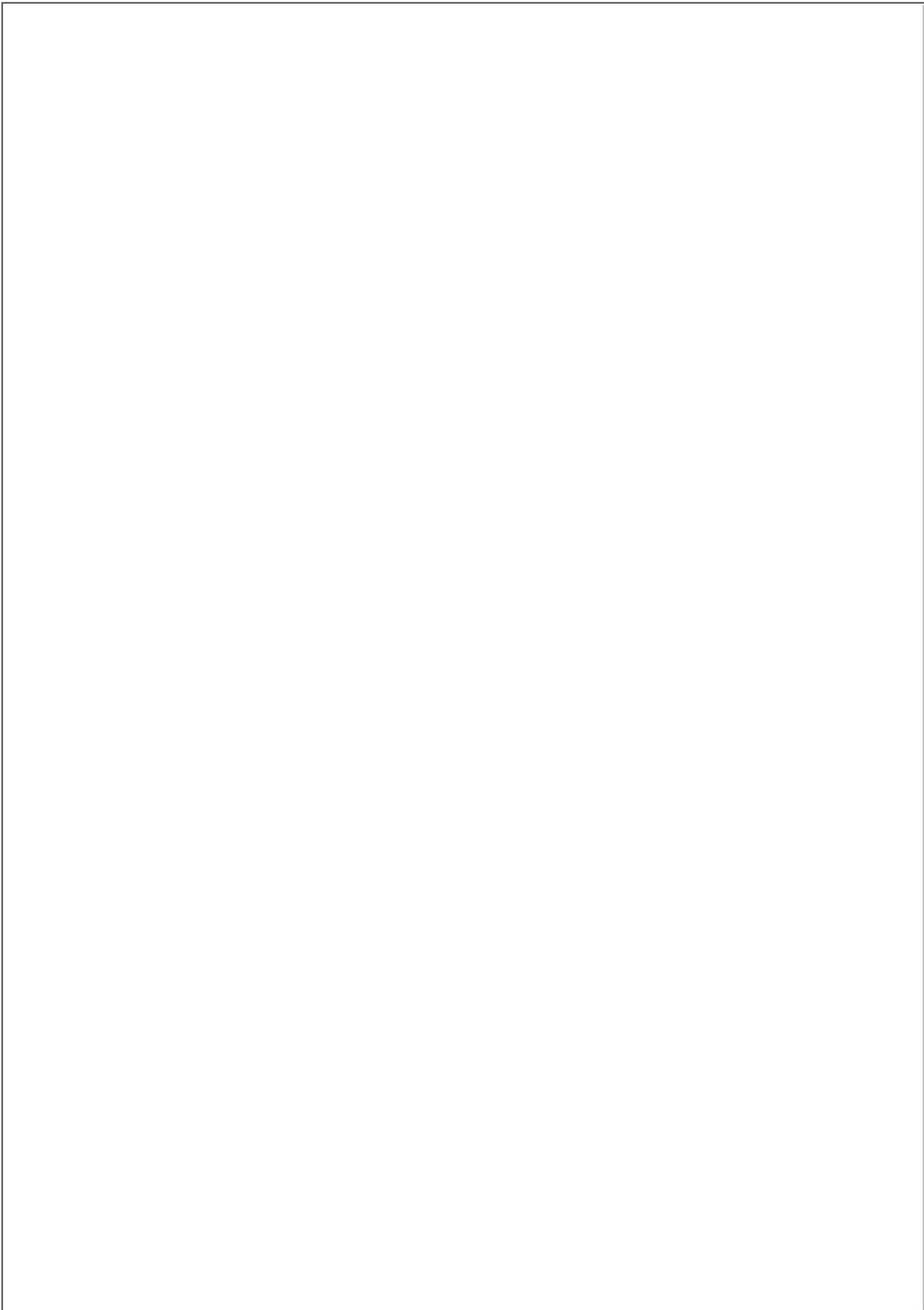
In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in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

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

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A3. Circulation Within the Regional Growth 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.

