Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Designated Growth Centers
Status	submitted
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Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   Poplar Way Extension Bridge
2. **Regional Transportation Plan ID**
   N/A
3. **Sponsoring Agency**
   Lynnwood
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

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Project Description

1. **Project Scope**
   Construct the new multimodal six-lane bridge over I-5 between the intersections of 196th Street SW (State Route 524) & Poplar Way and 33rd Avenue W & Alderwood Mall Boulevard. The bridge will provide for multimodal travel with a sidewalk (west side) and shared use path (east side). The two intersections will be modified to meet the profile and width of the new bridge, and a tunnel (three sided concrete box structure) will be constructed to allow the Interurban Trail to pass beneath the new bridge. Widening and restriping of portions of Poplar Way, 196th Street SW, Alderwood Mall Boulevard, 33rd Avenue W, and Alderwood Mall Parkway are also included.

2. **Project Justification, Need, or Purpose**
   The project will facilitate Lynnwood's Regional Growth Center implementation by increasing capacity and improving circulation within the Center. Lynnwood is one of three Puget Sound Regional Council designated Regional Growth Centers in Snohomish County and the only one between Northgate and Everett along Interstate 5. The City Center Sub-Area Plan, adopted in 2005, calls for increasing office-retail-residential space within the City Center from 2.7M sq.ft. to 9.1M sq.ft. over a 20 year planning period. The City Center is near the Alderwood shopping mall to the northeast and includes the Regional Transit Center, which will be home to sound transit's Lynnwood line light rail in 2023, in the south.

   In 2005, the City of Lynnwood received multiple Federal appropriations to improve access into Lynnwood's Regional Growth Center. The City of Lynnwood, in conjunction with FHWA, WSDOT, Snohomish County, and PSRC completed and endorsed the Lynnwood City Center Access Study. This Study conducted a comprehensive evaluation of how best to improve access to and from the Lynnwood City Center. The goal of the study was to find transportation solutions that would improve regional access into Lynnwood and allow the City to fulfill its growth obligations under the Washington State Growth Management Act. The study concluded that the Poplar Way Extension Bridge is one of the most effective solutions to improve access into Lynnwood, and at the same time reduce congestion on I-5.

   The Poplar Way Extension Bridge will provide a new "link" across I-5 and multiple, significant benefits to the Lynnwood City Center. The bridge will provide direct access to the City Center and a more direct route to Alderwood Mall. Constructing an additional crossing will also provide both increased system capacity within the City Center and an additional connection between east and west Lynnwood across I-5.

   Providing an additional crossing of I-5 will have multiple beneficial effects to the City Center roadway system and the I-5/196th Street Interchange. The increased crossing capacity will help redistribute traffic and alleviate congestion on the nearby existing I-5 crossings, the 196th Street overcrossing and the Alderwood Mall Parkway overcrossing. It will also help redistribute traffic to more underutilized streets and help to maintain the efficiency of the City Center streets. By alleviating congestion on the 196th Street overcrossing, the project will also help improve safety and operations at the I-5/196th Street Interchange.

   Currently, congestion at this interchange contributes to the high accident corridor along I-5 at Lynnwood. Reducing the traffic volumes on the 196th Street bridge will also help to alleviate congestion at the SB I-5/196th Street off-ramps. The improved off-ramp operation will help to alleviate the backups on I-5 at the Lynnwood 196th Street exit and improve I-5 operations and safety.

Project Location

1. **Project Location**
   The project is located along Poplar Way between Alderwood Mall Boulevard and 196th Street SW (a new overcrossing over I-5) in Lynnwood.
2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   Snohomish
3. **Crossroad/landmark nearest the beginning of the project**
   Poplar Way/Alderwood Mall Parkway
4. **Crossroad/landmark nearest the end of the project**
   33rd Avenue West/Alderwood Mall Boulevard
5. **Map and project graphics**
   Project_Maps.pdf, Bridge_Renderings.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   1) Lynnwood Capital Facilities Plan, 2) Transportation, 3) Page 28, project 3
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the**

project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.
N/A

Federal Functional Classification

1. **Functional class name**
   36 Proposed Minor Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The project site is within the PSRC Regional Growth Center (RGC). The RGC contains 54 percent of Lynnwood's total employment (population is 2,853 people in 1,377 housing units, but total employment is 12,317 workers in 727 workplaces). Approximately 50 percent of residents and 65 percent of employees are within a quarter-mile walk to transit. Growth forecasts anticipate a 500% increase in population/house units over the next five years that will utilize the Lynnwood Sound Transit Light Rail Station. A second light rail station is proposed immediately north of the project.

   There is significant growth within the RGC and City Center areas. Lynnwood City Council approved land use entitlements for a 20-acre redevelopment called Northline Village adjacent to the City Center Station, which includes a transit-oriented development of 1,400 residential units, 500,000 sf of office, and over 200,000 sf of retail. This is in addition to the redevelopment occurring near Alderwood. Redevelopment of Sears and Edmonds School District surplus properties is generating over 1,200 dwelling units. The median household income for the City is $59,416 (2018 dollars), which is approximately $23,000 less than the County median household income. This is likely due to the high number of retail and service sector jobs in the RGC and the City. The average annual wages for retail and service sector jobs are $29,000 and $38,000, respectively. The high percentage of low-wage jobs highlights the need for the increased multimodal, transit-friendly connectivity and revitalization of the City Center provided by the project.

   The project will better connect the Lynnwood RGC to the interstate system for improved freight mobility of goods to better connect with the largest private sector employers in the Lynnwood RGC: clothing and department stores including Nordstrom, J.C. Penney, and Zumiez. Almost 70 percent of land in the Lynnwood RGC is used for commercial purposes, reflecting the RGC's focus as a regional retail destination and net labor importer. Of the 10,553 jobs in the RGC, almost 8,800 positions are in the retail and service sectors. The largest employers in the RGC are the retail establishments in and around Alderwood, and more retail jobs are located in Lynnwood than in any other area of Snohomish County.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**
   The Poplar Way bridge will be a new structure over I-5 which will connect the existing City transportation system northwest of I-5 (at 33rd Ave W) and southeast of I-5 (at Poplar Way). The EFA's provided below represent the Census Tract areas immediately adjacent to the roadways of the connection points for this project, in the areas as broken out by the PSRC's Interactive Resource Map. The Interactive Resource Map shows the following percentages:

