

# 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

Kenmore West Sammamish River Bridge Replacement

### Transportation 2040 ID#

NA

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 Kenmore

### Co-Sponsoring Agency

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**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?**

WSDOT

## Contact Information

### Project Contact Name

Kris Overleese, PE

### Project Contact Phone

425 984 6150

### Project Contact Email

[koverleese@kenmorewa.gov](mailto:koverleese@kenmorewa.gov)

## 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.**

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 bridge provides an important multi modal link between Seattle and Eastside transportation networks for commuter bicyclists, vehicles and trucking freight routes.

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 & 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 new West Sammamish River bridge and approaches, ultimately improving pedestrian and bicycle facilities between NE 170th Street and NE 175th Street. The Burke Gilman Trail access point is located less than one block from the north terminus at 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 Justification, Need, or Purpose**

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

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 between Seattle and Eastside 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 6.45 (updated April 2014). 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. 68th Avenue NE is also a critical local road, as the Sammamish River bisects the City of Kenmore and 68th Avenue NE is the City's only bridge across the river. The route connects the primarily residential portion of Kenmore, south of the Sammamish River, to Kenmore's downtown center, north of the Sammamish River.

**Pedestrian & Bicycle Facilities:** Bridge Replacement is needed to improve multi modal 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 at a safe height for bicycles using the sidewalk and there is not enough width for bicyclists and pedestrians to pass on the sidewalk. A section of sidewalk is also missing 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

### Project Location

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

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

**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 Street (Simonds Road)

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

SR 522

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 directly serves the Downtown Kenmore local center, which was established in April 2003. The project is on 68th Avenue NE which provides the only Sammamish River Crossing in Kenmore. Without the project, Kenmore will be divided in two; the south half of the City disconnected from the north (and downtown/commercial area). 68th Avenue NE is also an important link for transit, truck freight, 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](#).

**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.**

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**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. 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.**

The West Sammamish River Bridge Replacement is included in the City's Capital Improvement Program (project T-37 West Samm Bridge) and is consistent with the goals, policies, and objectives established in the City's Comprehensive Plan, the Kenmore Downtown Plan, and the Kenmore Economic Development Strategy.

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

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 objectives from Kenmore's Downtown Plan:

-Manage traffic and improve circulation in the downtown area, including improvements to local roads and sidewalks and trails for bicyclists.

-Improve Downtown's pedestrian linkages to the waterfront.

Relevant goals and objectives from Kenmore's Economic Development Strategy:

-Create a multi-use, vibrant, and walkable downtown with a strong sense of place.

-Create strong walking connections to adjacent neighborhoods and the waterfront.

The project meets Kenmore's Comprehensive Plan and PSRC's Vision 2040 goals and objectives by maintaining existing infrastructure in a safe and usable state. The bridge is load restricted and complete bridge closure may become a necessity in the near future. Replacement prevents the failure of an important principal arterial, provides a facility that meets current design standards, and provides improved pedestrian and bicycle accommodations with connectivity to the waterfront and Downtown.

## Category Specific Questions

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

Corridor Serving Center(s)

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.

### 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.

## 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.

## 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.**

Supporting growth in Downtown Kenmore, Totem Lake, and Northgate-

The Downtown area of Kenmore is generally the area near the intersection of SR-522 and 68th Avenue NE. Redevelopment of Downtown Kenmore, transportation improvements, and a proactive Economic Development Strategy are contributing to a highly livable community with a strong economy and a vital city center in an exceptional location at the north end of Lake Washington. The Burke Gilman Trail also runs through downtown, parallel to SR 522 and adjacent to the north limits of the project.

Kenmore incorporated in 1998. In the 16 years since incorporation, the City has worked to enhance quality of life for residents by strengthening the community's sense of self and through plans for an identifiable mixed-use downtown environment that provides a strong sense of place and is pedestrian-

friendly. In 2003, the City adopted a Downtown Plan and revised the zoning code to concentrate growth in the Downtown area. In 2009, the city adopted a formal Economic Development Strategy and in 2012 the City launched a business incubator program.

The City has a strong financial and policy foundation to address economic development and to continue to shape its identity as a new city and attract additional investment. Recent investments in Downtown Kenmore include, a new City Hall, a new King County Library System branch, and a new Northshore Fire District Headquarters with training facilities. Streetscape improvements are transforming NE 181st Street into a pedestrian-oriented focal point for Downtown. More than \$80 million in infrastructure investment and beautification along State Route 522 is improving the environment for pedestrians and the traffic flow for transit and the more than 45,000 vehicles that travel this regional connector each day.

Kenmore is home to strong local, independent businesses with international reputations such as Kenmore Air and Kenmore Camera, as well as a growing national retail base. A planned major downtown redevelopment project – Spencer68 – will add 325 housing units (site prep starting now) and the City is in negotiations to sell the adjacent piece of property (Kenmore Village) for redevelopment.

Downtown Kenmore has capacity for more than 1.5 million square feet of commercial development and more than 3,000 additional multifamily dwelling units. Downtown Kenmore is also the location of Lakepointe – at 45 acres, the largest remaining development site on the shores of Lake Washington. This site is adjacent to the West Sammamish River Bridge. With convenient access to Seattle and the Eastside, excellent Sound Transit and King County Metro service, a new Downtown, and a high residential quality of life, Kenmore is an attractive location for employers.

68th Avenue NE is the only road in Kenmore that connects the southern part of the city to Downtown. It is a vital link in the City's transportation network serving 26,000 local and regional vehicle trips and 2,000 transit trips daily. Closure of the West Sammamish River Bridge would cripple the local transportation network resulting in significant delays and congestion on alternate routes. This type of congestion would make the Downtown area less accessible and less attractive to developers and businesses the City' is trying to attract.

The proposed project would provide enhanced bicycle and pedestrian facilities directly connecting Downtown Kenmore with the Kenmore boat launch, which was just renovated. This would achieve the City's objective of providing improved pedestrian accessibility to the waterfront. Additionally, these pedestrian and bicycle improvements improve non-motorized accessibility between the residential neighborhoods to the south and the Downtown area, helping the City achieve its objective of making downtown vibrant and walkable.

The West Sammamish River Bridge is also a key part of the regional transportation network connecting Totem Lake and Northgate and beyond to Seattle. Connectivity between the centers is important because the two centers have many similarities and efficient transportation can improve the flow of people, goods, services, and information while providing accessibility for employees and shoppers. This allows both centers to continue to grow and attract businesses.

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 Centers-

As previously discussed, improved pedestrian and bicycle connectivity and accessibility is a key component of the Downtown Kenmore Plan that this project implements. Additionally, 68th Avenue NE is a priority bicycle route, connects to the Burke Gillman Trail, and is part of the Lake Washington Loop one the regional most popular cycling routes for both recreational and commuting purposes. The 27-mile Burke Gillman Trail directly connects to a number of local and regional 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 Gillman Trail, and improved non-motorized transportation options to connect centers.

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 the Northgate, Totem Lake, and several other Seattle Centers. Feeder routes, like those on 68th Avenue NE connecting to major routes on SR 522, add another link in the community transit network and help create a seamless system of transportation services. Interrupting bus service on 68th Avenue NE with a potential bridge closure would reduce the effectiveness of the transit network.

#### User groups that benefit from the project, including low income populations-

This project will benefit multiple user groups: Downtown Kenmore businesses and residents, commuters, area residents, employees and commercial/retail customers travelling between Northgate and Totem Lake that use 68th Avenue NE. Downtown Kenmore businesses benefit from improved accessibility from potential customers south of the Sammamish River. Downtown residents, and residents of Kenmore as a whole, benefit from improved pedestrian and bicycle connectivity to the waterfront. Commuters benefit because they have a reliable and safe transportation route. Low-income populations identified in the President's Order for Environmental Justice that use routes north of the lake to avoid tolls on SR 520 also benefit. A 2013 WSDOT study following tolling implementation shows that drivers with household incomes of less than \$50,000 avoid the bridge. 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. Kenmore's traffic data for the West Sammamish River Bridge shows a similar 10% increase in traffic since tolling began. West Sammamish River Bridge closure would further limit non-tolled transportation options for lower income households.