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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

Supporting growth in Totem Lake and Northgate: This project is a key part of the transportation network connecting Totem Lake and Northgate. Totem Lake is home to Evergreen Hospital, the city's largest employer, a regional transit center, and Totem Lake Mall. Totem Lake has a medium number of total activity units (17,269), with mostly employment-oriented activity (68% jobs/32% residents) and moderate density of activity (20.1 units per gross acre). Totem Lake currently provides about 12,000 jobs mostly in the management, service, healthcare, and office sectors. Over 70 percent of Totem Lake trips are to other centers or places in the region (PSRC 2013). Indicating that the majority of Totem Lake's employees come from the more residential communities surrounding Totem Lake, like Kenmore, Bothell, Kirkland, and Lake Forest Park. Over 90 percent of the 62,000 employees in these communities work in employment sectors compatible with the jobs provided in Totem Lake (American Community Survey 2013).

The employment and demographic trends in Northgate are very similar to Totem Lake. The center's major employers include the Northgate Mall and Northwest Hospital. Seattle Northgate has a medium number of total activity units (18,480), with employment-oriented activity (62% jobs/38% residents) and a fairly high density of activity (45.2 units per gross acre). Northgate provides just over 11,000 jobs mostly in the management, service, healthcare, and office sectors (PSRC 2013). Again in this center the majority of the employees come from the large pool of qualified employees living in communities near Northgate like Kenmore, Bothell, Kirkland, and Lake Forest Park.

Improving multi-modal transportation to Totem Lake/Northgate: 68th Avenue NE is a priority bicycle route, connects to the Burke Gilman Trail, and is part of the Lake Washington Loop (popular cycling routes for both recreational and commuting purposes). The 27-mile Burke Gilman Trail directly connects to a number of centers including the University Center and the Ballard Interbay Industrial Center, the route is adjacent to SR 522 and serves both recreational and commuter use. The proposed project provides improved conditions for bicyclists crossing the Sammamish River and connecting to the Gilman Trail (less than 2 blocks away from the north end of the bridge).

Three transit routes, (244, 234, and 935) cross the West Sammamish River Bridge. These routes serve about 2,000 daily riders and connect to seven cross-lake transit routes on SR 522 that ultimately go to Northgate, Totem Lake, and several other Seattle Centers.

User groups/low income populations- A 2013 WSDOT study following tolling implementation shows that drivers with household incomes of less than \$50,000 avoid tolling). These households depend on non-tolled options north of the lake or I-90. WSDOT reports a 9% increase in traffic at the intersection of SR 522 and 68th Avenue NE. West Sammamish River Bridge closure would further limit non-tolled transportation options for lower income households.

Long-term strategy to maximize the efficiency of 68th Avenue NE: To maintain traffic on this important facility during construction, a new bridge would be constructed next to the existing bridge. Traffic would be shifted to the new bridge, the old bridge demolished, and the new bridge completed. The new wider bridge would provide enough width to serve existing and projected travel demand with two lanes of traffic, wider bicycle and pedestrian facilities, and more shy distance.

68th Avenue NE as a transportation link to Totem Lake and Northgate: 68th Avenue NE and the West Sammamish River Bridge are part of the cross-lake transportation route linking Totem Lake and Northgate. Linking these centers with an efficient transportation system helps support the efficient flow of people, goods, services, and information between centers. SR 522 is congested and 68th Avenue NE/Simonds Road is an important link in maximizing the throughput of the regional transportation system. The 68th Avenue NE to Simonds Road to 100th Avenue NE to NE 132nd route is about 2 miles shorter than SR 522 and I-405 to the Totem Lake Center (see attached map). When SR 522 and I-405 are congested (typical during peak travel) this alternate route on principal arterials is faster than the highway, and traffic data confirms that drivers are using this route for these purposes. Each day more vehicles (26,000) and transit riders (2,000) pass over the Sammamish River than the City's total population (21,000). 68th Avenue NE connects to SR-522, one of four routes connecting the communities on each side of Lake Washington. Traffic volumes on SR-522 west of 68th Avenue NE are about 21 percent higher than east of 68th Avenue NE, indicating that a substantial amount of the cross-lake traffic utilizes 68th Avenue NE and depends on this bridge.