   ○ People of color:
   -Connection at 33rd/NW of I-5:
   Tract 514.02 west of 33rd is above the 50% threshold, at 55%
   Tract 517.02 west of 33rd is above the regional average of 35.9%, at 40%
   Tract 518.02 east of 33rd is at the 50% threshold, at 50%
   -Connection at Poplar/SE of I-5: This Tract 519.29 is above regional average of 35.9%, at 41%

   ○ People with Low Income:

-Connection at 33rd/NW of I-5:
Tract 514.02 west of 33rd is above the regional average of 20.7%, at 33%
Tract 517.02 west of 33rd is above the regional average of 20.7%, at 33%
Tract 518.02 east of 33rd is at 18%
-Connection at Poplar/SE of I-5: This Tract 519.29 is at 20%

○ Older Adults
-Connection at 33rd/NW of I-5:
Tract 514.02 west of 33rd is at 12%
Tract 517.02 west of 33rd is above the regional average of 13.4%, at 22%
Tract 518.02 east of 33rd is above the regional average of 13.4% at 14%
-Connection at Poplar/SE of I-5: This Tract 519.29 is at 10%

○ Youth
-Connection at 33rd/NW of I-5:
Tract 514.02 west of 33rd is above regional average of 15.4%, at 17%
Tract 517.02 west of 33rd is at 14%
Tract 518.02 east of 33rd is at 13%
-Connection at Poplar/SE of I-5: This Tract 519.29 is at 15%

○ People with disabilities
-Connection at 33rd/NW of I-5:
Tract 514.02 west of 33rd is above the regional average of 11%, at 17%
Tract 517.02 west of 33rd is above the regional average of 11%, at 12%
Tract 518.02 east of 33rd is at 9%
-Connection at Poplar/SE of I-5: This Tract 519.29 is above the regional average of 11%, at 13%

○ People with Limited English Proficiency
-Connection at 33rd/NW of I-5:
Tract 514.02 west of 33rd is above the regional average of 8.5%, at 22%
Tract 517.02 west of 33rd is above the regional average of 8.5%, at 18%
Tract 518.02 east of 33rd is above the regional average of 8.5% at 14%
-Connection at Poplar/SE of I-5: This Tract 519.29 is above the regional average, at 10%

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

   While the majority of the equity populations in the project area exceed the regional averages for each population, the most impacted populations within the project area are the Intersectional Equity Focus Area of People of Color and People with Low Income (percentages are identified above, in question #1). These two equity populations represent the highest percentage of equity populations in the project area, with People of Color including two census tracts that are above the 50% threshold, Tract 518.02 at 50% and Tract 514.02 at 55%. Some of the other census tracts exceed regional averages.

   In addition, this Intersectional Equity Focus Area of People of Color/People with Low Income is also impacted by the designation of an Air Quality Focus Community in census Tract 518.02 and is in the top 10% of Air Quality Focus Communities. It is also impacted by the designation of the Opportunity Index, for which Tract 514.02 west of 33rd is Low Opportunity, Tract 517.02 west of 33rd is Low Opportunity Index, with both Tract 518.02 and southeast of I-5 at Moderate Opportunity.

   The Poplar Way Extension Bridge Project will have many positive impacts to residents and equity populations in the Study Area. The bridge will connect the east and west sides of Lynnwood, which are currently bisected by I-5. Residents on the east side of I-5 will now have a more direct route to services, such as medical facilities and shopping, and jobs, located on the west side. Pedestrian and bicycle mobility will be greatly improved by the new sidewalks and separated bicycle facility. Emergency services will be improved as aid vehicles will have an alternate route to use when responding to emergencies on the other side of I-5. The Lynnwood Transit Center and Park and Ride are located southwest of the project site. The Lynnwood Transit Center is under renovation including the construction of the Lynnwood City Center Station. The new Sound Transit Link light rail will connect Lynnwood's Transit Center to Bellevue, Seattle, and Federal Way and a second station is proposed at West Alderwood Mall along 33rd Avenue W, directly north of the project.

   The multimodal facilities provided by the Poplar Way project will expand equity of access to these public transportation options and employment opportunities at the adjacent commercial centers. The project will improve Opportunity and has it has been determined during the Air Quality Analysis that it will not cause and increase in MSAT impacts.

Criteria: Development of Regional Growth Center

1. **Describe how the project will support the existing and planned housing/employment densities in the regional growth center.**

   By providing more multi-modal accessible routes across I-5, the Poplar Way Bridge project supports the City's 2021 Housing Action Plan, which is strategically focused on diversifying housing options throughout the Lynnwood RGC for all residents, whether they ride, walk, roll, or drive. In addition, the City's 2021 Connect Lynnwood Active and Accessible Transportation Plan identifies the Poplar Way Bridge as a desired "all ages and abilities" bicycle network connection and its barrier-separated shared-use path is a proven design to reduce the level of traffic stress for nonmotorized users.

   The project increases equity of access as well as create opportunities for expanded transit service. The Poplar Way Bridge will remove the north-south barrier in the center of the Lynnwood RGC, expand equitable multimodal accessibility between RGC essential services and amenities north and south of I-5 including mass transit, and provide improved local and regional access and circulation.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

   Through implementation of its City Center Sub-Area Plan, the City is creating a transit-oriented, mixed-use downtown core blending up to 9.1 million square feet of commercial, retail, and residential development with pedestrian-friendly open space anticipated to be home to 15,000 new jobs and 3,000 new households by 2025 (two of the developments include affordable housing units).In 2022, the City launched its Lynnwood Regional Growth Center Plan process to further improve quality of life beyond the City Center and to east of I-5. This project will reduce travel time and costs and expand transportation mode options across the barrier of I-5. The project will also be expanding multi-modal accessible routes across I-5, the Poplar Way Bridge project supports the City's 2021 Housing Action Plan, which is strategically focused on diversifying housing options throughout the Lynnwood RGC for all residents.

3. **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. In addition, describe how the project supports a diversity of business types and sizes within the community.**

   Spurred by the City's commitment to fund this project, other agencies and private companies are investing money in the Lynnwood RGC and City Center developments that will increase the City's economic competitiveness. The connectivity and linkage provided by the new bridge will continue momentum for implementing a center supporting jobs, residences, and commerce. The extension of light rail service to Lynnwood will fundamentally change the nature of transit service within the regional I-5 corridor. The project will enable regional and feeder bus routes to circulate more easily through the City Center and between employment centers on their way to and from the end-of-the-line light rail station(s).

   The Poplar Way Bridge will provide additional non-motorized transportation benefits including a barrier separated shared-use path across I-5 and safety improvements to the Interurban Trail that runs through the Regional Growth Center and connects to employment opportunities, future housing developments, other goods/groceries and services for those who depend on or select active modes of transportation.

4. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

   The project will provide long-term remedies for transportation challenges and meet the City's growth and revitalization goals by reducing congestion, travel times, increasing traffic safety, expanding multimodal facilities, improving business/employment access, and improving overall operational characteristics of the region. Highlights include the following:

   • More Effective Multimodal Grid System: Traffic will be redistributed onto underutilized streets, thereby helping to maintain the efficiency of the City Center roadway grid system.

   • Improved Transit Connections over I-5 will increase capacity for the existing bus network system, reduce congestion, and facilitate service to the City Center, new Sound Transit Light Rail stations, and West Alderwood Mall. The transit access to and from I-5 will also improve with the reduced congestion for buses at the existing interchanges.

   • Improved LOS and City Center Access: The anticipated LOS in the project area at the year of opening is LOS C, a two-level improvement. An additional point of access will improve ingress and egress for the City Center and Alderwood. In addition, traffic along the overly congested Alderwood Mall Parkway will be reduced by 37 percent and redistributed to the new bridge.

• Added Freight Capacity and Improved Freight Mobility: The new connection over I-5 will add freight capacity via the direct connection between I-5, I-405, and 196th Street SW, improving freight access routes into the Lynnwood City Center, Alderwood Mall, several Regional Growth Centers (RGCs) and Manufacturing Industrial Centers (MICs), and multiple ferry terminals. Reducing congestion on I-5 is expected to improve overall freight mobility on one of the most heavily congested sections of the interstate freeway network.

5. **Describe how project expands job access**

   The Poplar Way Bridge directly supports the growth of the City Center. The Access Study (performed in 2004) concluded the project is one of the most effective solutions to improve access to the RGC and City Center, while reducing congestion on I-5. The project is a necessary capital improvement needed to accommodate City Center traffic and to maintain the City's LOS standards. The Alderwood Mall and City Center areas will benefit from a more direct route, making it more convenient to access I-5 and the surrounding area. Reducing congestion and improving access are anticipated to stimulate commerce and support development and job creation in the RGC. Upwards of 15,000 new long-term jobs are anticipated because of improved access and increased commerce to this transit-oriented area.

Criteria: Mobility and Accessibility

1. **Describe how the project improves 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, or providing a range of travel modes or a missing mode.**

   The I-5 corridor currently creates an impassable barrier through the heart of the City. The project will provide a new, direct link across I-5, eliminating that barrier. The project link will provide dedicated transportation facilities for vehicles, pedestrians, and bicycles, and will directly improve access through the new multimodal facilities, and to multimodal facilities, for the EFA populations that are directly adjacent to the project. The majority of the percentages of EFA populations within the project area are OVER the regional averages, with two Census Tract areas being over the 50% threshold for People of Color. The Project will provide a shorter access route over I-5, which will increase capacity for the existing bus network system, facilitate more direct service to the City Center, new Sound Transit Light Rail stations, and West Alderwood Mall (for both job access and shopping). The Project will make a significant improvement in access for EFA populations within the center. The project will increase capacity within the City Center and provide an additional north-south connection across I-5 to access light rail transit.

   The Project will expand local and regional freight/supply chain mobility and connectivity. The Project provides an additional, multimodal, I-5 crossing of Lynnwood's 196th Way/SR 524 business freight corridor. This alternative route for I-5 exiting freight to goods and services destinations in Alderwood Mall will provide congestion relief, reduced travel and delay times, and reduced vehicle emissions for accessing the City Center/RGC along the corridor.

   Lynnwood has a relatively high rate of residents who commute via alternate modes: Lynnwood's Cost Benefit Analysis for the Poplar Way project from 2021 showed that 15% walk, bike, or carpool to work, and 10 use public transportation. By increasing connectivity to transit (including the Lynnwood Light Rail Station that will open) and to the City Center, Alderwood, and adjacent office developments, the new Poplar Way Bridge will connect a diverse workforce with existing and future employment centers. Jobs will be created through construction of the project, as the project supports the continued development of the City Center with 15,000 future employment opportunities. As a catalyst project, the new bridge can support the revitalization efforts in the RGC.

2. **Describe how the project will improve mobility within the center and enhance opportunities for active transportation that can provide public health benefits. For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.**

   Expand Active and Motorized Transportation Mobility Connectivity: The Poplar Way Bridge will expand multimodal access, mobility, and connectivity across the physical barrier of I-5; creating an additional, ADA-compliant key linkage to mass transit, City Center, and the employment opportunities, amenities and services in the Lynnwood RGC. The barrier-separated shared-use path reduces pedestrian and bicycle level of stress and shortens trip lengths across I-5 and promotes active, affordable transportation. The shared-use path can also serve as a catalyst for future regional east-west connections between the Interurban and North Creek Trails. The bridge will provide a direct link for pedestrians and bicycles on the

southeast side of I-5 to the Interurban Trail on the northwest side of I-5. The bridge will also reduce congestion for local and regional motorized users experiencing delays on SR 524/196th St SW and the I-5 on/off ramps.

Expand Transit Mobility and Community Connectivity: The Poplar Way Bridge project directly supports a robust expansion and increased efficiency of regional and local transit to essential services for disadvantaged populations through strategic network redundancy across the barrier of I-5. Key to the timely operation of the bus transit system will be the expanded arterial system and new route options provided by the project to reduce bus headway delays caused by current congestion at existing I-5 interchanges. Reduced passenger and freight congestion along the SR 524 corridor provided by the Poplar Way Bridge will improve transit travel time reliability benefits and network capacity for the City's future Bus Rapid Transit (BRT) route. This new SR 524 BRT route is designed to accommodate the anticipated demand created by redevelopment in the City Center and Sound Transit's Lynnwood Light Rail station scheduled to open in 2024 with forecasted ridership of 52,000 riders per day by 2030. The bridge will also create opportunities for north-south oriented transit routes over I-5 to benefit census tract 518.02, which has EFA's that are over the regional averages for older adults, people with disabilities, and people with limited English proficiency.

