

# 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](mailto:kmcgourty@psrc.org).

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application 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.

All applications must be submitted by **11:59p.m. May 7, 2014.**

## Project Information

### Project Title

Main Street Enhancement Project - Phase 1 (Bothell Way NE to 102nd Ave NE)

### Transportation 2040 ID#

N/A (EXEMPT)

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](mailto:kscrivner@psrc.org).

### Sponsoring Agency

City of Bothell

### Co-Sponsoring Agency

N/A

**Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?**

**More information on certification acceptance and a listing of current CA agencies can be found [here](#).**

Yes

No

**If not, which agency will serve as your CA sponsor?**

-

## Contact Information

### Project Contact Name

Eddie Low

### Project Contact Phone

425.486.2768

### Project Contact Email

[eddie.low@ci.bothell.wa.us](mailto:eddie.low@ci.bothell.wa.us)

## Project Description

### 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.**

Funding from this grant will complete the design and construction of the Main Street Enhancement, Phase 1 project, which is a key component of Bothell's Downtown Revitalization Plan. The Main Street Enhancement is a two-phase project that will reconstruct Bothell's historic Main Street spanning four downtown city blocks. Main Street runs east-west from Bothell Way NE (formerly designated as SR 527) to 104th Ave NE/Kasyner Way. Phase 1 covers the first two blocks (Bothell Way NE to just east of 102nd Ave NE). This is the heart of downtown Bothell that is the most historic and yet most vibrant stretch of Main Street. The City's Downtown Revitalization Plan was developed around saving and enhancing this historic core while promoting economic redevelopment within the entire downtown area. As such, this first phase is the most critical to address. Phase 2 will cover the next two blocks to the east (102nd Ave NE to 104th Ave NE).

The project will reconstruct the entire streetscape from building face to building face. This rebuild will allow the City to address operation and functionality shortcomings. It will straighten the road to eliminate awkward curves in the route, and will incorporate an innovative curbless design to address an awkward situation where the roadway is higher than the sidewalk on one side of the street. It will provide a new, more efficient parking arrangement. Wide pedestrian-friendly sidewalks, enhanced visibility crosswalks and urban amenities such as bike racks will be provided to promote non-motorized use. Parking will come in the form of flexible parking zones that can be used for parking in the winter and pedestrian/event/festival use in the summer. The project will address deficiencies in existing utility systems, update ADA compliance, improve safety and provide adequate street illumination.

### **Project Justification, Need, or Purpose**

**Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?**

The City of Bothell is implementing a Downtown Revitalization Plan that will stimulate economic growth. The revitalization plan was built around the concept of revitalizing the downtown while maintaining its historic core. Much of the initial redevelopment will occur west of Bothell Way NE. The plan includes the development of Bothell Way NE into a Multiway boulevard to tie the new west side developments to the historic east side. Main Street will also be extended to the west after completion of the SR 522 Crossroads project. These projects allow redevelopment to occur but in such a manner as to tie the new and historic parts of downtown together.

The Main Street Enhancement Project, Phase 1 is critical to ensure that the historic heart of downtown, Main Street, can remain vital and compete with the new development. It will keep the core blocks of Main Street viable and thriving so that they do not remain in the past while the rest of the downtown gets reworked. The goal of the project is to create a pedestrian-friendly street that supports its use as a destination while providing for multimodal travel.

Old photos of Main Street show it as a straight road. It currently has curves in it which affects traffic, is inefficient use of the space, and detracts from the street's character. The project proposes to straighten the road and correct this. Main Street is currently also used for eastbound transit from Seattle to Bothell. The project will provide for this use as well.

Portions of the roadway are higher than the south sidewalk. This creates an awkward, non-pedestrian-friendly situation where there is a barrier-type curb between the road and sidewalk. The project will

incorporate an innovative curbless street-section that eliminates this condition and provides for a streamlined, pedestrian-friendly corridor. The curbless design also will allow for the incorporation of a flexible parking zone that will allow parallel parking to be converted into pedestrian uses in the summer. The project will provide for new landscaping that does not block retail, wider sidewalks to encourage pedestrians, and highly visible street crossings to insure safe interaction of the multiple modes of travel.

## Project Location

### Project Location

**For example, please include street, route or trail name, or other identifiable location.**

Bothell, Washington

**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:**

Bothell Way NE (formerly SR 527)

**Crossroad/landmark nearest to the end of the project:**

102nd Ave NE

**Please identify the center(s), regional and local, the project is located in or supports.**

Refer to PSRC's [centers page](#) for more information on the regional centers.

The project is located in and supports a local center i.e. downtown Bothell

## 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](#).

**Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.**

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.**

16 Minor 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. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179**

**Is the project specifically identified in a local comprehensive plan?**

Yes

No

**If yes, indicate 1) plan name 2) relevant section 3) page number.**

(1) Plan Name: Downtown Subarea Plan & Regulations

(2) Section: City Actions, B - Public Improvement Projects, 1(d) 2) Improve Main St - Main St Enhancements

(3) Page 30

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

N/A

## Category Specific Questions

**Select one of the following three criteria categories that best fits your project.**

Regional or Locally Designated Center

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

## Designated Regional or Local Center

**You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection.** 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 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

### A1. Regional or Local Center Development

**Please address the following:**

- **Describe how the project will support the existing and planning housing/employment densities in the regional or local center.**
- **Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.**
- **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

As part of Bothell's Downtown Revitalization, the downtown area in the vicinity of the Main Street Enhancement project will be redeveloped from a low density to a higher density mixed use of residential, commercial and retail. As planned mixed-use developments start to be implemented, this will create new jobs, improve urban center housing options, establish new and enhanced public spaces, and reconnect the City to its river heritage.

To realize these ambitious changes, the City has taken initiatives to work with the development community to facilitate the development of a high-density urban downtown neighborhood that will include workforce housing, for-rent and for-sale market-rate housing, student housing (for the nearby University of Washington and Cascadia college campuses) and senior housing. Mixed-use and vibrant pedestrian-friendly streets will make Bothell regionally and internationally competitive for key industry jobs that provide opportunities for local as well as regional citizens.