Additionally, the bicycle improvements associated with the project connect to the Burke Gilman Trail, which provides direct bike access to the University Center and the Ballard Interbay Industrial Center.

Preventing additional pressure on I-405 and SR 522 and maintaining system performance: I-405 and SR 522 are both congested corridors. WSDOT's 2013 Corridor Capacity Summary indicates that I-405 is one of several corridors that experience heavy congestion during the morning and evening commute. Between 2010 and 2012, the person hours of delay increased 14% without a correlating increase in person miles traveled (WSDOT 2013). In short, more people are spending more time in traffic on I-405. As discussed above, 68th Avenue NE provides an effective and efficient alternate to SR 522 and I-405. If the West Sammamish River Bridge is closed, a substantial number of vehicles will be forced to take I-405 and SR 522, further reducing the effectiveness of these facilities. Additionally, 2,000 transit trips will not be able to cross the bridge, which could encourage users to drive instead of taking a detoured (and potentially out of the way) transit route.

The West Sammamish River Bridge replacement improves safety, reduces modal conflict, and provides opportunities for active transportation: Replacement of the aging bridge with a new more-stable bridge that meets current geometric design standards increases safety for all transportation modes. Increasing the height of the railing to current standards also provides safer transportation for bicyclists crossing the bridge. Additionally, providing a wider bridge that is able to accommodate simultaneous bicycle, pedestrian, and vehicle traffic improves safety, reduces modal conflict, and provides opportunities for active transportation.

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.

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

68th Avenue NE is part of the Lake Washington Loop, a popular bicycle route that goes around Lake Washington. The West Sammamish River Bridge is also about 1,000 feet south of the Burke Gilman Trail and proposed bicycle and pedestrian improvements would directly connect to the trail. Improvements would also extend another 1,000 feet south of the bridge to connect with existing crosswalks, sidewalks, and a wide shoulder used by bicyclists at the NE 170th intersection. Burke Gilman Trail is a major regional bicycle and pedestrian route originating in Seattle and continuing all the way to Issaquah via the Sammamish River Trail and East Lake Sammamish Trail. The proposed improvements would maintain and improve the pedestrian/bicycle connectivity of Kenmore and the densely populated area south of Kenmore with the urban centers in northern Seattle (see attached population density figure). These improvements would reduce emissions by encouraging non-motorized access to employment, parks, recreational activities, and shopping. The new bridge also preserves the 2,000 transit trips a day that use 68th Avenue NE.

The West Sammamish River Bridge, part of a designated truck route, was recently load restricted and trucks now have to take a longer detour route on I-405 and SR522, which increases diesel emissions. If the bridge is completely closed, vehicle emissions would increase as a result of the following:

- About 13,500 vehicles a day would be forced to take alternate routes several miles longer than the 68th Avenue NE route.
- Adding thousands of vehicles a day to I-405 and SR 522 would further reduce the productivity of these congested routes, ultimately resulting in more emissions from idling vehicles.
- 2,000 transit trips would not be able to cross West Sammamish River Bridge, which could encourage users to drive instead of taking a detoured and potentially out of direction transit route, adding more trips and emissions.

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

Preliminary Engineering Design

Obligation Year

2015

Amount Requested

2784000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

2784000

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

City of Kenmore

Funding Status

Secured

Funding Amount

461000

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

Actual or estimated completion date

Right of Way Phase

Funding Source

Funding Status

Funding Amount

1030000

Funding Source

City of Kenmore

Funding Status

Secured

Funding Amount

442000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

1472000

Actual or estimated completion date

9/2017

Construction Phase

Funding Source

BRAC

Funding Status

Unsecured

Funding Amount

12000000

Funding Source

City of Kenmore

Funding Status

Unsecured

Funding Amount

893000

Funding Source

TIB

Funding Status

Unsecured

Funding Amount

2417000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

Actual or estimated completion date

Other Phase

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

Actual or estimated completion date

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

20462000

Estimated Project Completion Date

6/30/2020

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

http://fs19.formsite.com/psrc/files/f-0-475-7857717_BmBIDcTL_West_Samm_Bridge_Budget_PSRC_Regio

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 City's Planning and Design/Preliminary Engineering funds are secured. There is a Capital Improvement Program project adopted by Council showing the funds (T37 West Sann Bridge).