Improve Mobility through ITS: The City operates a city-wide ITS traffic signal system through its traffic management center in City Hall. The project traffic signals will be connected to this system, which allows the City to manage and coordinate traffic signal operations to maximize traffic flow and reduce vehicle delays up to 15 percent more effectively than uncoordinated traffic signals. The existing traffic signal at either end of the new bridge will be modified to accommodate the bridge and associated roadway widening, including: Adjustments in signal phasing to optimize timing; Installation of a fiber-optic interconnect system connecting the entire corridor; and Connection to Lynnwood's state-of-the-art Traffic Management Center at City Hall. The Poplar Way project's effectiveness will be maximized through the use of intelligent traffic signal systems.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

   Overall Transportation Network: The Poplar Bridge will eliminate the impassable barrier that the I-5 corridor creates through the heart of the City. The project will provide a new link across I-5, and will increase capacity within the City Center and provide an additional north-south connection across I-5 to access light rail transit. The addition of a fourth crossing of I-5 at Poplar Way in Lynnwood will help redistribute traffic and alleviate congestion on the three existing I-5 crossings. By reducing congestion at these existing crossings, significantly more vehicles can access I-5. This also benefits I-5 operations because with less traffic on 196th Street SW, there is less potential for the freeway on/off-ramps to back up onto I-5.

   The project will provide a new direct route for 31,400 vehicles per day in the year 2040, redistributing traffic from overly congested streets onto underutilized streets. Approximately 7,700 vehicles per day will be removed from the I-5/196th Street SW interchange, improving mobility for regional trips. The volumes on 196th Street SW (SR 524) will be reduced by over 8,400 trips per day. The new crossing of I-5 will allow approximately 8,800 vehicles per day to have shorter local trips, providing improved mobility for Lynnwood City Center. With this improved efficiency, the project will: reduce vehicle miles traveled (VMT), travel times, congestion, and emissions; increase speeds (on I-5 and local streets); and improve traffic flow.

   Existing access routes from I-5 to the Lynnwood City Center and the Alderwood Mall are circuitous, requiring the use of several different congested surface streets and requiring several turning movements. The Poplar Way Bridge will provide a direct connection from the northbound I-5 exit off-ramp located at the Alderwood Mall Parkway/ Poplar Way intersection to Alderwood Mall Boulevard and 33rd Ave W and the northern portion of the Lynnwood RGC. The additional route of travel will alleviate westbound traffic levels on 196th Street SW heading into the Lynnwood City Center and to businesses located on and around 196th Street SW, improving convenience and access to these locations.

   Regional Freight Mobility: Existing congestion in the area has significantly reduced the effectiveness of the region's freight distribution system. Primarily an aerospace manufacturing and retail and wholesale distribution system, an enormous variety of goods are handled on this system. Final distribution of these goods is 100 percent by truck. The project will add a new connection over I-5, providing much needed freight capacity. The project will be the backbone to the area's freight distribution system. Reduced congestion on I-5 will also improve regional freight mobility along one of the most heavily congested sections of I-5, including improved access to the Paine Field Manufacturing Industrial Center, located just 9 miles north of the project site in Everett.

Transit Connectivity and Capacity: Transit traffic experiences significant delays due to existing congestion. Lynnwood's City Center vision is to create transit-oriented development, with increased densities, limited/managed parking, a walkable multifunctional network of streets, and increased residential/office/retail mix. During peak hours, the combination of local and regional bus trips on local streets will result in frequencies of one or more buses every 3 minutes on most streets within the City Center. In order to achieve the projected City Center mode splits, both regional and local transit routes must travel through the heart of the proposed City Center. The project will provide a critical connection within the heart of City Center. The project will add much needed transit capacity for the bus network system, reduce congestion, and facilitate service reliability to the Regional Transit Center (the northern terminus of Sound Transit's light rail system is scheduled to open in 2024, with future expansion funded to Everett). Transit access to and from I-5 will also improve with the reduced congestion at the interchanges.

4. **Identify existing gaps**

   Lynnwood is divided by I-5, and the existing transportation network lacks a direct connection from the area of Lynnwood southeast of I-5 to the northwest side of I-5, where the City Center is located. Currently the circuitous route between the two sides may be a barrier to ease of access to jobs, goods, services, and modes of transportation by Lynnwood residents, and a disparity to the EFA poplulations in the City and especially within project area. With the majority of the EFA populations in the project area being above the regional averages, providing the Poplar Way Bridge connection will improve access to jobs, goods, services, and modes of transportation for all. The project will benefit users and provide dedicated bicycle and sidewalk facilities that are safe for users, and the direct connection will be significantly more convenient than some portions of the routes that existing today.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

   The concept for the project arose out of a multi-disciplinary planning study in 2007 (the City Center Access Study), which was focused on transportation's interaction with economic development, and the preliminary engineering draws on expertise from a variety of technical disciplines. Non-transportation agencies involved in the project development and environmental approval process include Snohomish County, Washington State Department of Archaeology and Historic Preservation, Ecology, and Lynnwood Community Development. The project is aligned with – and is the product of – local and regional land-use and transportation plans. The City's project partners have a shared vision of revitalizing Lynnwood with the City Center development, spurred by catalyst projects like the Poplar Way Bridge.

   Once the project concept for the Poplar Way Extension Bridge began the design phase, the City facilitated a multidisciplinary approach with a variety of stakeholders by launching interagency coordination efforts early in the NEPA and planning processes, supplemented by public open houses in January 2014 and July 2015.

   At the time of these open houses, although the PSRC's Equitable Engagement Guidance was not yet formally developed, the City's Public Engagement Plan did address and include some of the strategies that are now outlined in the four recommendations identified in the Equitable Engagement Guidance, which are: identify communities most impacted, develop public engagement goals and outcomes, establish meaningful relationships and remove barriers to engagement.

   The City's Public Engagement Plan goals included:
   • Engage the public to elicit participation, including traditionally underrepresented groups
   • Identify project partners and stakeholders
   • Collaborate and share in the decision making process, where feasible
   • Identify Issues
   • Resolve Concerns
   • Allow forum for community to learn about the project and to ask questions
   • Provide project information
   • Encourage interactive communication (POC w/ stakeholders)
   • Informs public of the purpose, need for, and benefits of the proposed action
   • Provide adequate personnel, time and funds to carry out the plan
   • Provide way to obtain materials/information in alternative formats and languages

   The City's methods of outreach to the public included:
   Demographic Analysis: The Demographic analysis was conducted in conjunction with the Environmental Justice discipline report for the project. The demographic findings were considered when preparing mailers and information, in accordance with the report recommendations. The City included Title VI language, in English and Spanish, stating that they would provide materials in different languages upon request.