In a market study undertaken for the City by the Concord Group in 2009, Bothell's existing population and projected population growth statistics support this downtown residential growth. Bothell's demographics, employment and demand drivers were outlined as follows:

-Population is projected to grow at an above-average annual rate of 1.8% between 2010 and 2020

-Only 5% of Bothell's population currently lives in the downtown area as a variety of housing types have not been previously available

-Bothell's technology corridor, which is located within a 2 mile radius of the downtown core, is a regional employment hub

-The university of Washington and Cascadia college shared campus has doubled in student population since 2006 and is projected to grow even further over the next few years. Current student enrollment and staff population is over 10,000

With all these driving factors in place, the need for an increase in housing and employment densities is projected to escalate, and the City must be prepared to provide the public infrastructure to support this demand.

The project will help accomplish this by providing an environment that gives the community a "Place to Go"; one that is meaningful to the community, provides for daily needs as well as special events, and appeals to people of all ages and walks of life. Providing this type of environment in the Main Street Enhancement project area and its environs, will ensure that people will want to live, work and play in the downtown core. By providing an environment that ensures that existing businesses continue to be viable, the project will support the vision of increasing the downtown core's appeal as an employment and housing center. Providing a streamlined and enhanced street with improved mobility and connectivity to other city streets within the downtown street grid will also ensure that people and vehicles have easy circulation options within the revitalized downtown as well as the surrounding residential neighborhoods. More information on projected housing demand and current housing statistics can be found in the Concord Group Study (available upon request, or can be downloaded from the City's website at [www.FutureofBothell.com](http://www.FutureofBothell.com))

The proposed mix of uses such as retail and housing will promote a walkable community and opportunities for citizens to live, work, and play within a relatively dense, well connected urban core. A Bothell Housing Strategy Plan is being developed and may include a number of strategies related to affordable housing.

The project will help accomplish these goals by providing the necessary public infrastructure and street amenities that would support and promote such growth, for people looking to work, live and visit downtown Bothell.

The planned redevelopment of the downtown core aims at "creating a vibrant urban center in the heart of the City; and if the heart of the City is the downtown subarea, then the downtown core gives the "heart" its beat." (Citation from the Downtown Subarea Plans & Regulations, page 4).

Main Street is the historic heart of the City, with a lively and synergistic mix of ground floor shops, restaurants, cafes, bakery, an antique store, a paint gallery and various personal service establishments all located along short walkable, pedestrian-friendly blocks. Historically, the central block on Main Street has contained the densest concentration of shop fronts in the downtown core, which is still in evidence to this day. The entire Downtown Revitalization Plan was formulated with the intention of preserving this historic downtown core, anchored by Main Street, and this project is the project that saves the "heart and soul" of downtown Bothell and the core of the redevelopment.

The Main Street Enhancement project will accomplish the objective of implementing Bothell's downtown revitalization to build upon the City's historic character while modernizing its infrastructure, and creating a grid of pedestrian-friendly tree-lined streets with public plazas, parks and public art incorporated into the fabric of an enhanced City's street network, with improved pedestrian, vehicle and transit connectivity.

In line with the City's revitalization vision of reinstating Main Street as a destination street in the center of the city's civic, retail and entertainment hub, the Main Street Enhancement project will create an east-west retail district with its existing continuous storefronts lining a revamped street with wide pedestrian-oriented sidewalks, intermittent gathering spaces, visibility-enhanced crossings, well-lit public spaces lined with decorative pedestrian-scale street lighting, high quality paving materials to accentuate and

demarcate pedestrian versus automobile areas, and unique features such as the flexible use zones that can be converted from parking spaces to a multitude of other uses for seasonal applications.

The roadway improvements on Main Street when viewed in the larger context of the city's adjacent roadway improvement projects (Multiway Boulevard, Bothell Crossroads, NE 185th Connector etc) will enhance access from the downtown core to the city's prime park space along the Sammamish River to the south, by simplifying the main downtown intersection to increase roadway capacity and ease pedestrian crossings. The proposed mix of uses for future downtown developments (such as retail and housing) will promote a walkable community and opportunities for citizens to live, work, and play within a relatively dense, well connected urban core

The goal of redeveloping the downtown core is to encourage mixed-use development which will create new jobs. Mixed-use and vibrant pedestrian-friendly streets will make Bothell regionally and internationally competitive for key industry jobs that provide opportunities for local as well as regional citizens. Over the next 25 years, the City projects that \$150 million dollars in public investments will catalyze \$668 million in private investment, resulting in the creation of:

- 8,400 net new temporary (one-yr. equivalent) construction jobs being generated by both public and private projects;

- 1,600 net new permanent jobs - FTE engineers, scientists, attorneys, financial analysts, health care, retail and food service jobs being created;

- 250,000 SF of new Class A office space providing an attractive lure to employers;

- 400,000 SF of new retail space adding amenities and convenience to downtown;

- Mixed-use and vibrant pedestrian-friendly streets making Bothell regionally and internationally competitive for key industry jobs that provide opportunities for local citizens;

Existing small businesses will also benefit from the activity generated during the downtown redevelopment phase. The planned infrastructure investments will improve downtown economic viability and solve critical transportation problems.

The project is an essential piece in the process of redefining downtown Bothell into a unique, urban downtown with a significant historic heritage. It will allow existing businesses along Main Street and in the revitalized downtown as a whole, to thrive economically, provide new job opportunities and retain existing jobs to meet the growing demands of a denser more vibrant downtown.

Additionally, with the improved street grid (of which the Main Street Enhancement is a key component) providing connections to targeted industry clusters such as the technology, biotechnology, aerospace, and telecommunications sectors in outlying areas within the vicinity of Bothell; these sectors will share in the economic prosperity that will be afforded by easy accessibility to the benefits that will become available from being connected to Bothell's revitalized downtown core.