#### Supporting jobs in Downtown Kenmore, Totem Lake, and Northgate-

Currently, only 3 percent of Kenmore residents work in Kenmore. One third of Kenmore residents commute to Seattle. The City is actively engaged in attracting more technology and life sciences/natural health businesses so that local residents, well qualified to perform that work, have the opportunity to work

in the community where they live. This business cluster is fostered by the presence of Bastyr University, a leader in natural health education and research, and the city's largest employer; along with the city's proximity to University of Washington Bothell campus and nearby hospitals located in Totem Lake and Northgate. In 2012 the City launched a business incubator, a pilot program which offers helpful business resources for entrepreneurs to launch and /or grow new companies. The incubator fosters a climate for entrepreneurial activity and creates an infrastructure for early stage service and product based start-ups. According to the National Business Incubation Association "four out of five businesses that start in an incubator program succeed within five years." Mobility and accessibility to Downtown Kenmore provided by 68th Avenue NE is essential to the continued success of these business development efforts.

As discussed above, 68th Avenue NE is also an important link in the cross-lake transportation network, and also 68th Avenue NE is critical in connecting employees to jobs and in attracting new employers to the region. The communities of Kenmore, Bothell, Kirkland, and Lake Forest Park are home to over 62,000 employees with the skills to do the types of medical, service, and office jobs that are concentrated in Kenmore, Totem Lake and Northgate. Maintaining a safe and effective arterial road network, which includes the West Sammamish River Bridge, provides accessibility for employees and commercial/retail customers of Totem Lake and Northgate.

## **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.**

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 and traffic would be shifted to the new bridge while the existing bridge is

demolished and reconstructed (in the middle between the new West Samm Bridge and the East Samm Bridge. At the end of construction the two parts of the bridge would be joined. The new wider bridge provides enough width to serve existing and projected travel demand with two lanes of traffic, wider bicycle and pedestrian facilities, and more shy distance. Improved bicycle and pedestrian facilities support Kenmore's Transportation Demand Management Strategy to better link Kenmore residents with transit and Kenmore jobs through Downtown re-development efforts.

68th Avenue NE as a transportation link to Downtown Kenmore, Totem Lake and Northgate- As previously discussed, 68th Avenue NE is a vital corridor linking the southern portion of Kenmore directly to Downtown Kenmore, where the city is focusing substantial growth and development efforts. Closure of the West Sammamish River Bridge would cripple the City's transportation network.

Additionally, 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. These centers currently have limited connectivity because SR 522 is the only cross-lake east/west route. Because SR 522 is congested, alternate routes like 68th Avenue NE are important in maximizing the throughput of the regional transportation system. Also 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 this alternate route on principal arterials can be 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 three routes to cross 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 this facility. 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 direction transit route.

West Sammamish River Bridge replacement improves safety, reduces modal conflict, and provides opportunities for active transportation-

Replacement of the ageing bridge with a new more-stable bridge that meets current geometric design standards increases safety for vehicles. 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.

## 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.

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. 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.

West Sammamish River Bridge, which was 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 likely 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

### Year

2015

### Amount Requested

\$ 2,784,000

**Total PSRC Funding Request:**

\$ 2,784,000

## 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
City of Kenmore	Secured	\$ 461,000

Total Planning Phase Cost:

\$ 461,000

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

5/2014

## Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
City of Kenmore	Secured	\$ 435,000



## 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:**

\$ 20,462,000

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

6/2020

## 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.**

[3ECJDbRK Ordinance No. 14-0376 - Revising 2013-2018 CIP.pdf](#)

[xT5FOEGn Final Council packet.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 City's Planning and Design/Preliminary Engineering & ROW funds are secured. There is a Capital Improvement Program project adopted by Council showing the funds (T37 West Samm 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.

## 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)?**

-

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.

## 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).

## 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.**

-

**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. The City's funding plan is to request STP funding for design only with BRAC, TIB and the City funding right of way and construction.

The tolling of SR-520 has increased traffic in vehicles and truck traffic which has accelerated the deterioration of the bridge. The impact of a regional shift in traffic is an important reason to support funding of this project. It will improve regional traffic flow.

## File Submission

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

[y4tuWFco West Samm Bridge handout.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.

**CITY OF KENMORE  
WASHINGTON  
ORDINANCE NO. 14-0376**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,  
AMENDING ORDINANCE NO. 12-0350 TO REVISE THE 2013-2018  
SIX-YEAR CAPITAL IMPROVEMENT PROGRAM; PROVIDING  
FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE  
DATE.**

WHEREAS, on November 26, 2012, the City Council adopted Ordinance No. 12-0350, which adopted the 2013-2018 Six-Year Capital Improvement Program (“CIP”); and

WHEREAS, on December 2, 2013, the City Council amended the 2013-2018 CIP when it adopted Ordinance No. 13-0367 to reflect revised amounts of revenue and appropriations at the time of finalization of the budget and CIP; and

WHEREAS, the City Council desires to further amend the 2013-2018 CIP to reflect a change in Transportation Project T-37 relating to the West Sammamish River Bridge Project;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DO ORDAIN AS FOLLOWS:

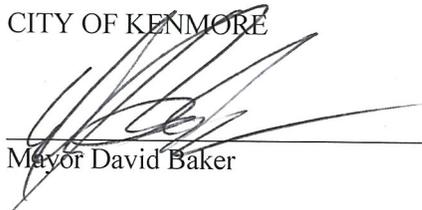
Section 1. Amendment. The 2013–2018 Capital Improvement Program, as adopted by Ordinance No. 12-0350, and as amended by Ordinance No. 13-0367, is hereby further amended to reflect the adjustments set forth on Exhibit “A,” entitled “City of Kenmore, Washington Capital Improvement Program for the Years 2013-2018,” attached hereto and incorporated by reference.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 24<sup>TH</sup> DAY OF FEBRUARY, 2014.

CITY OF KENMORE

  
\_\_\_\_\_  
Mayor David Baker

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
Patty Safrin, City Clerk

Six-Year Capital Improvement Program

Approved as to form:

  
Rod P. Kaseguma, City Attorney

FILED WITH THE CITY CLERK: February 14, 2014  
PASSED BY THE CITY COUNCIL: February 24, 2014  
PUBLISHED: February 27, 2014  
EFFECTIVE DATE: March 4, 2014  
**ORDINANCE NO. 14-0376**