   Open Houses: The City conducted two open houses – one in January 2014 and one in July

2015. The open houses were held at City Hall, which is an ADA accessible location. Public Comment Forms were handed out at all Open Houses. The comment forms included Title VI accommodations language and return mailer information. City provided copies of the public comment forms in alternative language formats (Spanish, Korean and Chinese). The public attending the open house had an opportunity to express verbal comments. The City kept notes during and kept a running list of comments received verbally during the open house. The list was reviewed by the City to determine how best to consider and/or implement public suggestions and/or requests where practical. The public was also be provided instructional information of how to access the Poplar Way project page and Newsroom on the website and how to go about subscribing to the City's informational newsletter eNews.

Open House Mailers: Mailers were prepared and distributed by the City of Lynnwood. The mailers were distributed 2 weeks in advance of the event. Mailer information included detailed general meeting information (time/date/location), brief project background narrative, public feedback request, and Title VI accommodations language. Mailers were sent by certified mail to all abutting property owners and/or their legal representatives. Residents and property owners in the vicinity of the project received mailers by regular mail.

Newspaper Articles/Public Announcements: Information pertaining to the open houses was posted in the Everett Herald. Public Announcements/Advertisements were coordinated through the Mayor's Office and City Clerk.

Website Information - Project Page and City Newsroom: The City maintains a project page on the City of Lynnwood's website for the Poplar Way Overcrossing project, which is updated on a regular basis. Information regarding any open houses was included on the project page for Poplar Way. The City's website also has links to an element called the "City Newsroom". Information pertaining to the open houses & public hearings was coordinated for inclusion in City Newsroom.

Newsletters – Lynnwood "ENews": The City has a form of regular email newsletter, titled "ENews", that is sent via email on a monthly basis. Project Meeting information was included in applicable ENews releases.

2. **Describe how this outreach influenced the development of the project.**

   The public outreach conducted in 2014 and 2015 as part of the Poplar Way project (described in Question #1 above) revealed the public's desire for a more direct connection between the two sides of the City, over I-5, and confirmed the support the community had for this project, which had come out of the City Center Access Study in 2007. The public's support of the project and their participation during the outreach process influenced some of the nuances of the specific design elements and engineering solutions of the project, which focused on minimizing impacts to the public and private property.

3. **Identify topology of location**

   There are three HOP typology designations associated with the project area, based on the same Census Tracts identified in the Identification of Population Groups section, which include:

   Tract 514.02 (northwest side of I-5) - Improve Access & Affordability = higher displacement risk/lower opportunity risk
   Tract 517.02 (northwest side of I-5) - Improve Access & Housing Choices = moderate displacement risk/lower opportunity risk
   Tract 518.02 (northwest side of I-5) - Transform & Diversify = moderate displacement risk/higher opportunity risk
   Tract 519.29 (southeast side of I-5) - Improve Access & Housing Choices = moderate displacement risk/lower opportunity risk

   "The Land Use Element of this Comprehensive Plan calls for the majority of future population and 10 employment growth to occur within the Lynnwood Regional Growth Center."

   • Finding LU-8.
   o With regard to accommodating the 2035 population and employment growth targets, the City has determined that ample land capacity for population and employment growth exists in and around Alderwood Mall. Properties in this area, predominantly zoned either PRC or PCD, are adequate in size to accommodate new construction. Most properties are improved with one-story buildings and surface parking. The Mall area is within the Lynnwood Regional Growth Center designated by VISION 8 2040. Currently, any properties in this area have an improvement value to land value ratio of approximately 1:1. With approval of Ordinance 3090 in 2014, the City Council repealed certain regulatory barriers to mixed-use development in the PRC and PCD zones.

   The RGC is the fasting growing area of Lynnwood. Adding an additional connection to improve access throughout the RGC will allow for increased flow throughout the other portions of the RGC. For example, when the City Center Light Rail station opens, there will be a large increase in traffic flow on 200th and 44th, having an additional way to move throughout the city will ease strain and tensions surrounding additional traffic. The increased connectivity will also

open the portions of the RGC south of I-5, providing opportunities for housing development where there was once low connectivity.

The Poplar Way Bridge will increase access throughout the RGC, providing opportunities for increased housing access south of I-5. The decrease in transit times (all forms of transit) will allow for a greater connection within the RGC. The greater connection across I-5 creates the opportunity to construct more housing south of I-5, lowering demand-based price increases to the northwest of I-5. The Poplar Way Bridge will improve access to the surrounding areas of Lynnwood and increase affordability of housing by increasing connectivity and supply.

The Poplar Way Bridge will provide an additional route for travel and connect the portion of the RGC that is south of I-5. After supply, housing accessibility within a city is the next most important factor in the provision of additional housing. Increasing access to more areas of Lynnwood will make the portions of the RGC south of I-5 more connected to the rest of Lynnwood, providing developers with a reason to build more housing and giving people a reason to want to live there. The Poplar Way Bridge will improve access to the surrounding areas of Lynnwood and increase housing choice and availability north of I-5.

The Poplar Way Bride will transform the southern portions of the RGC by adding a new pathway for travel. People traveling throughout Lynnwood will have the option to cross I-5 at an additional point, increasing the flow of possible consumers and residents in the southern portion of the RGC. Current business owners will see increased rates of people passing by, and future business owners will see an opportunity to grow, especially with the PCD zone being open to mixed-use. The bridge will also increase access to the Alderwood mall, adding more potential for future development on the site, which has already shown the ability to support residential projects. Currently the southern portions of the RGC are essentially cutoff from the City-Center/Alderwood subareas, the Poplar Way Bridge will allow both the areas to the north and south of I-5 to transform and diversify.

The Poplar Way Bridge will increase opportunities for residential development south of I-5. Currently, there are few major residential developments, and desire towards developing in that area is low. Adding a connection to the southern portion of the RGC will give developers a reason to build residential structures and give people a reason to want to live there. The Poplar Way Bridge will improve access to the surrounding areas of Lynnwood and increase housing choice and availability south of I-5.

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA's Proven Safety Countermeasures, and specifically address the following:**

   The new Poplar Way Bridge structure will provide proven safety countermeasures through having dedicated 7.5-foot wide sidewalk on the west side and a barrier protected 13-foot wide shared-use path on the east side, expanding and improving the area's network of safe pedestrian and non-motorized facilities for all ages and abilities. The barrier protection will reduce the risk for fatal and/or serious accidents. The existing portion of Poplar Way will be improved to include a raised 4.5-foot wide buffer area with street trees and lighting, that will buffer pedestrians and bikes in the 10-foot wide path, from travel lanes and provide traffic calming within these areas. The Interurban Trail realignment will include installation of lighting through the short tunnel segment, and installation of security cameras.