Downtown Bothell will be more easily accessible, providing relatively quick access to key employment, cultural and recreational nodes in the region. The City of Bothell's population of approximately 33,500 is projected to grow at an annual rate of 1.8% from 2010 to 2020. In 2007 the City was named a Technology Corridor by the State of Washington – a state recognized Innovation Partnership Zone (IPZ) for public and private sector partnerships due to its rapidly growing biomedical device and telecommunications sectors. An IPZ defines a geographical area that promotes and develops the state's regional economies

## A2. Project's Benefit to the Regional or Local Center

**Please address the following:**

- **Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?**
- **Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

Downtown Bothell is the affected locally identified center. The construction of the Main Street Enhancement project will improve the functionality of the existing street and reduce multimodal conflicts, thereby creating a safer, pedestrian-friendly environment. Main Street is a destination that attracts traffic, transit, pedestrians, and bicyclists. However, it is deficient in effectively creating an environment that allows the effective, safe interaction of the multiple modes of travel. This project will correct these deficiencies. Unless corrected, these deficiencies will be further highlighted as adjacent City projects are completed.

In addition, Main Street is a key link within the transit, pedestrian, bicycle, and vehicular circulation network. It is a hub for transit services connecting major Regional Growth Centers from Seattle to Bellevue through State Route (SR) 522. Main Street is a key route connecting the downtown core to the nearby University of Washington Bothell / Cascadia Community College campus. It will also connect the newly redeveloped west side of downtown to the historic east side when the Main Street Extension is completed.

The project will straighten out the curves in the street and provide effective, delineated street crossings. The project will create a curbless street cross-section that will correct existing grade issues that result in awkward sidewalk cross-sections. The project will provide for transit service since Main Street currently serves as a key east-west route for King County Metro and Sound Transit.

The user groups that will benefit from the Main Street Enhancement project include the downtown retail business community which has anchored downtown Bothell's economy for decades; the city's residents which includes a large senior community; the development community, which has already started investing in building development projects as they have recognized the viability of investing in a revitalized downtown with a unique historic touch; the existing technology community along Bothell's Technology Corridor, with business parks located within a 5-mile radius of Bothell's downtown core, and; the education community, with its joint University of Washington Bothell and Cascadia Community College campus. UWB and Cascadia campuses located within 1 mile of the downtown core with a direct connection to the revitalized downtown via Main Street, and the existing technology community along Bothell's Technology Corridor, with business parks located within a 5-mile radius of Bothell's downtown core. Current student enrollment and staff population is over 10,000 and expected to grow substantially in the next 5-10 years. Enrollment for both colleges is over 9,000 students and expected to increase. For staff and students looking for housing closer to the campus, the new housing developments in the downtown area would be directly accessible through Main St via Beardslee boulevard. Downtown retail and entertainment will also be easy to access through Main Street. For those commuting to campus by Sound Transit and Metro buses through downtown Bothell, completion of the Main Street Enhancement project will provide a pleasant route that will have new safety and functionality enhancements.

The Main Street Enhancement Project will benefit a larger number of users than those in its immediate vicinity due to the fact that it is a key component of a larger city plan to revitalize the downtown by

providing amenities, infrastructure and services that will draw people in to work and live in the City and sustain its economic growth. The projected redevelopment into a high-density area with increased employment opportunities will improve the job concentration within downtown. And as discussed in section 11 above, the market study undertaken for the City by the Concord Group in 2009 surmised that:

-Bothell's population of 40,000 is projected to grow at an above-average annual rate of 1.8% between 2010 and 2020

-More people will be attracted to the downtown, changing the current trend of only 5% of Bothell's population currently living in the downtown area, due to the limited variety of housing options

-There is untapped potential of keeping tax revenues within the city with the median household income for Bothell being \$66,700, which is higher than Seattle's median household income of \$61,300

-Bothell, an eastside community in the northern area also has a higher concentration of multi-family households in comparison to the greater eastside (46% vs. 39%), signaling a higher propensity for multi-family living

-Bothell also has a large creative class, highly educated residential community

-Bothell's technology corridor, located within a 2 mile radius of the downtown core, is a regional employment hub that would look to the downtown as a place to go for retail, entertainment and personal services

-The university of Washington and Cascadia college shared campus has doubled in student population since 2006 and is project to grow even further over the next few years

## A3. Circulation Within the Regional or Local Center

### Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

Main Street is a destination within downtown Bothell - the locally identified center. It is critical to

provide safe pedestrian facilities and parking along with accommodating traffic and transit. The project will address the shortcomings of the existing street's operations/ functionality by completely reworking the existing street from building face to building face. It will straighten the road to eliminate awkward curves in the route.

It will incorporate an innovative curbless design to address an awkward situation where the roadway is higher than the sidewalk on one side of the street. It will provide a new, more efficient parking arrangement. The parking will come in the form of flexible parking zones that can be used for parking in the winter and pedestrian use in the summer. It will provide wide sidewalks and urban amenities. The current landscaping layout blocks visibility for retail and will be replaced by trees/landscaping that will enhance the visibility. It will address utilities and provide illumination. The end product will accommodate traffic and transit while creating a safe, desirable environment for pedestrians.

As a result, safe and convenient access will be provided to the following, all of which are key components of downtown Bothell.