**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
FOR THE YEARS 2013-2018**

EXPENDITURES	2013	2014	2015	2016	2017	2018	2013-2018
	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
<b><u>PARKS</u></b>							
P 1 Twin Springs(Portal 44)	\$0	\$0	\$45,000	\$360,000	\$0	\$0	\$405,000
P 2 Tolt Pipeline Trail Phase One	120,000	0	0	0	0	0	120,000
P 6 Moorlands Park Improvements	60,000	0	450,000	450,000	0	0	960,000
P 9 Northshore Summit Park	659,000	0	0	0	0	0	659,000
P 10 Park Land Acquisition	0	0	0	0	0	0	0
P 11 Log Boom Park Pedestrian Bridge Replacement	0	95,000	150,000	0	0	0	245,000
P 13 Skate Park Relocation & Improvements	0	20,000	250,000	0	0	0	270,000
P 17 Tolt Pipeline Trail Phase Two	0	0	30,000	190,000	0	0	220,000
P 18 Rhododendron Park Boat Shed & Boardwalk Trail	90,000	392,000	0	0	0	0	482,000
P18a Rhododendron Park Float	73,500	0	0	0	0	0	73,500
P 19 Log Boom Park Waterfront	0	0	30,000	75,000	75,000	1,000,000	1,180,000
P 19a Log Boom Park Float	72,500	0	0	0	0	0	72,500
P 21 Kenmore Village Public Square	50,000	100,000	800,000	0	0	0	950,000
P 22 City Hall Plaza Improvements	0	0	75,000	0	0	0	75,000
P 23 Squires Landing Trail	0	0	0	0	40,000	200,000	240,000
P 24 Sammamish River Boat Launch Restroom	65,000	0	0	0	0	0	65,000
<b>Total Parks</b>	<b>\$1,190,000</b>	<b>\$607,000</b>	<b>\$1,830,000</b>	<b>\$1,075,000</b>	<b>\$115,000</b>	<b>\$1,200,000</b>	<b>\$6,017,000</b>
<b><u>TRANSPORTATION</u></b>							
T 5 68th Ave NE SR522 to Sammamish Slough	\$0	\$0	\$0	\$110,000	\$320,000	\$2,440,000	\$2,870,000
T 6 SR 522 West A 61st to 65th	4,428,500	4,865,000	2,000,000	0	0	0	11,293,500
T 7 61st Ave NE & 181st Traffic Signal	1,132,387	0	0	0	0	0	1,132,387
T 8 SR 522 West B 57th to 61st with BGT Wall	0	0	0	410,000	8,285,000	315,000	9,010,000
T 22 Simonds Road-Inglemoor HS Right Turn Lane	25,000	0	70,000	445,000	0	0	540,000
T 26 Wayfinding Signage and Banners	20,000	20,000	20,000	20,000	20,000	20,000	120,000
T 27 Sidewalk Program	174,950	100,000	100,000	100,000	100,000	100,000	674,950
T 31 City Safety Improvements	250,000	0	0	0	0	0	250,000
T 35 Juanita Drive/68th Ave NE Overlay	636,725	0	0	0	0	0	636,725
T 36 City Gateways	75,000	225,000	0	0	0	0	300,000
T 37 West Samm Bridge**	461,000	0	1,270,000	2,280,000	1,140,000	7,630,000	12,781,000
<b>Total Transportation</b>	<b>\$7,203,562</b>	<b>\$5,210,000</b>	<b>\$3,460,000</b>	<b>\$3,365,000</b>	<b>\$9,865,000</b>	<b>\$10,505,000</b>	<b>\$39,608,562</b>
** This project extends to 2020 with additional budget of \$7,680,000							
<b><u>SURFACE WATER</u></b>							
SW 1 Tributary 0057 Channel Relocation	\$0	\$889,750	\$0	\$0	\$0	\$0	\$889,750
SW 2 80th Ave NE Ditch Improvements	0	0	40,000	75,000	0	0	\$115,000
SW 3 Juanita Dr NE Ditch Grading Ph 1	75,000	0	0	0	0	0	\$75,000
SW 7 NE 187th Street Bypass	467,011	40,000	71,000	0	0	0	\$578,011
SW 8 61st Ave NE Sidewalk Embankment Repair	55,000	0	0	0	0	0	\$55,000
SW 9 Swamp Creek Regional Basin Study	0	0	0	0	0	0	\$0
SW 12 74th Avenue NE Culvert Replacement	0	0	0	0	0	0	\$0
SW 13 NE 155th Street Outfall Revision	0	0	50,000	0	0	0	\$50,000
SW 16 Arrowhead Drive Conveyance Improvements	0	0	0	106,000	116,100	0	\$222,100
SW 17 Little Swamp Creek Relocation Project	0	0	0	0	56,500	50,000	\$106,500
SW 19 NE 192nd ST Culvert Replacement	0	20,000	106,000	0	0	0	\$126,000
SW 20 Small Works Projects	50,000	50,000	50,000	50,000	50,000	50,000	\$300,000
<b>Total Surface Water</b>	<b>\$647,011</b>	<b>\$999,750</b>	<b>\$317,000</b>	<b>\$231,000</b>	<b>\$222,600</b>	<b>\$100,000</b>	<b>\$2,517,361</b>
<b>TOTAL EXPENDITURES</b>	<b>\$9,040,573</b>	<b>\$6,816,750</b>	<b>\$5,607,000</b>	<b>\$4,671,000</b>	<b>\$10,202,600</b>	<b>\$11,805,000</b>	<b>\$48,142,923</b>

**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
FOR THE YEARS 2013-2018**

REVENUES	2013	2014	2015	2016	2017	2018	2013-2018
	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
Real Estate Excise Tax (Transportation)	\$987,387	\$290,000	\$250,000	\$0	\$0	\$423,750	\$1,951,137
Real Estate Excise Tax - Set Aside Sidewalks	174,950	100,000	100,000	100,000	100,000	100,000	674,950
Real Estate Excise Tax - Surface Water	55,000	0	0	0	0	0	55,000
Transportation Impact Fee Revenue**	442,500	380,000	435,000	277,500	365,000	400,000	2,300,000
Park Impact Fee Revenue	659,000	310,000	45,000	972,345	0	0	1,986,345
Real Estate Excise Tax (Parks)	215,000	197,000	255,000	75,000	115,000	200,000	1,057,000
Kenmore Village Sale	50,000	100,000	800,000	0	0	0	950,000
King County Levy	120,000	0	30,000	27,655	0	0	177,655
Parks Grants	0	0	700,000	0	0	1,000,000	1,700,000
Surface Water Utility Funds	830,511	1,144,750	547,000	231,000	222,600	100,000	3,075,861
King County Flood District Grant	0	150,000	0	0	0	0	150,000
State/Transportation Improvement Board	0	4,100,000	1,100,000	0	2,000,000	0	7,200,000
Federal Grants/Allocations	3,600,000	0	0	0	0	0	3,600,000
Street Fund	661,725	0	0	0	0	0	661,725
Street Fund - West Samm Bridge	86,000	0	0	0	0	0	86,000
Sammamish River Bridge Fund	80,000	0	0	0	0	0	80,000
Other Agencies Reimbursements	12,500	25,000	55,000	222,500	0	0	315,000
Other Grant Funding	900,000	0	0	409,650	205,000	1,916,250	3,430,900
State Transportation Package	0	0	0	55,350	6,035,000	15,000	6,105,350
General Fund	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Strategic Opportunity Fund	146,000	0	0	0	0	0	146,000
Unfunded West Samm Bridge Replacement Resources**	0	0	1,270,000	2,280,000	1,140,000	7,630,000	12,320,000
<b>TOTAL REVENUES</b>	<b>\$9,040,573</b>	<b>\$6,816,750</b>	<b>\$4,337,000</b>	<b>\$4,671,000</b>	<b>\$10,202,600</b>	<b>\$11,805,000</b>	<b>\$48,142,923</b>

\*\* This project extends to 2020 with additional funding requirements of \$7,680,000



**City Council Business Agenda Item  
City of Kenmore, WA**

**Subject/Topic:** West Sammamish River Bridge  
Capital Improvement Program Update

**For Council Meeting Agenda of:** February 24, 2014

**Department:** Engineering and Environmental  
Services

**Prepared by:** Kris Overleese, PE

**To Be Presented By:** Kris Overleese, PE

**Proposed Council Action/Motion:**

Adopt Ordinance No. 14-0376 amending the 2013-2018 Capital Improvement Program to modify the West Sammamish River Bridge Project T37

	<u>Initial &amp; Date</u>
<b>Approved by Department Head:</b>	KMO 2/20/14
<b>Approved by City Attorney:</b>	DR - ord 2/20/14
<b>Approved by Finance Director:</b>	[Signature] 2/20/14
<b>Approved by City Manager:</b>	[Signature]

**Exhibits/Attachments:**

- Exhibit A: West Samm Bridge Fact Sheet
- Exhibit B: Alternatives Cost Matrix
- Exhibit C: Alternative Cross Sections
- Exhibit D: Ordinance No. 14-0376
- Exhibit E: Alternative Expenditure Detail
- Exhibit F: Transportation Impact Fee Fund Projection
- Exhibit G: REET Fund Projection

<b>Expenditure Required</b> \$20,000,000	<b>Amount Budgeted</b> \$461,000	<b>Appropriation Required</b> \$19,539,000
--	----------------------------------	--

**INFORMATION/BACKGROUND:**

On January 27, 2014 City Council approved a weight restriction for the West Sammamish River Bridge (Bridge). This restriction will go into effect when the street signs are fabricated and installed which is anticipated for early March 2014. Please see the current Bridge Fact Sheet in Exhibit A.

Our bridge consultant, Jacobs, continues to evaluate the Bridge and has determined that the Bridge cannot be rehabilitated and must be replaced. The existing bridge is founded on timber piles that appear to have been driven very shallow (1 to 3 feet) into the very dense layer, which leaves the majority of the piles embedded in very soft deposits (peat and alluvial) that provide limited lateral (side to side) resistance during an earthquake. Although possible, we do not believe that retrofitting the existing bridge foundations is cost-effective and practical due to geometric constraints associated with the existing bridge conditions and surrounding environment.

The attached Exhibit B outlines four developed replacement alternatives and the alternative "cross sections" are shown in Exhibit C.

**Common Attributes: all four alternatives**

All alternatives would provide two lanes southbound and improved pedestrian and bicycle facilities. Jacobs maintains that all four alternatives would allow two lanes of travel southbound during the bulk of construction.

Pedestrian facilities on the current Bridge would be closed during construction and bicycles would have to use the car lanes. For all alternatives, a new structure would be built on the “outside” of the existing Bridge. The traffic would then be placed on the new structure and then the old bridge demolished with new structure constructed in the “middle”. Also, all alternatives would require fewer piers/pilings in the river which is a good thing environmentally. The actual structure type will be determined once design begins.

All alternative would take approximately two years to construct as two “fish windows” in the water would be needed. The City will have to rent staging area for all alternatives and acquire right of way for all alternatives. None of the alternatives are funded at this time and significant grant assistance will be required.

**Differentiating Attributes: how the alternatives are different**

The Alternative 1 Bridge deck is the widest at 55 feet and the alternatives narrow to Alternative 4 which is 45 feet. Both the vehicle and pedestrian/bicycle facilities would fit on all bridge decks.