   The Poplar Way project does include some of the FHWA Proven Safety Countermeasures. These are listed below, and are based on the FHWA's Safe System Roadway Design Hierarchy table:

   Tier 1 countermeasures include:
   -Bicycle lanes, in the form of the shared use path along Poplar Way. The path is separated from vehicle traffic by a barrier on the new bride, and by a raised buffer area on the existing segment of Poplar Way.
   -Walkways. These are in the form of sidewalks and shared use paths, for all roadways within the project limits.
   -Dedicated left and right turn lanes at intersections.

   Tier 2 countermeasures include:
   -Appropriate speed limit. The separation of bicycles from the roadway eliminates competing speeds.

   Tier 3 countermeasures include:
   -Yellow change intervals. These will be updated to the current standards with the project construction.

   Tier 4 countermeasures include:
   -Crosswalk visibility enhancements. Adequate lighting has been designed/added to all

intersections.
-Backplates with reflective boarders. Included on all signals.
-Lighting. The project incorporates lighting for all areas within the project limits, which meet the required light levels.

2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

   The project area has a significant amount of EFA's - every defined EFA is present, and directly adjacent to the project area. Every EFA includes percentages, for one or more, of the adjacent Census Tracts being over the regional average, with People of Color being above the 50% threshold. EFA's rely more on transit and other modes of transportation, including walking and bicycling. Lynnwood is a significant transit hub, including transit stops, transit centers, and the evolving light rail. EFA's rely on these modes of transportation which provide more opportunities for these impacted groups. EFA's are significantly impacted by safety deficiencies in the existing transportation network that result in safety issues, and in turn, EFA's will greatly benefit from the safety improvements that will be made with the Poplar Way project.

   The existing routes for pedestrians and bicycles that can be used to get the from southeast side of I-5 to the northwest side of I-5 in order for people to access the City Center and transit facilities (transit stops, transit stations, light rail), have gaps in providing dedicated bicycle facilities and adequate pedestrian facilities. As an example, one existing route that can be used to get from the southeast side of I-5, over I-5, to the City Center is via Alderwood Mall Parkway, from Poplar Way to Alderwood Mall Boulevard. This route does not have dedicated bicycle facilities, and bicycles either need to use the vehicle travel lanes or ride on the relatively narrow sidewalks on either side of this road. This results in increased chance for conflict between users and diminished safety for multimodal travel along this route. The Poplar Way project's direct connection, and dedicated facilities for all modes of travel will result in a significant increase in safety for the EFA populations, and all users.

3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

   The City Center Subarea Plan adopted Urban Design Policy CCUD 2: “Standards should address the width of sidewalks, the spacing, size and type of street trees, pedestrian-scaled lighting, and other street furnishings to create safe, comfortable and an appealing place for pedestrians.” The Poplar Way Extension Bridge project will implement these standards in the connections to the Interurban Trail, the shared-use path and wide sidewalk across the bridge along with widened sidewalks and lighting throughout the project. The City is regularly and/or actively involved in the following:
   • Safe Routes to School grant program

   • Developing a Complete Streets Policy

   • Finalizing an Active and Accessible Transportation Plan

   • Neighborhood Traffic Calming Program

   • Daily cooperation with Police Patrol and quarterly meetings with LPD Officers to: Assess and mitigate collision hot spots; visit neighborhoods to talk about residential street safety for families and pets; attend annual Neighborhood Night Out to interface with residents where they live.

   • Annual citywide assessment and analysis of collisions for identifying new projects

   • Decades of strong and effective interagency partnerships with WSDOT, Snohomish County, City of Mountlake Terrace, and City of Edmonds for continuity of safety beyond our border.

   • Direct contact with school officials for safety of students and parents

4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

   Yes, the City is in the process of developing a Road Safety plan that will incorporate elements of PSRC's Regional Safety Action Plan where possible.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**
   Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway / Intersection / ITS

1. **What is the length of the project?**
   The project has 2700 linear feet of project improvements, with 600 linear feet being the new Poplar Way Bridge structure that will cross over I-5.
2. **What is the average daily traffic before the project?**
   Existing traffic on the portion of Poplar Way that currently exists (between Alderwood Mall Parkway/I-5 on-ramp and 196th), crosses I-5 via 196th Street SW, adding to heavy volumes through the City Center that already approach 60,000 vehicles per day. The off-ramps to 196th Street SW back up onto I-5 because of heavy traffic on the arterial, further adding to the congestion on the interstate.
3. **What is the average daily traffic after the project?**
   The City's traffic modeling projects 31,400 vehicles per day in year 2040, redistributing traffic form overly congested streets onto underutilized streets. Approximately 7,700 vehicles per day will be removed from the I-5/196th Street SW interchange, improving mobility for regional trips. The volumes on 196th Street SW (SR 524) will be reduced by over 8,400 trips per day.
4. **What is the average speed before the project?**
   Unknown for the portion of Poplar Way that currently exists (between Alderwood Mall Parkway/I-5 on-ramp and 196th). Not applicable to the portion of the new Poplar Way bridge portion.
5. **What is the average speed after the project?**
   Unknown - the average speed after construction of the new bridge was not forecasted in the traffic analysis work, nor for the portion of Poplar Way that currently exists (between Alderwood Mall Parkway/I-5 on-ramp and 196th). The posted speed for the new portion of the Poplar Way bridge will be 30mph.
6. **What is the level of service before the project?**
   Existing LOS for the project area is LOS E, but will increase to LOS F within a couple of years if the new Poplar Way Bridge is not constructed.
7. **What is the level of service after the project?**
   The anticipated LOS in the project area following completion of the new Poplar Way Bridge is LOS C.
8. **What are the existing number of lanes (total, both directions)?**
   For the existing Poplar Way segment: 6
   For the NEW Poplar Way Bridge segment: N/A, this does not currently exist.
   For the 196th St SW segment: 4
   For the Alderwood Mall Blvd segment: 4
   For the 33rd Ave W segment: 4
9. **How many lanes are being added (total, both directions)?**
   For the existing Poplar Way segment: 1 northbound left turn lane added
   For the NEW Poplar Way Bridge segment: 6
   For the 196th St SW segment: 1 westbound right turn lane added
   For the Alderwood Mall Blvd segment: 1 left turn lane added
   For the 33rd Ave W segment: 1 left turn lane added
10. **How many intersections are along the length of the project?**
    Three intersections are included in the project limits.
11. **How many intersections are being improved?**
    Three intersections are being improved. Improvements consist of upgrades to pedestrian ADA accessibility for crossings. ITS improvements that will improve mobility and travel time. City traffic signals will be connected to this system, which allows the City to manage and coordinate traffic signal operations to maximize traffic flow and reduce vehicle delays up to 15 percent more effectively than uncoordinated traffic signals. The existing traffic signal at either end of the new bridge will be modified to accommodate the bridge and associated roadway widening, including: Adjustments in signal phasing to optimize timing; Installation of a fiber-optic interconnect system connecting the entire corridor; and Connection to Lynnwood's state-of-the-art Traffic Management Center at City Hall. Turning lanes will be added to improve traffic operations.