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)?

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

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).

Project Readiness

Will right of way be required for the project?

- Yes
- No

How many parcels do you need?

What is the zoning in the project area?

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

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

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.

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).

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

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.

Kenmore is a small city. The Transportation Capital Fund has been exhausted over the last several years with millions of dollars in contributions to SR 522 improvements that serve local and regional trips. Without grant assistance, the City cannot fund this bridge replacement. Load restrictions have gone into effect and complete bridge closure may become a necessity in the near future. The City is pursuing Federal Funds through WSDOT's Local Bridge Program funding for construction; however, these funds are limited to \$12 million per bridge and this source of funding alone is not enough to fully fund bridge replacement which has a total estimated cost of \$20 Million.

File Submission

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

Upload

http://fs19.formsite.com/psrc/files/f-0-477-7857717_exAc3kC5_Bridge_Facts_double_sided.pdf

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

2014-03-19 13:52:07

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

173.160.143.105

Browser

IE 8

OS

Windows

Referrer

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

West Sammamish River Bridge

EXPENDITURES

	2015	2016	2017	2018	2019	2020	TOTAL
City Administration	\$650,000	\$120,000	\$120,000	\$120,000	\$120,000	\$50,000	\$650,000
Design	\$2,570,000	\$1,500,000	\$270,000				\$2,570,000
Right of way	\$1,210,000	\$510,000	\$500,000				\$1,210,000
Construction							\$0
bridge	\$5,340,000			\$2,670,000	\$2,670,000		\$5,340,000
bridge ped/bike facilities	\$2,370,000			\$1,185,000	\$1,185,000		\$2,370,000
approaches	\$1,140,000			\$570,000	\$570,000		\$1,140,000
approach ped/bike facilities	\$480,000			\$240,000	\$240,000		\$480,000
escalation	\$730,000			\$365,000	\$365,000		\$730,000
inspection/engineering	\$2,310,000			\$1,155,000	\$1,155,000		\$2,310,000
WSDOT Admin	\$400,000	\$50,000	\$50,000	\$125,000	\$125,000		\$400,000
Contingency	\$2,800,000	\$100,000	\$200,000	\$1,200,000	\$1,200,000		\$2,800,000
	\$20,000,000	\$2,280,000	\$1,140,000	\$7,630,000	\$7,630,000	\$50,000	\$20,000,000