- o The entire Main Street retail corridor
- o Restaurants, entertainment and housing to the west and along the future Multiway Boulevard on Bothell Way NE
- o The Park at Bothell Landing and connecting regional trails such as the Sammamish River /Burke Gilman Trail
- o The King County Regional Library to the west
- o The future expanded City Hall one block north
- o The University of Washington Bothell/Cascadia Community College, a mile east
- o The Pop Keeney Stadium several blocks north

The completed project will also complement the downtown transportation system to be constructed by the nearby NE 185th Transit connector project, by ensuring that public access for motorized and non-motorized traffic will be able to efficiently and safely get about the City and its attractions

The goal of the City is to create a pedestrian-friendly, transit friendly urban core. This project provides the type of environment that promotes such uses by availing tree-lined, attractive and safe streets that invite people to walk and browse the store fronts rather than just driving through. Enhanced visibility at the pedestrian-designated zones such as sidewalks, crosswalks and mid-block crossings through the use of special pavement treatments and decorative pedestrian-scale lighting will provide a safer environment for people to walk in; and pedestrians will be able to move freely about the downtown center to various attractions and facilities such as the Park at Bothell Landing, Regional trail system Pop Keeney stadium, the Main Street retail corridor, and Multiway Boulevard entertainment, shopping and restaurants. The easily accessible connections to transit facilities will also encourage and establish a specific corridor convenient for transit users to access bus facilities making it easy to travel between Regional Centers and key user facilities such as the University of Washington Bothell/Cascadia Community College campus.

Traffic circulation within the City will be improved along Main Street and connecting streets, while reducing the burden on State Route 522/Bothell Way NE intersection in the downtown center. The project will support the City's goal of providing a sustainable and efficient downtown street grid. It will connect an extended Main Street to the west, across SR 527, and Beardslee Boulevard to the east thus tying the east and west halves of the downtown together. The establishment of a well-defined downtown transportation system is critical to the planned development of the City which is intended to attract businesses and housing projects within the center as well as adjacent areas such as North Creek Business Park. With the planned development, the available jobs are expected to increase with 8,400 net new (1-yr. equivalent) construction jobs being generated by public and private projects, and 1,600 net new permanent jobs in the professional, financial, health care, retail and food service industries

The project will provide users with a well-connected range of travel modes, focusing more on promoting healthy walking habits by providing amenities and services close to where the larger population density will live, work, shop and seek entertainment & recreational opportunities. The new street provides for a safer multimodal environment; and with the close proximity to transit services as well as the King County Park & Ride facility just a block south of Main Street, the under-utilized transit and pedestrian travel modes will now be further enhanced and made easily accessible for people to use. The Main Street Enhancement project, which is an integral segment of the future Main Street Extension, will provide the connectivity that the downtown revitalization plan seeks to achieve, by integrating the historic district with the new developments planned for the western part of downtown. The improved street grid of interconnected streets will relieve the pressure from the only other east-west street, NE 183rd Street by constructing an additional east-west street two blocks north (NE 185th St) to create a more balanced transportation network with reduced congestion.

The Main Street Enhancement project aligns with the City's goal of promoting a walkable, vibrant, pedestrian-friendly environment in its revitalized downtown core. The downtown plan calls for continuous storefronts along the downtown core streets, with parking at the back or located in a parking structure. This design promotes the vision of a vibrant downtown with retail, entertainment and shopping on the ground floor, to draw in shoppers and customers to the business establishments in the downtown. According to Bothell's downtown subarea plan (Page 30), since a Main Street shopping and dining district cannot compete with shopping centers and their parking lots, Main street must differentiate itself and play to its strength by emphasizing and marketing itself as a "park once" destination with a unique sense of place and history. As such, parking along the street is provided as "teaser" parking to invite patrons into the businesses lining the street. The Main Street Enhancement project brings a unique element to the use of parking spaces, by allowing business owners to convert parking spaces in front of their stores into "flexible use zones" for outdoor seating or eating areas, vending displays, public art displays, or entertainment (e.g. music bands) during favorable seasons such as summer. Main Street currently functions as a festival zone during celebrations of public holidays and City events, and these zones could be converted to fit these purposes when applicable. The appeal in having these unique "flex zones" incorporated into the project is the ability to expand the pedestrian-designated areas by the simple conversion of a parking spot into a pedestrian or people-focused zone. In addition to the flex zones alternating as parking, the street's proposed "curbless" design will present a great opportunity to have ADA accessibility for all the parking spaces along the street, without having to build space-consuming wheelchair ramps to access sidewalks from the parking spaces

## Manufacturing/Industrial Center

**You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection.** 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 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

### B1. Development and Users Benefit

**Please address the following:**

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

## **B2. Mobility and Accessibility Benefit**

**Please address the following:**

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.
- Describe how the project improves access for one or more modes to major employment sites, including opportunities for active transportation.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

## **Corridor Serving Center(s)**

**You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection.** 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 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

## **C1. Benefit to Regional, Local, or Manufacturing/Industrial Center**

**Please address the following:**

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- 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, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

## **C2. System Continuity/Long-Term Benefit and Sustainability**

**Please address the following:**

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.

- Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

## Air Quality and Climate Change

**You have not selected a category and these questions were skipped. Please go back and make your selection.**

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

**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

- **Diesel Particulate Emissions Reduction Projects:** Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be

addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.

- Roadway Capacity (general purpose and high occupancy lanes): 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. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. 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. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including 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). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes ( e.g. HOVs) or types of vehicles ( e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?
- Alternative Fuels or Vehicle Technology: 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.

The Main Street Enhancement project will reduce emissions by providing and promoting a pedestrian-oriented environment (as opposed to an auto-centric one) with the associated pedestrian-oriented amenities (such as bike racks), which will in turn encourage residents and visitors to walk instead of drive to the destinations within the downtown core. This project will benefit citizens living in the newly redeveloped/densified downtown core, people visiting Bothell's historical downtown area and the business community along Main Street. The entire community will enjoy the benefits of a revamped historic Main Street for decades to come. The project will incorporate wide sidewalks and ADA compliant access along both sides of the roadway; and also provides an important non-motorized link between downtown Bothell and the UW-Bothell / Cascadia Community College campus and the regional North Creek Trail.