12. **What is the percentage of freight truck traffic on the facility?**
    Existing freight truck traffic percentage on the portion of Poplar Way that currently exists (between Alderwood Mall Parkway/I-5 on-ramp and 196th) is 2%.

    The new connection over I-5 will add freight capacity via the direct connection between I-5, I-405, and 196th Street SW, improving freight access routes into the Lynnwood City Center, Alderwood Mall, several
    Regional Growth Centers (RGCs) and Manufacturing Industrial Centers (MICs), and multiple ferry terminals. Reducing congestion on I-5 is expected to improve overall freight mobility on one of the most heavily congested sections of the interstate freeway network.

13. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
    Yes. According to the City's 2016 traffic model, fewer vehicle trips are forecast to occur in 2035 as a result of shifting personal trips to transit, cycling, and walking as the transit-oriented development in
    Lynnwood progresses. For the 25-year analysis period utilized in the Benefit Cost Analysis, this results in a projected VMT reduction of 50,784,526 miles and CO2 emissions reduction of 35,990 metric tons by all vehicles. The 25-year analysis INCLUDES the Poplar Way Bridge project and assumed benefits accruing post construction from 2026 to 2045.

    The City's model projects the Poplar Way Bridge would reduce dependence on oil and reduce GHG emissions through improved traffic flow on the City's grid system and increased multimodal connectivity options. The project would enable the development of the City Center as a high-density multi-use urban center, reducing total VMT in the region by approximately 2.5 million miles annually (on average, post construction).

14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    Data and information for this section is based on the City of Lynnwood's 2021/2022 traffic modeling and a Benefit Cost Analysis that was prepared specifically for this project in 2021/2022.

15. **What is the average daily transit ridership along the corridor?**
    N/A, as this project does not include BAT or HOV lanes.

16. **How many daily peak period transit trips service the corridor?**
    N/A, as this project does not include BAT or HOV lanes.

17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
    N/A, as this project does not include BAT or HOV lanes.

18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
    N/A, as this project does not include BAT or HOV lanes.

19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
    N/A, as this project does not include BAT or HOV lanes.

20. **What are the ITS improvements being provided?**
    Due to project design and changes to existing conditions, the project will be required to install a new CCTV camera for monitoring I-5, as well as replace impacted fiber optic cable, and data loops.

21. **What is the expected improvement to average vehicle delay?**
    The new CCTV camera will support WSDOT's traffic monitoring, incident identification, and incident response activities. This will result in more efficiencies in managing incidents and congestion, providing an overall improvement to vehicle delay.

22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
    The information is based on the engineering design and a localized improvement, and not a study or evaluation.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   The project will add 600 linear feet of pedestrian and bicycle facilities on the new bridge structure that will extend north, from the existing Poplar Way/196th St SW intersection. The bridge will have a 7.5-foot sidewalk on the west side and a 13-foot shared use path on the east side. The bridge structure will span over I-5 and connect to the intersection of Alderwood Mall Boulevard/33rd Ave W. At this intersection, is an access point for the Interurban Trail shared use facility.

   For the existing Poplar Way segment, between Alderwood Mall Parkway/I-5 on-ramp and 196th, the existing 9.5-ft shared pedestrian/bicycle path on the east side will be improved by adding a 4.5 ft buffer between travel lanes and the path, and the path will be widened to 10-feet.
2. **What is the length of the proposed facility?**
   600 linear feet of new facilities
3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   The new Poplar Way Bridge structure will span over I-5 and connect to the intersection of Alderwood Mall Boulevard/33rd Ave W. At this intersection, is a direct access point for the Interurban Trail shared use facility. The trail currently runs parallel to Alderwood Mall Boulevard. The Interurban trail currently is a route to the Ash Way Park and Ride and the Lynnwood Transit Center. This connection point also is a direct connection to four existing Community Transit bus stops.

   The direct connection that the new Poplar Way Bridge will make from the southeast side of I-5 to the Trail on the northwest side of I-5 will GREATLY improve access for the ability to use alternate modes of transportation. In 2021, the Cost Benefit Analysis that was prepared for the project did note that overall, Lynnwood has a relatively high rate of residents who commute via alternate modes: 15 percent walk, bike, or carpool to work, and 10 percent use public transportation. By increasing connectivity to transit (including the Lynnwood Light Rail station scheduled to open in 2024) and to the City Center, Alderwood, and adjacent office developments, the new bridge will connect a diverse workforce with existing and future employment centers.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   City does not have current project area specific data, but overall for the City of Lynnwood 15% walk, bike, or carpool to work.
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   City does not have current project area specific data.
6. **What is the average bicycle trip length?**
   City does not have project specific data
7. **What is the average pedestrian trip length?**
   City does not have project specific data.
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   The overall percentages for the City's percentage of people who walk, bike, and carpool were determined during a specific Cost Benefit Analysis in 2021 that was prepared for the project.

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   July 2028
2. **Total project cost**
   $54,970,112.00

Funding Documentation

1. **Documents**
   Grant_Award_Letters.pdf

2. **Please enter your description of your financial documentation in the text box below.**
   Attached document shows the secured funds for design and ROW, along with the $40,000,000 secured through the RAISE grant, TIB Grant and Move Ahead WA funds.