REVENUE

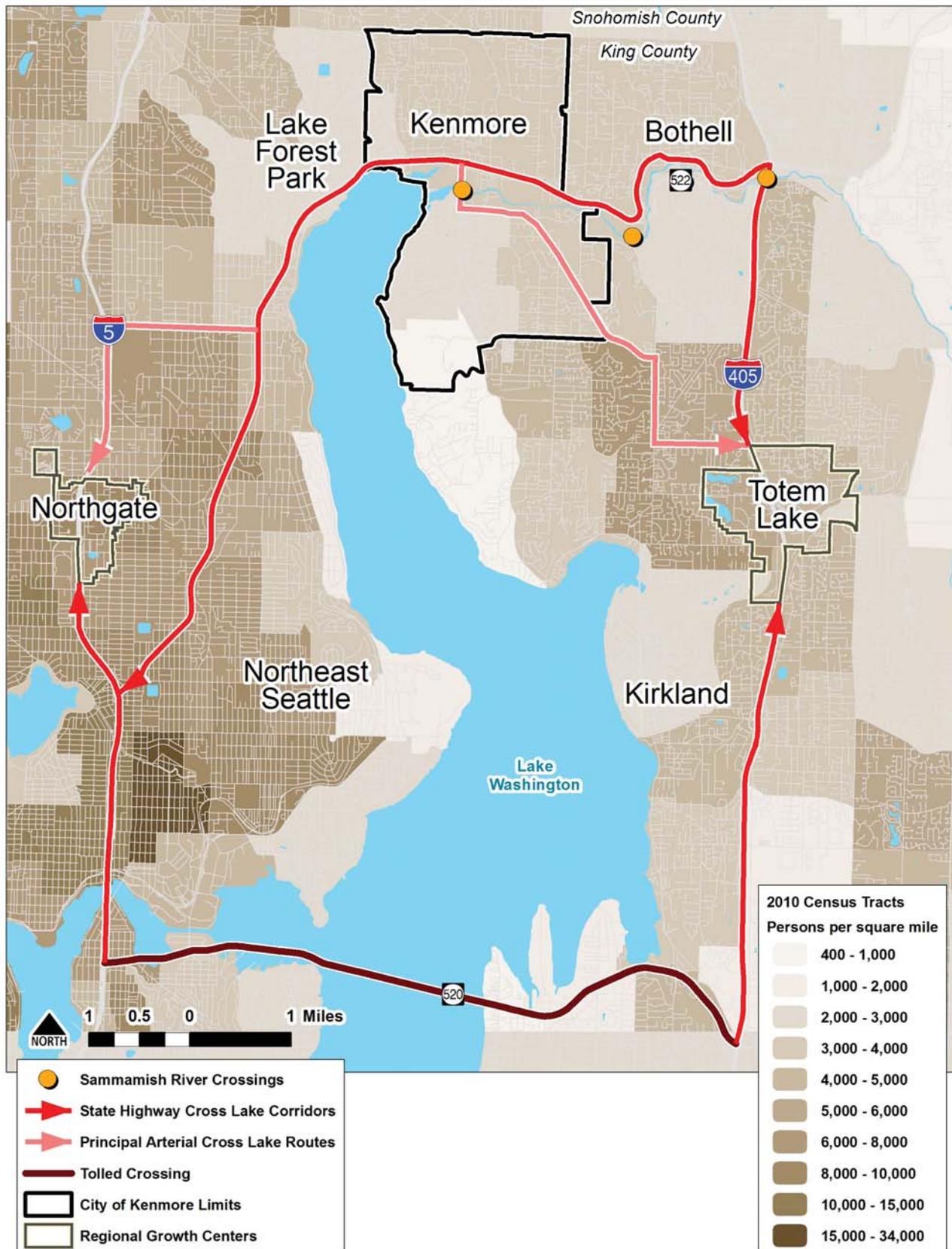
	2015	2016	2017	2018	2019	2020	TOTAL
BRAC				6,000,000	6,000,000		12,000,000
PSRC	856,000	1,416,000	512,000				2,784,000
TIB	140,000	357,000	350,000	1,300,000	1,300,000		3,447,000
FMSIB							0
City	274,000	507,000	278,000	330,000	330,000	50,000	1,769,000
	1,270,000	2,280,000	1,140,000	7,630,000	7,630,000	50,000	20,000,000

SCHEDULE

	2015	2016	2017	2018	2019	2020
Design/Environmental	Q1Q2Q3Q4	Q1Q2Q3Q4	Q1Q2			
ROW		Q2Q3Q4	Q1Q2Q3			
Construction				Q4	Q1Q2Q3Q4	Q1Q2Q3Q4
closeout						Q1Q2Q3Q4



West Sammamish River Bridge Replacement Project





West Sammamish River Bridge Replacement Project



PROJECT INFORMATION

- Replacement of West Sammamish River Bridge
- Total cost \$20M
- Preliminary engineering/design \$3.2M

- STP funds request \$2.7M
- Corridor serving Tolem Lake and Northgate Centers

BRIDGE FACTS

- Built in 1938
- 68th Avenue NE (southbound lanes)
- Primary Arterial (13,500 ADT)
- Only Sammamish River crossing in Kenmore

- Cast-in-place concrete on timber pilings
- Bridge Sufficiency Rating of 2.5 (out of 100)
- Rating in 2010 – 54, Rating in 2013 – 2.5
- Structurally deficient, functionally obsolete
- Parallel northbound bridge