This project will also address congestion by straightening the roadway and changing the parking configuration from angular to a parallel layout that will reduce conflicts between through traffic and parked cars backing out. Intersection improvements may include realigning the turning radii at the intersections of 101st and 102nd Avenue. Peak hour traffic volumes on Main Street currently average 9,300 daily trips, but are expected to grow to by 13% in 2015; while peak hour volumes on the cross streets NE 101st St and NE 102nd St average 1,000 and 6,800 daily trips respectively

## 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	Year	Amount Requested
-------	------	------------------

Preliminary Engineering/Design	2015	\$ 1,030,000
--------------------------------	------	--------------

Construction	2016	\$ 4,824,000
--------------	------	--------------

### Total PSRC Funding Request:

\$ 5,854,000

## 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.

## 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
----------------	----------------	----------------

Local (Bothell)	Secured	\$258,000
-----------------	---------	-----------

### Total Planning Phase Cost:

\$ 258,000

Actual or estimated date of completion (month and year):

December 2009

## Preliminary Engineering/Design Phase

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
Local (Bothell)	Secured	\$215,000
PSRC	Unsecured	\$1,030,000

Total Preliminary Engineering/Design Phase Cost:

\$ 1,245,000

Actual or estimated date of completion (month and year):

December 2015

## Right of Way Phase

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
-----------------------	-----------------------	-----------------------

Total Right of Way Phase Cost:

\$0

Actual or estimated date of completion (month and year):

N/A

## Construction Phase

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
Local (Bothell)	Secured	\$2,573,000
PSRC	Unsecured	\$4,284,000

Total Construction Phase Cost:

\$6,857,000

Actual or estimated date of completion (month and year):

December 2017

## Other Phase

**Funding Source**

**Funding Status**

**Funding Amount**

Total Other Phase Cost:

\$0

Actual or estimated date of completion (month and year):

-

## 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:**

\$8,360,000

**Estimated Project Completion Date (month and year):**

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.**

[HxwiGA6M\\_CFP\\_2015-2021 - T41\\_Main\\_St\\_Enhancement\\_05.07.2014.pdf](#)

-

-

**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 Main Street Enhancement Phase 1 project is currently in City of Bothell's 2013-2019 Capital Facilities Plan (CFP). Procedural steps: the city will soon be undergoing its biennial CFP update process for the 2015-2021 cycle. This update will include design and construction funding for the project.

Milestone dates:

CFP Council Committee Meeting in July 2014

City Council adoption of CFP update in September 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.

## Project Readiness

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)?**

August 2015

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

No

## Project Readiness

**What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

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).**

August 2015

## 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 Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

-

## Project Readiness

**Are funds being requested for construction?**

Yes

No

**Do you have an engineer's estimate?**

Yes

No

**Please upload a copy of your engineer's estimate below.**

[bRrtc6M6 costs Main St Enhancements 5-7-14.pdf](#)

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

- NEPA

- NPDES

**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).**

August 2015

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

February 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.**

With the conceptual design phase already having been completed in 2009, the civil engineering improvements that are needed have already been identified and laid out, along with the urban and landscaping design elements that will fulfill the community vision and the project goals. As such, once funded, the preliminary design effort will be able to proceed at a full and steady pace since the most time-consuming design elements have already been vetted through the project stakeholders. With other private and public redevelopment activities already underway in Bothell's downtown, the city's goal is to ensure that historic Main Street businesses are not left behind during the economic rejuvenation.

## File Submission

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

[85FUwPjq\\_C1\\_Maps.pdf](#)

[Wsl5mURd\\_C2\\_CONTEXT\\_MAP.pdf](#)

[VnFPAJh\\_C3\\_Conceptual\\_DES\\_photos.pdf](#)

## 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 May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

# Main St Enhancement: Phase I (Bothell Way to 102nd Ave NE)

CFP #T41

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2014	Budgeted		Estimated					Estimated Spending 2015 - 2021	Total Estimated Project Costs Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Design	258	1,245							1,245	1,503
Construction			6,857						6,857	6,857
<b>TOTAL ESTIMATED COSTS</b>	<b>\$258</b>	<b>\$1,245</b>	<b>\$6,857</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,102</b>	<b>\$8,360</b>

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2014	Budgeted		Estimated					Estimated Funding 2015 - 2021	Total Estimated Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
<b>SECURED FUNDING</b>										
Capital Improvement Fund ** (Real Estate Excise Tax)	258	190	1,171						1,361	1,619
Private Utilities			358						358	358
Utilities - Sewer			174						174	174
Utilities - Storm & Surface Water		25							25	25
Utilities - Water			330						330	330
<b>TOTAL SECURED FUNDING</b>	<b>\$258</b>	<b>\$215</b>	<b>\$2,033</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,248</b>	<b>\$2,506</b>
<b>UNSECURED FUNDING</b>										
Funding source (Federal) STP		1,030	4,824						5,854	5,854
<b>TOTAL UNSECURED FUNDING</b>	<b>\$0</b>	<b>\$1,030</b>	<b>\$4,824</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,854</b>	<b>\$5,854</b>

<b>TOTAL ESTIMATED FUNDING</b>	<b>\$258</b>	<b>\$1,245</b>	<b>\$6,857</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,102</b>	<b>\$8,360</b>
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PROJECT VARIANCES	Projected to 12/31/2014	Budgeted		Estimated					Project Variances 2015 - 2021	Total Project Funding Thru 2021
		2015	2016	2017	2018	2019	2020	2021		
Secured Funding	258	215	2,033	0	0	0	0	0	2,248	2,506
Unsecured Funding	0	1,030	4,824	0	0	0	0	0	5,854	5,854
Estimated Project Cost	258	1,245	6,857	0	0	0	0	0	8,102	8,360
<b>TOTAL PROJECT VARIANCES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Dollars in Thousands (000)