*Alternative 1:* At 55 feet wide, this bridge deck is the widest and provides for two lanes of traffic, dual bicycle tracks, a three foot buffer between vehicles and bicycles, and 12 foot wide pedestrian walkway. This option would allow for a future lane of traffic if needed by taking away the buffer and bicycle tracks and slightly widening the sidewalk for pedestrians and bicycles. The cost of this alternative is estimated to be \$21.8 Million for design, environmental, right of way and construction.

*Alternative 2:* At 52 feet wide, this option provides a “trail like” pedestrian and bicycle facility and wider buffers on the inside and outside of the vehicles lanes for traffic. This option would allow for a future lane of traffic if needed by removing buffer from the traffic lanes and reducing pedestrian and bike facilities. The cost of this alternative is estimated at \$20.0 Million.

*Alternative 3:* This alternative is 48 feet wide and provides two lanes of southbound vehicle traffic and a “trail like” pedestrian and bike facility. There is no future flexibility to add another lane of traffic. The cost of this alternative is estimated to be \$19.0 Million.

*Alternative 4:* Alternative 4 is 45 feet wide and provides for improved facilities for bicycles and pedestrians from what exists today. There is no future flexibility to add another lane for vehicles. The cost for this alternative is estimated at \$17.8 Million.

**Staff Recommendation:**

Staff recommends the pursuit of funding for Alternative 2: 52 feet wide, trail like bicycle and pedestrian facility and flexibility in the future for an additional lane of traffic. This recommendation is based on likelihood of grant approval, value for the cost, and ability to accommodate future growth while maintaining adequate bicycle, pedestrian and vehicle facilities. The type of bridge will be determined at a later date once design begins. Staff recommends that an artist and architect be utilized during the design process to add interest to the Bridge for vehicles, pedestrians, bicyclists and boaters. Updated lighting will also be investigated.

The decision to move forward with construction of a new bridge is moving swiftly as it has been recently determined by our structural engineers that a replacement is needed. There are several grant programs in the very near future and we don’t want to miss the opportunity to request funding, especially the Puget Sound Regional Council funding.

Staff recommends that Council approve Ordinance 14-0376 to amend the City’s Capital Improvement Program and Project T37 West Samm Bridge with a budget based on Alternative 2.

The City will continue to monitor the Bridge and perform needed maintenance until a new structure can be built.

**FISCAL CONSIDERATION:**

The estimated planning level cost for Alternative 2 is \$20 Million and this includes: design, State Environmental Policy Act (SEPA), National Environmental Policy Act (NEPA), permitting, right of way acquisition, construction, construction management/inspection, Washington State Department of Transportation (WSDOT) support, and City staff. The City will need to hire a temporary engineer to manage this project when design funds are secured.

The West Samm Bridge Project currently has a budget of \$461,000 which was identified in 2013 for evaluation and monitoring. No emergency scour repair work is necessary at this time. Modifying and increasing the project and budget to \$20M will include assumptions for significant funding by grants which staff will begin pursuing now. It is assumed that federal funds will be utilized on the project which requires a significant amount of resources for paperwork and documentation and the need for NEPA completion and right of way acquisition per Federal guidelines.

The grants that staff recommend pursuing include: Federal bridge funds administered through the state Bridge Rehabilitation Advisory Committee (BRAC), Transportation Improvement Board (TIB), federal funds through the Puget Sound Regional Council, the State of Washington legislature, and potentially the Freight Mobility Strategic Investment Board. All of these funding cycles exist in 2014. Staff believes that an appropriate City contribution at the planning level to begin applying for grants is 10%. The typical federal matching funds required is 13.5% and BRAC match is typically 20% unless we can demonstrate project completion by 2018 which will be challenging.

State funds and Federal funds can match each other. See the attached budget spreadsheet in Exhibit E that demonstrates a City match under \$2.0 Million, which may not be adequate, but is a reasonable planning level assumption. Projections of Transportation Impact Fees and Real Estate Excise Taxes indicate that funds should be available for the match with the elimination of project T5: 68<sup>th</sup> Ave NE, SR 522 to Samm Slough (the queue jump). See Exhibits F and G.

Staff will begin applying for grants this spring and as the next City budget is put together, the numbers will be adjusted as appropriate. No budget amendment is needed at this time.

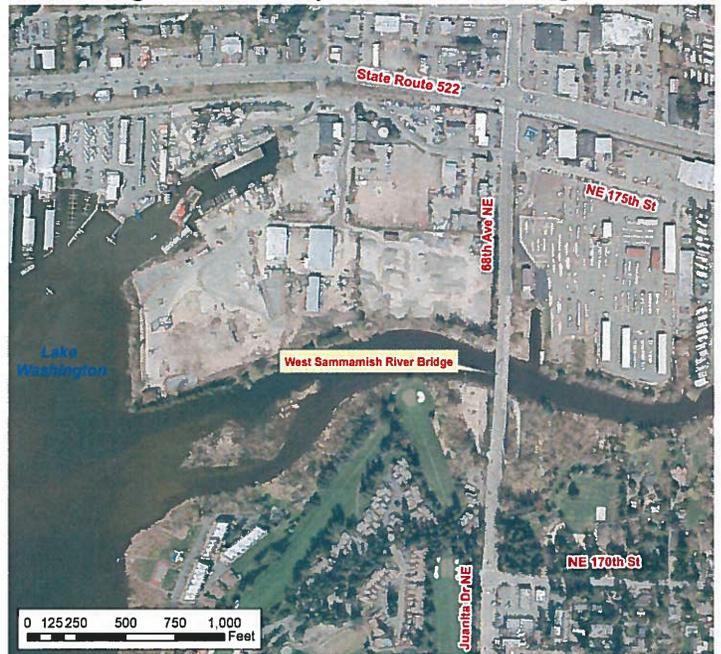
**COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:**

12. To continue to seek transportation funding and mitigation for State impacts on the city's transportation system, air-water quality, and noise to include but not limited to SR 522, Sammamish River Bridge, local roads and Lake Washington sediment depths.

FACT SHEET

West Sammamish River Bridge (southbound traffic)

Kenmore’s 68<sup>th</sup> Avenue crossing of the Sammamish River is two bridges—the bridge carrying southbound traffic is known as the West Sammamish River Bridge. This bridge was constructed in 1938, crosses the Sammamish River on 68<sup>th</sup> Avenue NE (.2 miles south of SR 522), carries southbound traffic only and is located within the City of Kenmore. Over 13,000 vehicles a day (week day traffic) use this Bridge. The adjacent northbound, East Sammamish River Bridge was built in the 1970s and carries over 12,000 vehicles per day. The West and East bridges are the only Kenmore crossing of the Sammamish River and it connects the north and south parts of the City. Over 25,000 vehicles per day cross the Sammamish River on these bridges and Kenmore’s population is 21,000 residents. The Sammamish crossing is part of the popular Lake Washington bicycle loop. Traffic volumes have increased at the crossing as a direct result of the tolling of SR 520 across Lake Washington.



**What is the current condition of the West (southbound) Sammamish River Bridge?**

The live loads (vehicles) and dead loads (asphalt, concrete barriers) on the Bridge are greater than the bridge was designed for and the bridge is showing signs of deterioration such as cracking, leaching, and spalling. Traffic volumes on the bridge continue to increase. The bridge is structurally deficient and Kenmore City Council imposed a weight restriction on the bridge in January of 2014. The bridge does not currently have adequate pedestrian and bicycle facilities.

**Does the East (northbound) Sammamish River Bridge on 68<sup>th</sup> Ave NE have problems?**

No, the East Sammamish River Bridge carries northbound traffic (over 12,000 vehicles a day during the week) across the river, was built in the 1970s, and is currently in good condition. The City will continue regular inspections and maintenance of this bridge as it does all City Bridges.

**What has the City done to evaluate the West Sammamish River Bridge?**

In 2013, the City conducted an engineering study of scour, load limits and geotechnical condition of the West Sammamish River Bridge. The bridge is at the end of its functional life. The City’s

engineering team has been evaluating replacement vs. rehabilitation and has determined that the bridge must be replaced in the near future and currently has a Sufficiency Rating of 2.5 (out of 100).

**What is the cost to replace the West Sammamish River Bridge?**

The cost to replace the bridge is estimated to be \$20 Million. The bridge is critical to local and regional traffic circulation and it connects the Kenmore community. The City does not currently have the resources to replace this bridge and significant funding assistance will be necessary.