Transit:

- Three transit routes cross the bridge servicing nearly 2,000 riders a day
- Only north/south transit route between Lake Washington and I-405



Bicycles/Pedestrians:

- Priority bicycle route
- Connects to regional Burke Gilman Trail
- Part of the Lake Washington Loop; one of the region's most popular cycling routes
- 5-foot wide sidewalk does not meet pedestrian and bicycle needs



North End Joint: sections of seal loss, open spalls and failing patches



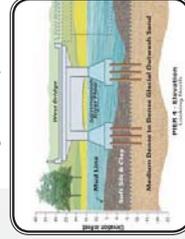
Railings: do not meet current safety standards



Structural Damage: cracks began in 1990's, 2012 monitoring shows recent accelerated settlement and vertical cracks in the superstructure



Scour: scour holes at Piers 4 & 5; repair is necessary for future bridge stability



Load Restrictions: went into effect in March 2014, which problematic on truck route adjacent to major industrial properties (Cemex, CalPortland, Plywood Supply); detour is I-405

Summary: Kenmore is a small city. We have exhausted our Transportation Capital Fund contributing to SR 522 improvements to serve residents and regional commuters. Without grant assistance, we cannot fund this bridge replacement. Load restrictions are in effect and complete bridge closure may become a necessity in the near future. The bridge started to show rapid deterioration in 2012, potentially attributed to heavy loads and increased traffic as this route is increasingly used as a cross-lake corridor. Closure of this route would bisect the City of Kenmore and add over 13,000 vehicles a day to SR 522 and I-405.

Corridor Serving Centers Criteria Evaluation Summary

VISION 2040 emphasizes efficient maintenance and management of the transportation system.

- Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.
- MPP-T-1: Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.
- MPP-T-4: Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.

Bridge replacement prevents the failure of a critical transportation facility, brings it to current standards, and provides safer pedestrian and bicycle accommodations.