PROJECT M&O IMPACT	Budgeted		Estimated					Total Project M&O Impact 2015 - 2021
	2015	2016	2017	2018	2019	2020	2021	
Street Fund		19	19	19	19	19	19	114
Dollars include .01 FTEs starting in 2016								
Sewer Fund		2	2	2	2	2	2	12
Dollars include .03 FTEs starting in 2016								
Storm & Surface Water Fund		6	6	6	6	2	2	28
Dollars include .04 FTEs starting in 2016								
<b>TOTAL FUTURE M&amp;O COSTS</b>	<b>\$0</b>	<b>\$27</b>	<b>\$27</b>	<b>\$27</b>	<b>\$27</b>	<b>\$23</b>	<b>\$23</b>	<b>\$155</b>
<b>TOTAL FTE IMPACT</b>	Dollars include .18 FTEs starting in 2016							

**\*\* To be adopted by the Bothell City Council in CFP during 2014 budget update process.**

Main Street Enhancements  
Construction Phase

updated 5-7-14 nm

Expenses	Esc. Factor	PV 2015	PV 2016	Escal. 2016	PV 2017	Escal. 2017	PV 2018	Escal. 2018	PV 2019	Escal. 2019	Total	Notes
COB Staff												
Division Manager												
Project Engineer	8%	478,137		557,699		0		0		0	\$ 557,699	
Administrative staff	8%	358,603		418,274							\$ 418,274	
Construction Inspection & Engineering (3%)	3%	143,967		152,735		0		0		0	\$ 152,735	
Testing (1.5%)		44,100		44,100		0		0		0	\$ 44,100	
Construction Contract (see engr estimate)	3%	4,798,901		5,091,154		0		0		0	\$ 5,091,154	
Construction Contingency 10%	3%	479,890		509,115		0		0		0	\$ 509,115	
1% Arts	1%	47,989		48,954		0		0		0	\$ 48,954	
WSDOT Review	3%	10,000		10,609		0		0		0	\$ 10,609	
Miscellaneous (0.5%)	0.05%	23,995		24,019		0		0		0	\$ 24,019	
<b>Total Construction Expenses</b>				<b>\$6,856,658</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$ 6,856,658</b>	

Utilities contribution						Escal. 2017		Escal. 2018		Escal. 2019	Total	Notes
Water				329,718								
Sewer				173,895								
Franchise				357,500								
				<b>\$ 861,113</b>		<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>	<b>\$ 861,113</b>	

Ineligible Expenses	Esc. Factor	PV 2015	PV 2016	Escal. 2016	PV 2017	Escal. 2017	PV 2018	Escal. 2018	PV 2019	Escal. 2019	Total	Notes
COB Staff												
Administrative	8%	358,603		418,274	0	0	0	0	0	0	\$ 418,274	
<b>Total Ineligible Construction Expenses</b>				<b>\$418,274</b>		<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>418,274</b>	

Grant funding												
Total construction - Utilities contribution - Ineligible expenses				\$ 5,577,271		\$ -		\$ -		\$ -	\$ 5,577,271	K23-K30-K37
		86.5% grant contribution		<b>\$ 4,824,340</b>		<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>	<b>\$ 4,824,340</b>	
		13.5% city match + ineligible admin costs		\$ 752,932	\$ 418,274						\$ 1,171,206	

Main St- ENHANCEMENT						
ENGINEER'S ESTIMATE						
ITEM #	QTY	UNITS	ITEM DESCRIPTION	QTY	2014 COB estimate	
					UNIT PRICE	AMOUNT
<b>PREPARATION</b>						
1	1	LS	MOBILIZATION	1	10%	157,261.00
2	1	LS	REMOVE STRUC & OBSTRUCTION	1	\$20,000.00	20,000.00
3			<b>GRADING</b>	0		
4	2,786	CY	ROADWAY EXCV	2,786	\$60.00	167,160.00
<b>STORM SEWER</b>						
6	11	EACH	CATCH BASIN TYPE1	11	\$2,000.00	22,000.00
7	7	EACH	CATCH BASIN TYPE2, 48"	7	\$3,000.00	21,000.00
8	1,100	LF	STORM SEWER PIPE 12"	1,100	\$50.00	55,000.00
9	367	LF	STORM SEWER PIPE 18"	367	\$70.00	25,690.00
<b>SANITARY SEWER</b>						
11	1,152	LF	SANITARY SEWER 10"	1,152	\$80.00	92,160.00
12	6	EACH	SEWER MANHOLE MH 48" TYPE 1	6	\$5,000.00	30,000.00
<b>WATER LINE</b>						
14	905	LF	DI WATER PIPE 12"	905	\$120.00	108,600.00
15	4	EACH	HYDRANT ASSEMBLY	4	\$3,000.00	12,000.00
<b>SURFACING</b>						
17	322	TON	CSBC	322	\$30.00	9,660.00
<b>ASPHALT TREATED BASE</b>						
19	661	TON	ATB	661	\$80.00	68,744.00
<b>HOT MIX ASPHALT</b>						
21	661	TON	ASPHALT CONC PVMT CLB	661	\$80.00	68,744.00
22	529	CALC	ASPHALT CONC PRICE ADJ	529	\$1.00	687.70
<b>EROSION CONTROL &amp; PLANTING</b>						
24	15	DAY	ESC LEAD	15	\$80.00	1,200.00
25	100	SY	STABILIZED CN ENTRANCE	100	\$20.00	2,000.00
26	22	EACH	INLET PROTECTION	22	\$100.00	2,200.00
27	1	EST.	EROSION /WATER POLLUTION PLANS	1	\$5,000.00	5,000.00
28	1	LS	TESC PLAN	1	\$5,000.00	5,000.00
<b>TRAFFIC</b>						
30	211	LF	CEMENT CONC TRAFFIC CURB & GUTTER	211	\$25.00	6,857.50
31	2,061	LF	PAINT LINE	2,061	\$2.00	4,122.00
32	131	LF	PAINTED WIDE LINE	131	\$2.00	262.00
33	2	EACH	PLASTIC TRAFFIC ARROW	2	\$300.00	600.00
34	100	LF	PLASTIC STOP LINE	100	\$8.00	800.00
35	1	LS	PERMANENT SIGNING	1	\$2,000.00	2,000.00
36	1	LS	PROJECT TEMPORARY TRAFFIC CONTROL	1	\$65,000.00	84,500.00
37	1	EST.	PROJECT TEMPORARY ACCESS	1	\$30,000.00	39,000.00
37	1	EACH	STEEL SHEETS	50	\$5,000.00	250,000.00
<b>OTHER ITEMS</b>						
39	2,061	CY	STRUCTURE EXCV CL B INCL HAUL	2,061	\$25.00	51,525.00
40	7,975	SF	SHORING OR EXTRA EXCV CL B	7,975	\$3.50	27,912.50
41	749	CY	GRAVEL BACKFILL FOR DRAIN	749	\$30.00	22,470.00
42	1	LS	ROADWAY SURVEYING	1	\$10,000.00	10,000.00
43	2	EACH	ADJUST MONUMENT CASE & COVER	2	\$350.00	700.00
44	2	EACH	CONNECTION TO DRAINAGE STRUCTURE	2	\$600.00	1,200.00
45	7	EACH	ADJUST MANHOLE	7	\$500.00	3,500.00
46	10	EACH	ADJUST VALVE BOX	10	\$300.00	3,000.00
47	5,000	EST.	ROADSIDE CLEANUP	5,000	\$1.00	5,000.00
48	37	EACH	ADJUST WATER METER	37	\$300.00	11,100.00
49	140	S.Y.	CEMENT CONC DRIVEWAY ENTRANCE	140	\$40.00	7,280.00
50	37	EACH	WATER CONNECTIONS	37	\$2,000.00	74,000.00
51	1,000	L.F.	RELOCATE PRIVATE UTILITIES	1,000	\$275.00	275,000.00
52	917	LF	ABANDON WATER PIPE	917	\$25.00	22,925.00
<b>HARDSCAPE AND LANDSCAPE</b>						
54	1	L.S.	URBAN AMENITIES PACKAGE (incl design contg)	1	LS below	
<b>SUBTOTAL</b>						<b>1,703,861</b>
subtract WATER from above						(157,625)
subtract SEWER from above						(122,160)
SUBTOTAL FOR ROADWAY ONLY						1,424,076
ADD 30% DESIGN CONTINGENCY						427,223
ADD URBAN AMENITIES PACKAGE						2,443,989
<b>TOTAL FOR STREET IMPROVEMENTS</b>						<b>4,295,287</b>
<b>WATER (+9.5% TAX + 30% CONTINGENCY+item 50)</b>						<b>329,718</b>
<b>SEWER (+9.5% TAX + 30% CONTINGENCY)</b>						<b>173,895</b>
<b>TOTALS FROM ABOVE</b>						<b>\$ 4,798,900</b>