City of Kenmore  
Department of Engineering  
18120 68<sup>th</sup> Ave NE  
Kenmore, WA 98028  
Phone: 425-398-8900

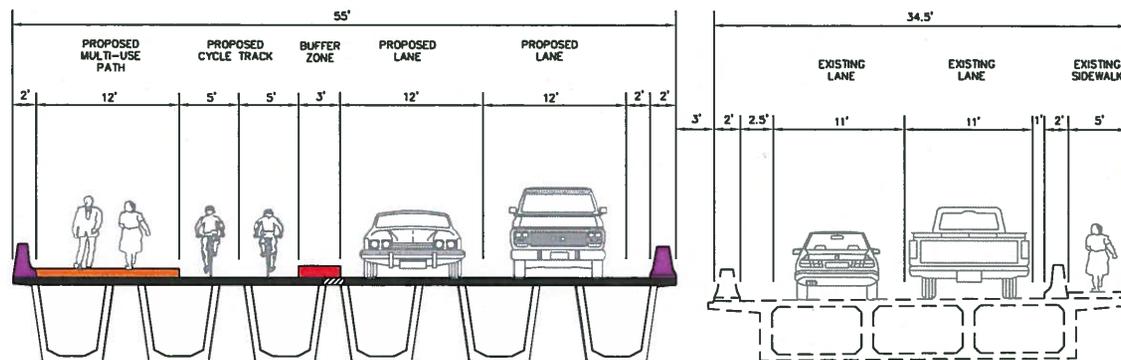
**City of Kenmore, WA.**  
**West Sammamish River Bridge Replacement**

**Replacement Alternatives Evaluation Matrix**

Category	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Bridge Length (ft)	600	600	600	600
Bridge Width (ft, out to out)	55	52	48	45
Sidewalk Width (ft)	12	16	16	8
Bike Lane Width (ft)	10	-	-	5
Combined Ped & Bike Facilities?	No	Yes	Yes	No
Supplements northbound Ped/Bike Surfaces (Safety)	Yes	Yes	Yes	No
Provides for a future 3rd traffic lane?	Yes	Yes	No	No
Maintains 2 traffic lanes during construction?	Yes	Yes	Yes	Yes
Impacts WDFW property?	Yes	Yes	Yes	Yes
Estimated Construction Duration	20 - 24 months	20 - 24 months	18 - 22 months	18 - 22 months
Cost of Bridge without Ped & Bike Facilities	\$ 4,780,000	\$ 5,340,000	\$ 4,860,000	\$ 4,970,000
Cost of Ped & Bike Facilities on Bridge	\$ 3,190,000	\$ 2,370,000	\$ 2,430,000	\$ 2,020,000
<b>Total Bridge Construction Cost</b>	<b>\$ 7,970,000</b>	<b>\$ 7,710,000</b>	<b>\$ 7,290,000</b>	<b>\$ 6,990,000</b>
Cost of North Approach (Roadway Only)	\$ 400,000	\$ 400,000	\$ 340,000	\$ 360,000
Cost of North Approach (Ped/Bike Only)	\$ 280,000	\$ 170,000	\$ 170,000	\$ 160,000
Cost of South Approach (Roadway Only)	\$ 890,000	\$ 740,000	\$ 710,000	\$ 580,000
Cost of South Approach (Ped/Bike Only)	\$ 660,000	\$ 310,000	\$ 310,000	\$ 160,000
<b>Total Approach Construction Cost</b>	<b>\$ 2,230,000</b>	<b>\$ 1,620,000</b>	<b>\$ 1,530,000</b>	<b>\$ 1,260,000</b>
<b>Subtotal - Construction Cost</b>	<b>\$ 10,200,000</b>	<b>\$ 9,330,000</b>	<b>\$ 8,820,000</b>	<b>\$ 8,250,000</b>
Planning Level Contingency (30% of const cost)	\$ 3,100,000	\$ 2,800,000	\$ 2,600,000	\$ 2,500,000
Cost Escalation (2yrs - 6% total)	\$ 800,000	\$ 730,000	\$ 690,000	\$ 650,000
<b>Total Construction Cost</b>	<b>\$ 14,100,000</b>	<b>\$ 12,860,000</b>	<b>\$ 12,110,000</b>	<b>\$ 11,400,000</b>
R/W Area North Approach (SF) - 4 parcels	19,350	18,100	18,100	14,010
R/W Area South Approach (SF) - WDFW parcel	4,800	4,800	4,800	4,800
<b>Total R/W Area (SF)</b>	<b>24,150</b>	<b>22,900</b>	<b>22,900</b>	<b>18,810</b>
Right-of-Way Acquisition Cost (Est. \$45/SF)	\$ 1,090,000	\$ 1,030,000	\$ 1,030,000	\$ 850,000
Staging Area (Rental) Cost (20,000 sf for 2 yrs.)	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000
Design Engineering (20% Total Construction Cost)	\$ 2,820,000	\$ 2,570,000	\$ 2,420,000	\$ 2,280,000
Construction Admin & Management (18% of Const. Cost)	\$ 2,540,000	\$ 2,310,000	\$ 2,180,000	\$ 2,050,000
Agency Administration Cost	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000
WSDOT Administration Cost	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
<b>TOTAL PROJECT COST</b>	<b>\$ 21,800,000</b>	<b>\$ 20,000,000</b>	<b>\$ 19,000,000</b>	<b>\$ 17,800,000</b>
FUNDING STRATEGY (in \$1,000,000)				
BRAC (FHWA)				
PSRC (Federal)				
TIB (State)				
City				
Other				

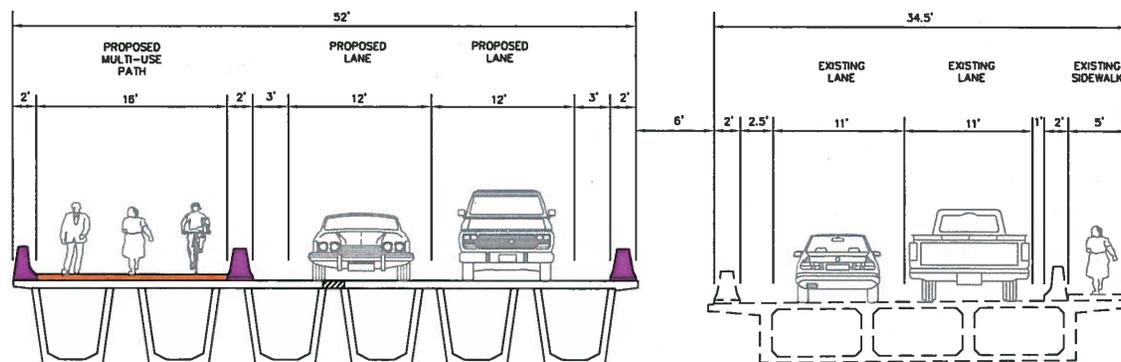
- Notes:
1. Cost of Ped & Bike Facilities on the Bridge were estimated proportional to the bridge deck area.
  2. Allowance of 15% was added to the bridge cost for 2-stage construction.
  3. No separate contingency for the bridge or roadway construction was added.
  4. Bridge costs include approx. 5% (of usual bridge cost) for architectural treatments.

# EXHIBIT C



ALTERNATIVE 1

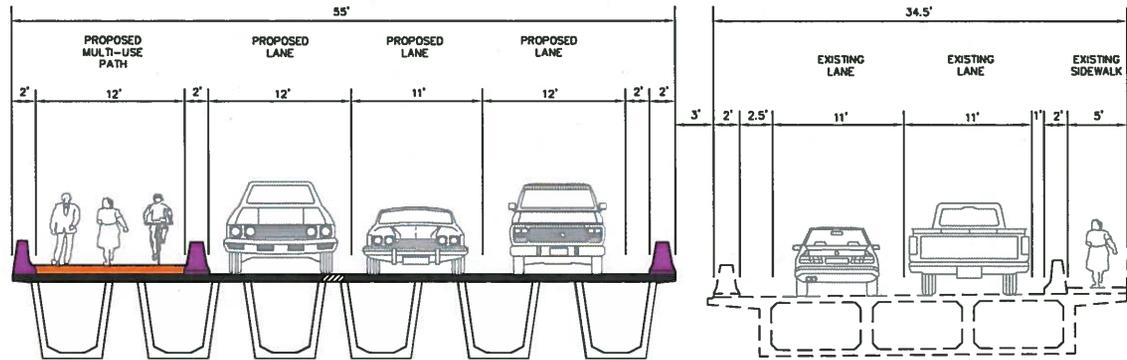
SCALE: 1" = 10'