Benefit to Regional Growth Centers

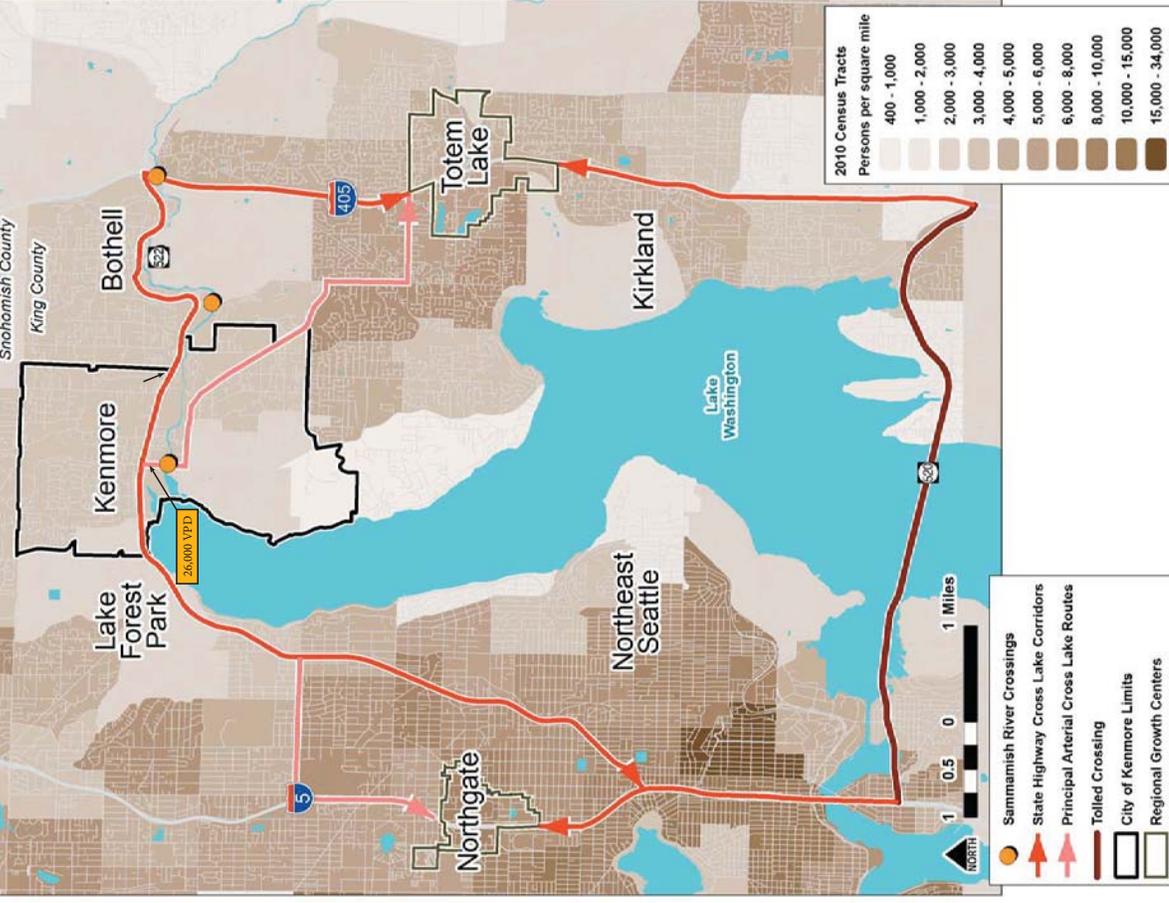
- 68th Avenue NE is a key piece of the cross-lake transportation network that links employees living in Kenmore, Bothell, Lake Forest Park, and Kirkland to the 22,000 service, healthcare, and office jobs in the Totem Lake and North Gate urban centers.
- 68th Avenue NE is a regional commuter route, demonstrated by the fact that each day more vehicles pass over the Sammamish River (26,000) than the City's total population (21,000).
- The increase in traffic volumes west of 68th Avenue NE on SR 522 shows 68th Avenue NE is part of the cross-lake route for many vehicles.
- 68th Avenue NE is a freight route, bridge replacement is needed to eliminate newly imposed weight restrictions, which limit the efficient movement of goods, especially for the large industrial businesses located just north of the bridge. These businesses are some of the largest employers in Kenmore.

Bridge closure would significantly affect the north Lake Washington transportation network.

System Continuity/Long-Term Benefit and Sustainability

68th Avenue NE is located in an area with limited connectivity resulting from physical barriers including Lake Washington and the Sammamish River.

- One of three north/south roads to cross the Sammamish River.
- Limited options for navigating around Lake Washington and connecting communities on the east and west.



Financial Readiness

- Kenmore has added the bridge to the Capital Improvement Plan and funds have been obligated.
- Kenmore has secured \$435,000, which represents all other funds necessary to complete the preliminary engineering/design phase.
- Kenmore has paid for all planning work: load rating, and geotech and scour analyses.



Air Quality and Climate Change

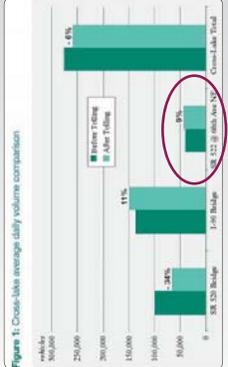
- Freight load restrictions on this truck route result in more trucks being diverted to longer distance routes on the more congested SR 522 and I-405, ultimately increasing diesel emissions.
- The bridge is nearing the end of its life. If Kenmore has to close it to maintain public safety, 13,500 vehicles a day will also be diverted to I-405 and SR522. Neither of these routes have available capacity to handle this traffic, resulting in more miles traveled, idling, and emissions.

Bridge replacement prevents adverse air quality impacts.



Environmental Justice

- WSDOT reports that since the SR 520 tolling more households earning under \$50,000 a year depend on this northern, non-tolled, cross-lake connection.
- 10% increase in traffic volumes across the bridge since SR 520 tolling began.



Source: WSDOT, SR 520: Toll Operations and Traffic Performance Summary 2012.