**Assumptions**

- \* Assume roadway excavation includes removal of concrete slab 22' wide
- \* Assume no Hazardous Material Cleanup

**MAIN STREET ENHANCEMENT PROJECT  
PHASE 1: BOTHELL WAY NE TO 102ND AVE NE**



**BOTHELL WAY NE**

**NE 183rd ST**

**101ST AVE NE**

**102ND AVE NE**

**NE 183rd ST**

**103RD AVE NE**

**104TH AVE NE**

**STATE ROUTE 522**

**PROPOSED REALIGNMENT OF STATE ROUTE 522  
(UNDERWAY- BOTHELL CROSSROADS PROJECT)**

**PHASE 2: 102ND AVE NE TO 104TH AVE NE**

**STATE ROUTE 522**

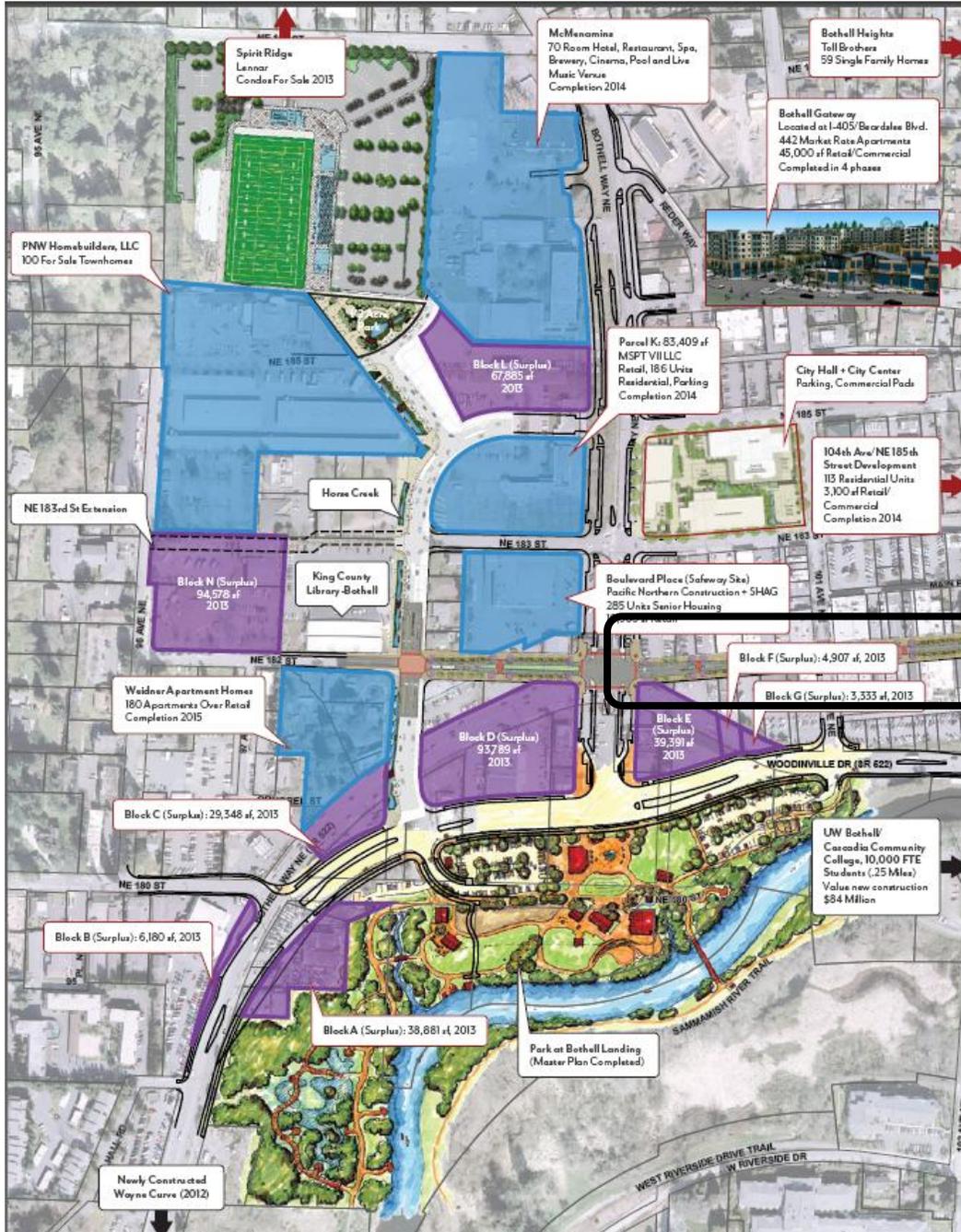