ALTERNATIVE 2

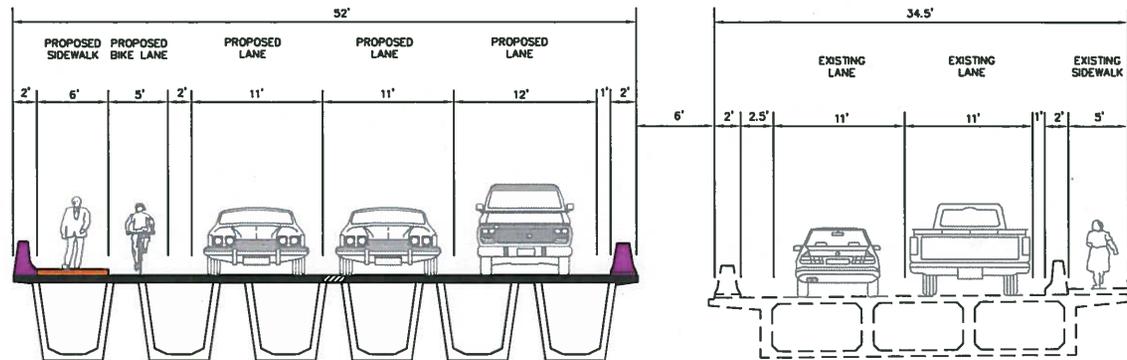
SCALE: 1" = 10'

# EXHIBIT C



ALTERNATIVE 1 FUTURE

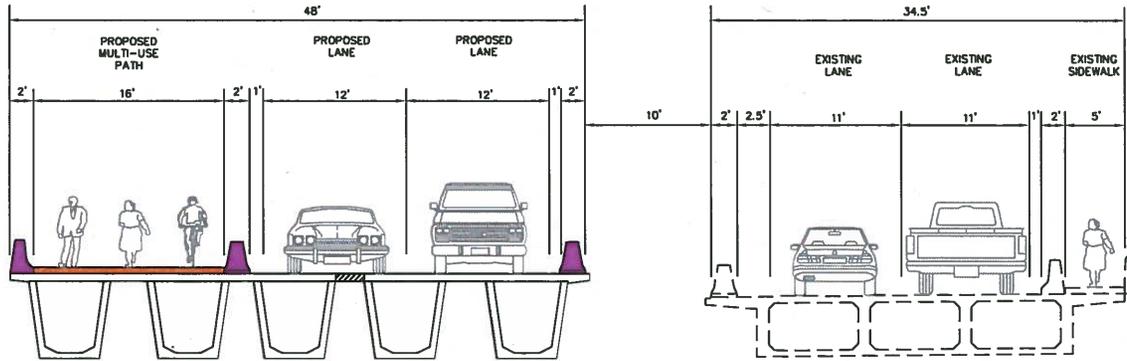
SCALE: 1" = 10'



ALTERNATIVE 2 FUTURE

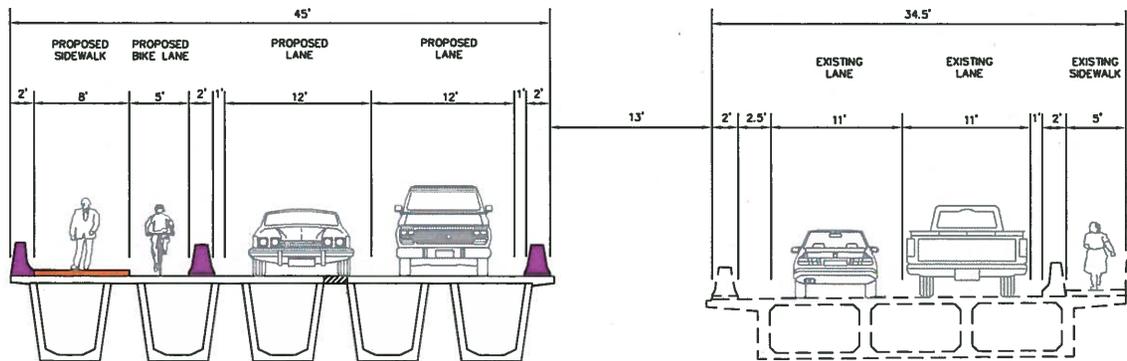
SCALE: 1" = 10'

# EXHIBIT C



ALTERNATIVE 3

SCALE: 1" = 10'



ALTERNATIVE 4

SCALE: 1" = 10'

**CITY OF KENMORE  
WASHINGTON  
ORDINANCE NO. 14-0376**

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AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,  
AMENDING ORDINANCE NO. 12-0350 TO REVISE THE 2013-2018  
SIX YEAR CAPITAL IMPROVEMENT PROGRAM; PROVIDING FOR  
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, on November 26, 2012, the City Council adopted Ordinance No. 12-0350, which adopted the 2013-2018 Six-Year Capital Improvement Program ("CIP"); and

WHEREAS, on December 2, 2013, the City Council amended the 2013-2018 CIP when it adopted Ordinance No. 13-0367 to reflect revised amounts of revenue and appropriations at the time of finalization of the budget and CIP; and

WHEREAS, the City Council desires to further amend the 2013-2018 CIP to reflect a change in Transportation Project T-37 relating to the West Sammamish River Bridge Project;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Amendment. The 2013–2018 Capital Improvement Program, as adopted by Ordinance No. 12-0350, and as amended by Ordinance No. 13-0367, is hereby further amended to reflect the adjustments set forth on Exhibit "A," entitled "City of Kenmore, Washington Capital Improvement Program for the Years 2013-2018," attached hereto and incorporated by reference.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 24<sup>TH</sup> DAY OF FEBRUARY 2014.

CITY OF KENMORE

\_\_\_\_\_  
Mayor David Baker

ATTEST/AUTHENTICATED:

Six-Year Capital Improvement Program

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Patty Safrin, City Clerk

Approved as to form:

---

Rod P. Kaseguma, City Attorney

FILED WITH THE CITY CLERK:  
PASSED BY THE CITY COUNCIL:  
PUBLISHED:  
EFFECTIVE DATE:  
**ORDINANCE NO.**

**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
FOR THE YEARS 2013-2018**

EXPENDITURES	2013	2014	2015	2016	2017	2018	2013-2018
	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
<b>PARKS</b>							
P 1 Twin Springs(Portal 44)	\$0	\$0	\$45,000	\$360,000	\$0	\$0	\$405,000
P 2 Tolt Pipeline Trail Phase One	120,000	0	0	0	0	0	120,000
P 6 Moorlands Park Improvements	60,000	0	450,000	450,000	0	0	960,000
P 9 Northshore Summit Park	659,000	0	0	0	0	0	659,000
P 10 Park Land Acquisition	0	0	0	0	0	0	0
P 11 Log Boom Park Pedestrian Bridge Replacement	0	95,000	150,000	0	0	0	245,000
P 13 Skate Park Relocation & Improvements	0	20,000	250,000	0	0	0	270,000
P 17 Tolt Pipeline Trail Phase Two	0	0	30,000	190,000	0	0	220,000
P 18 Rhododendron Park Boat Shed & Boardwalk Trail	90,000	392,000	0	0	0	0	482,000
P18a Rhododendron Park Float	73,500	0	0	0	0	0	73,500
P 19 Log Boom Park Waterfront	0	0	30,000	75,000	75,000	1,000,000	1,180,000
P 19a Log Boom Park Float	72,500	0	0	0	0	0	72,500
P 21 Kenmore Village Public Square	50,000	100,000	800,000	0	0	0	950,000
P 22 City Hall Plaza Improvements	0	0	75,000	0	0	0	75,000
P 23 Squires Landing Trail	0	0	0	0	40,000	200,000	240,000
P 24 Sammamish River Boat Launch Restroom	65,000	0	0	0	0	0	65,000
<b>Total Parks</b>	<b>\$1,190,000</b>	<b>\$607,000</b>	<b>\$1,830,000</b>	<b>\$1,075,000</b>	<b>\$115,000</b>	<b>\$1,200,000</b>	<b>\$6,017,000</b>
<b>TRANSPORTATION</b>							
T 5 68th Ave NE SR522 to Sammamish Slough	\$0	\$0	\$0	\$110,000	\$320,000	\$2,440,000	\$2,870,000
T 6 SR 522 West A 61st to 65th	4,428,500	4,865,000	2,000,000	0	0	0	11,293,500
T 7 61st Ave NE & 181st Traffic Signal	1,132,387	0	0	0	0	0	1,132,387
T 8 SR 522 West B 57th to 61st with BGT Wall	0	0	0	410,000	8,285,000	315,000	9,010,000
T 22 Simonds Road-Inglemoor HS Right Turn Lane	25,000	0	70,000	445,000	0	0	540,000
T 26 Wayfinding Signage and Banners	20,000	20,000	20,000	20,000	20,000	20,000	120,000
T 27 Sidewalk Program	174,950	100,000	100,000	100,000	100,000	100,000	674,950
T 31 City Safety Improvements	250,000	0	0	0	0	0	250,000
T 35 Juanita Drive/68th Ave NE Overlay	636,725	0	0	0	0	0	636,725
T 36 City Gateways	75,000	225,000	0	0	0	0	300,000
T 37 West Samm Bridge **	461,000	0	1,270,000	2,280,000	1,140,000	7,630,000	12,781,000
<b>Total Transportation</b>	<b>\$7,203,562</b>	<b>\$5,210,000</b>	<b>\$3,460,000</b>	<b>\$3,365,000</b>	<b>\$9,865,000</b>	<b>\$10,505,000</b>	<b>\$39,608,562</b>
** This project extends to 2020 with additional budget of \$7,680,000							
<b>SURFACE WATER</b>							
SW 1 Tributary 0057 Channel Relocation	\$0	\$889,750	\$0	\$0	\$0	\$0	\$889,750
SW 2 80th Ave NE Ditch Improvements	0	0	40,000	75,000	0	0	\$115,000
SW 3 Juanita Dr NE Ditch Grading Ph 1	75,000	0	0	0	0	0	\$75,000
SW 7 NE 187th Street Bypass	467,011	40,000	71,000	0	0	0	\$578,011
SW 8 61st Ave NE Sidewalk Embankment Repair	55,000	0	0	0	0	0	\$55,000
SW 9 Swamp Creek Regional Basin Study	0	0	0	0	0	0	\$0
SW 12 74th Avenue NE Culvert Replacement	0	0	0	0	0	0	\$0
SW 13 NE 155th Street Outfall Revision	0	0	50,000	0	0	0	\$50,000
SW 16 Arrowhead Drive Conveyance Improvements	0	0	0	106,000	116,100	0	\$222,100
SW 17 Little Swamp Creek Relocation Project	0	0	0	0	56,500	50,000	\$106,500
SW 19 NE 192nd ST Culvert Replacement	0	20,000	106,000	0	0	0	\$126,000
SW 20 Small Works Projects	50,000	50,000	50,000	50,000	50,000	50,000	\$300,000
<b>Total Surface Water</b>	<b>\$647,011</b>	<b>\$999,750</b>	<b>\$317,000</b>	<b>\$231,000</b>	<b>\$222,600</b>	<b>\$100,000</b>	<b>\$2,517,361</b>
<b>TOTAL EXPENDITURES</b>	<b>\$9,040,573</b>	<b>\$6,816,750</b>	<b>\$5,607,000</b>	<b>\$4,671,000</b>	<b>\$10,202,600</b>	<b>\$11,805,000</b>	<b>\$48,142,923</b>

**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
FOR THE YEARS 2013-2018**

REVENUES	2013	2014	2015	2016	2017	2018	2013-2018
	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
Real Estate Excise Tax (Transportation)	\$987,387	\$290,000	\$250,000	\$0	\$0	\$423,750	\$1,951,137
Real Estate Excise Tax - Set Aside Sidewalks	174,950	100,000	100,000	100,000	100,000	100,000	674,950
Real Estate Excise Tax - Surface Water	55,000	0	0	0	0	0	55,000
Transportation Impact Fee Revenue**	442,500	380,000	435,000	277,500	365,000	400,000	2,300,000
Park Impact Fee Revenue	659,000	310,000	45,000	972,345	0	0	1,986,345
Real Estate Excise Tax (Parks)	215,000	197,000	255,000	75,000	115,000	200,000	1,057,000
Kenmore Village Sale	50,000	100,000	800,000	0	0	0	950,000
King County Levy	120,000	0	30,000	27,655	0	0	177,655
Parks Grants	0	0	700,000	0	0	1,000,000	1,700,000
Surface Water Utility Funds	830,511	1,144,750	547,000	231,000	222,600	100,000	3,075,861
King County Flood District Grant	0	150,000	0	0	0	0	150,000
State/Transportation Improvement Board	0	4,100,000	1,100,000	0	2,000,000	0	7,200,000
Federal Grants/Allocations	3,600,000	0	0	0	0	0	3,600,000
Street Fund	661,725	0	0	0	0	0	661,725
Street Fund - West Samm Bridge	86,000	0	0	0	0	0	86,000
Sammamish River Bridge Fund	80,000	0	0	0	0	0	80,000
Other Agencies Reimbursements	12,500	25,000	55,000	222,500	0	0	315,000
Other Grant Funding	900,000	0	0	409,650	205,000	1,916,250	3,430,900
State Transportation Package	0	0	0	55,350	6,035,000	15,000	6,105,350
General Fund	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Strategic Opportunity Fund	146,000	0	0	0	0	0	146,000
Unfunded West Samm Bridge Replacement Resources**	0	0	1,270,000	2,280,000	1,140,000	7,630,000	12,320,000
<b>TOTAL REVENUES</b>	<b>\$9,040,573</b>	<b>\$6,816,750</b>	<b>\$4,337,000</b>	<b>\$4,671,000</b>	<b>\$10,202,600</b>	<b>\$11,805,000</b>	<b>\$48,142,923</b>

\*\* This project extends to 2020 with additional funding requirements of \$7,680,000

**EXPENDITURES**

		2015	2016	2017	2018	2019	2020	TOTAL
City Administration	\$650,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$50,000	\$650,000
Design	\$2,570,000	\$800,000	\$1,500,000	\$270,000				\$2,570,000
Right of way	\$1,210,000	\$200,000	\$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	\$50,000	\$125,000	\$125,000		\$400,000
Contingency	\$2,800,000	\$100,000	\$100,000	\$200,000	\$1,200,000	\$1,200,000		\$2,800,000
	\$20,000,000	\$1,270,000	\$2,280,000	\$1,140,000	\$7,630,000	\$7,630,000	\$50,000	\$20,000,000

**ESTIMATED REVENUE-CURRENTLY UNFUNDED**

	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
City Transportation Impact Fees	100,000	200,000	200,000	330,000	330,000	50,000	1,210,000
City REET	174,000	307,000	78,000	0	0	0	559,000
	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

**CITY OF KENMORE, WASHINGTON**  
**Transportation Impact Fee Fund Projection**  
**For The Years 2013-2020**

**ASSUME WEST SAMM BRIDGE MATCH AND ELIMINATION OF T5**

DESCRIPTION	Actual 2013	Budget 2014	Proposed 2015	Proposed 2016	Proposed 2017	Proposed 2018	Proposed 2019	Proposed 2020
Beginning Cash	\$240,536	\$416,394	\$268,176	\$166,034	\$179,674	\$170,295	\$285,212	\$401,279
Revenues:								
Interest Earnings	2,157	364	2,682	1,660	1,797	1,703	2,852	4,013
Transp. Impact Fees	421,701	425,918	430,177	434,479	438,824	443,212	443,212	443,212
Total Revenues	\$423,858	\$426,282	\$432,859	\$436,139	\$440,621	\$444,917	\$446,067	\$447,229
<b>Transfers Out for Roads:</b>								
T 5 68th Ave NE SR522 to Samm Slough	0	0	0	55,000	115,000	325,000	0	0
T 6 SR 522 West A 61st Ave NE	248,000	562,000	400,000	0	0	0	0	0
T 8 SR 522 West B 57th to 61st with BGT \	0	0	0	0	250,000	0	0	0
T 22 Simonds Rd-Inglemoor HS Right Turn	0	12,500	35,000	222,500	0	0	0	0
T 37 West Samm Bridge	0	0	100,000	200,000	200,000	330,000	330,000	50,000
Subtotal - Transfers for Roads	\$248,000	\$574,500	\$535,000	\$422,500	\$450,000	\$330,000	\$330,000	\$50,000
Net Income/(Loss)	\$175,858	(\$148,218)	(\$102,141)	\$13,639	(\$9,379)	\$114,917	\$116,067	\$397,229
Ending Cash	\$416,394	\$268,176	\$166,034	\$179,674	\$170,295	\$285,212	\$401,279	\$798,508