**SAMMAMISH RIVER**

**102ND AVE BRIDGE**

**City of Bothell  
Main Street Enhancement Project  
AUGUST 2013**



# Downtown Bothell Redevelopment Sites



Downtown District (conceptual plan at full redevelopment)



Plan View Map:

*Red* = retail

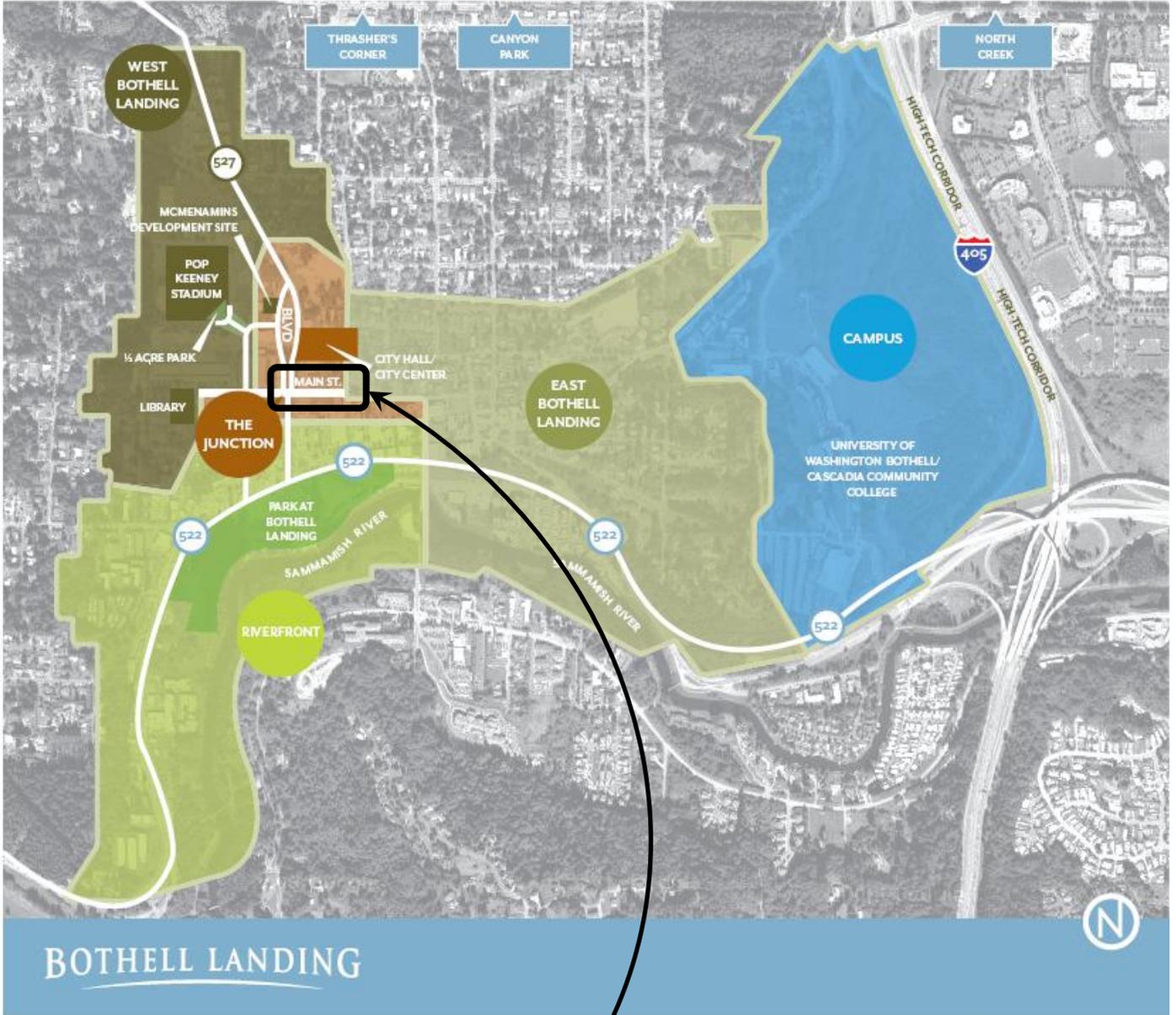
*Blue* = civic use

*Conceptual map shows potential scenario*

*Brown* = residential

*Purple* = office

Main Street  
Enhancement Project



Main Street Enhancement Project



**PROPOSED STREETScape SECTION**



**EXISTING STREET (LOOKING EAST)**



**EXISTING STREET (LOOKING WEST)**



**PROPOSED STREETScape (BIRD'S EYE VIEW)**