**CITY OF KENMORE, WASHINGTON**  
**REET Fund Projection**  
**For The Years 2013-2020**

**ASSUME WEST SAMM BRIDGE MATCH AND ELIMINATION OF T5**

DESCRIPTION	Actual 2013	Budget 2014	Proposed 2015	Proposed 2016	Proposed 2017	Proposed 2018	Proposed 2019	Proposed 2020
Beginning Cash	\$1,965,805	\$2,078,074	\$981,326	\$540,940	\$391,847	\$428,857	\$157,722	\$374,134
Revenues:								
REET 1	440,943	390,000	393,900	397,839	401,817	405,836	405,836	405,836
REET 2	440,943	390,000	393,900	397,839	401,817	405,836	405,836	405,836
Interest Earnings	12,312	5,573	9,813	5,409	3,918	4,289	1,577	3,741
<b>Total Revenues</b>	<b>\$894,198</b>	<b>\$785,573</b>	<b>\$797,613</b>	<b>\$801,087</b>	<b>\$807,553</b>	<b>\$815,960</b>	<b>\$813,248</b>	<b>\$815,412</b>
<b>Transfers Out for Parks :</b>								
P 6 Moorlands Park Imp	0	60,000	0	0	0	0	0	0
P 11 Log Boom Park Ped Bridge Repl	0	95,000	75,000	0	0	0	0	0
P 13 Skate Park	0	20,000	75,000	0	0	0	0	0
P 18 Rhody Park Boat Shed & Boardwalk Trail	76,822	95,178	0	0	0	0	0	0
P 19b Log Boom Park Waterfront	0	0	30,000	75,000	75,000	0	0	0
P 22 City Hall Front/Back Improvements	0	0	75,000	0	0	0	0	0
P 23 Squires Landing Trail	0	0	0	0	40,000	200,000	0	0
P 24 Samm River Boat Launch Restroom	23,701	41,299	0	0	0	0	0	0
Transfer Levy to Park Improvement-Tolt	11,306	108,694	0	0	0	0	0	0
Subtotal - Transfers for Parks	111,829	420,171	255,000	75,000	115,000	200,000	0	0
<b>Transfers Out for Roads:</b>								
SR 522 Ph II Slip-lining	0	120,000	0	0	0	0	0	0
<del>T5 68th SR522 to Samm Slough</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>198,750</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>
T6 SR 522 West A 61st to 65th	0	400,000	250,000	0	0	0	0	0
T7 61st Ave & 181st St Signal, Left turn	251,953	235,347	0	0	0	0	0	0
T8 SR522 West B 57th to 61st with BGT Wall	0	0	0	0	0	300,000	0	0
T27 sidewalks	0	274,950	100,000	100,000	100,000	100,000	100,000	100,000
T36 City Gateways	18,147	281,853	0	0	0	0	0	0
<b>T37 New West Samm Bridge</b>	<b>0</b>	<b>95,000</b>	<b>174,000</b>	<b>307,000</b>	<b>78,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
Street Fund (overlays)	400,000	0	459,000	468,180	477,544	487,094	496,836	506,773
Subtotal - Transfers for Roads	670,100	1,407,150	983,000	875,180	655,544	887,094	596,836	606,773
<b>Transfers Out for SWM:</b>								
SW 8 61st Ave NE Sidewalk Embankment Rep	0	55,000	0	0	0	0	0	0
Subtotal - Transfers for SWM	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0
<b>Net Income/(Loss)</b>	<b>\$112,269</b>	<b>(\$1,096,748)</b>	<b>(\$440,387)</b>	<b>(\$149,093)</b>	<b>\$37,010</b>	<b>(\$271,135)</b>	<b>\$216,412</b>	<b>\$208,639</b>
Ending Cash	\$2,078,074	\$981,326	\$540,940	\$391,847	\$428,857	\$157,722	\$374,134	\$582,773



# 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 Totem Lake and Northgate Centers

## BRIDGE FACTS

- Built in 1938
- 68<sup>th</sup> 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

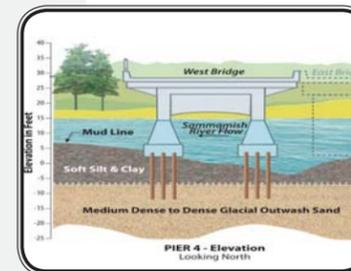


2004



2012

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.

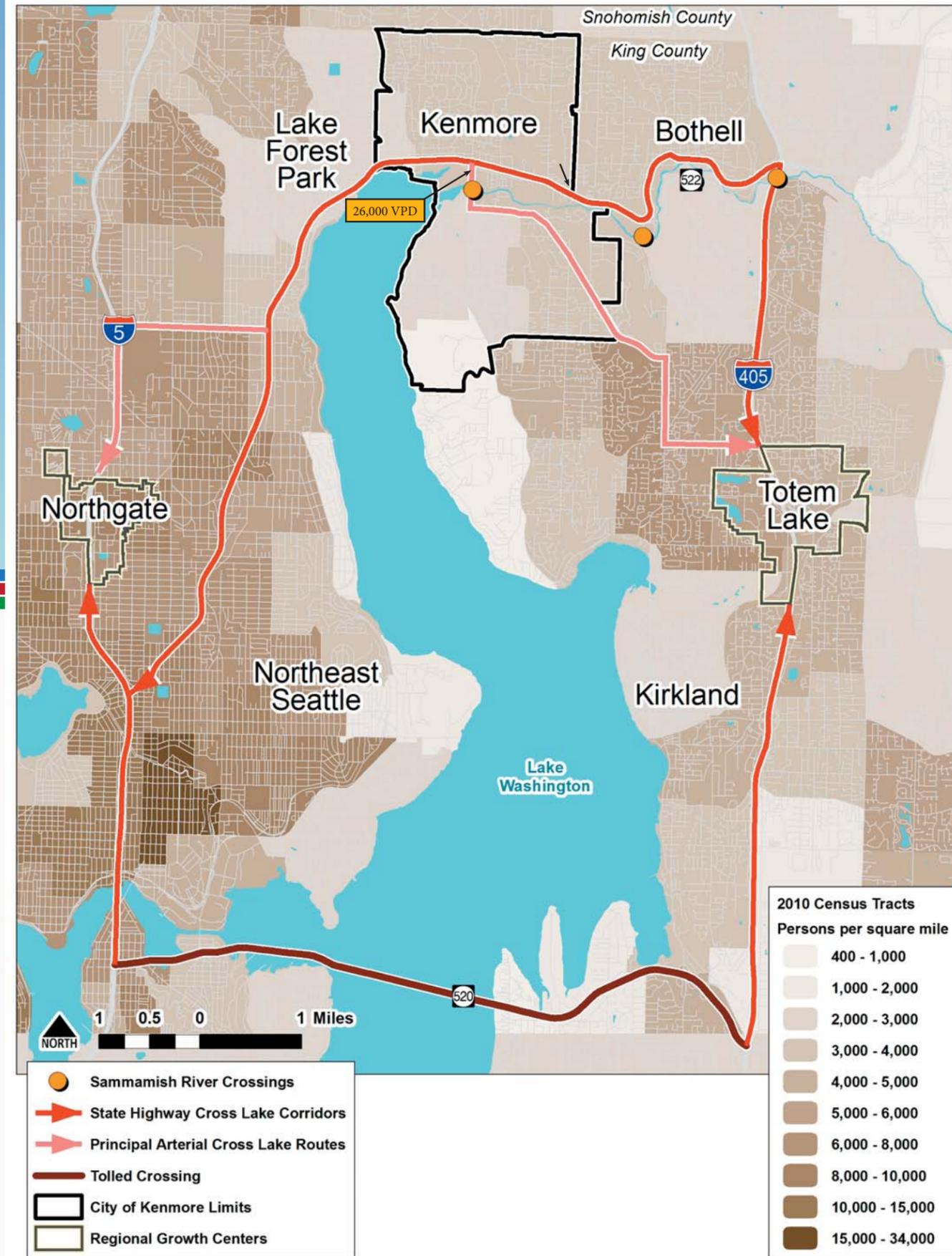
Bridge closure would significantly affect the north Lake Washington transportation network.



## 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.

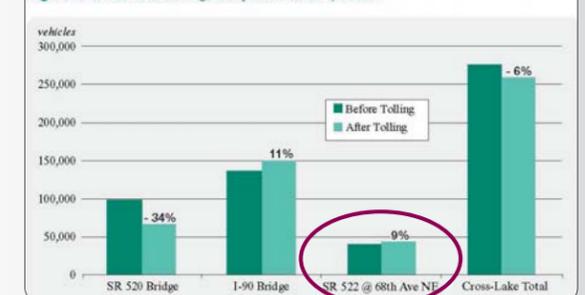
Bridge replacement prevents adverse air quality impacts.



## 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.

Figure 1: Cross-lake average daily volume comparison



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