Phase	Year	Alternate Year	Amount
construction	2027		$5,465,000.00

Total Request: $5,465,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Secured	$3,723,039.00
Local	Secured	$671,061.00
		$4,394,100.00

Expected year of completion for this phase: 2024

ROW

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Secured	$3,050,000.00
Local	Secured	$476,012.00
		$3,526,012.00

Expected year of completion for this phase: 2024

Construction

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	$5,465,000.00
Other Federal	Secured	$25,000,000.00
Other State	Secured	$10,000,000.00
TIB	Secured	$5,000,000.00
Local	Secured	$1,585,000.00
		$47,050,000.00

Expected year of completion for this phase: 2028

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No
2. **What is the actual or estimated start date for preliminary engineering/design?**
   Currently in progress
3. **Is preliminary engineering complete?**
   No
4. **What was the date of completion (month and year)?**

N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**
   No
6. **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.**
   June 14, 2024 is anticipated date to turn 100% PS&E into WSDOT Local Programs for approval. The 100% PS&E is currently in review by the City and WSDOT Development Services group.
7. **When are preliminary plans expected to be complete?**
   June 14, 2024

Project Readiness: NEPA

1. **Documents**
   Grant_Award_Letters.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Attached document shows the secured funds for design and ROW, along with the $40,000,000 secured through the RAISE grant, TIB Grant and Move Ahead WA funds.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes
2. **What is the actual or estimated start date for right of way?**
   December 2016
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   August 2016
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   The project needs property acquisitions and temporary construction easements from 8 property owners for 10 parcels which includes Snohomish County PUD #1. The project also need permits from WSDOT. As of the submittal of this screen form, 2 parcels remain to be acquired.
5. **What is the zoning in the project area?**
   The project is adjacent to multiple zones, all are listed below:
   • ACC – Alderwood-City Center Transition Area
   • CC-N – City Center North
   • P-1 – Public
   • PCD – Planned Commercial Development
   • CG – General Commercial
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   The project is currently on schedule to go to advertisement in the 4th quarter of 2024. At this time 90% of all necessary right-of-way has been acquired. The certification process is planned for the end of 3rd quarter 2024, which leaves adequate time for condemnation proceedings to occur without schedule impacts.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   • Right of Way Negotiations Beginning – December 2016
   • Completion of all fee takes - October 2021
   • Completion of all temporary construction easements – August 2024
   • Completion of ROW Certification – October 2024

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**
   Yes
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   August 2023

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   Yes
2. **What is the actual or estimated start date for right of way?**
   December 2016
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
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4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
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6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
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7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including**

the current status and estimated completion date of each.

• Right of Way Negotiations Beginning – December 2016
• Completion of all fee takes - October 2021
• Completion of all temporary construction easements – August 2024
• Completion of ROW Certification – October 2024

Project Readiness: Construction

1. **Are funds being requested for construction?**
   Yes
2. **Do you have an engineer's estimate?**
   Yes
3. **Engineers estimate document**
   PoplarWay_100pcntOpinionofCost_2024-04-05.pdf
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   All environmental permits have been completed and approved by the applicable agencies.
5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   No
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   June 2024
7. **When is the project scheduled to go to ad (month and year)?**
   November 2024

Figure 2 shows the Lynnwood and Snohomish County UGAs and project vicinity.

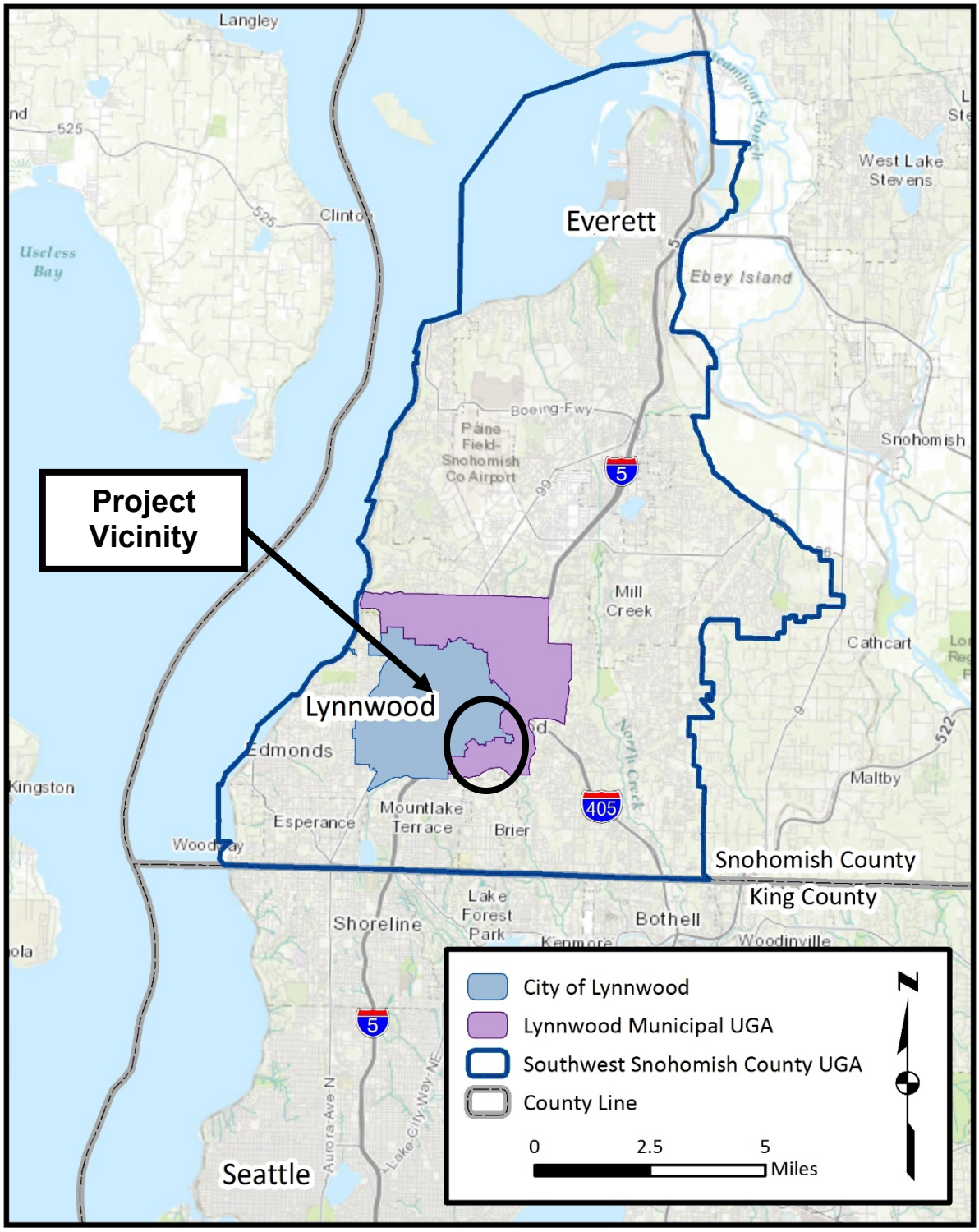


Figure 3. Lynnwood's PSRC Regional Growth Center and City Center Highlighting Public Infrastructure and Private Development Projects and Historically Disadvantaged Community Census Tract 518.02.

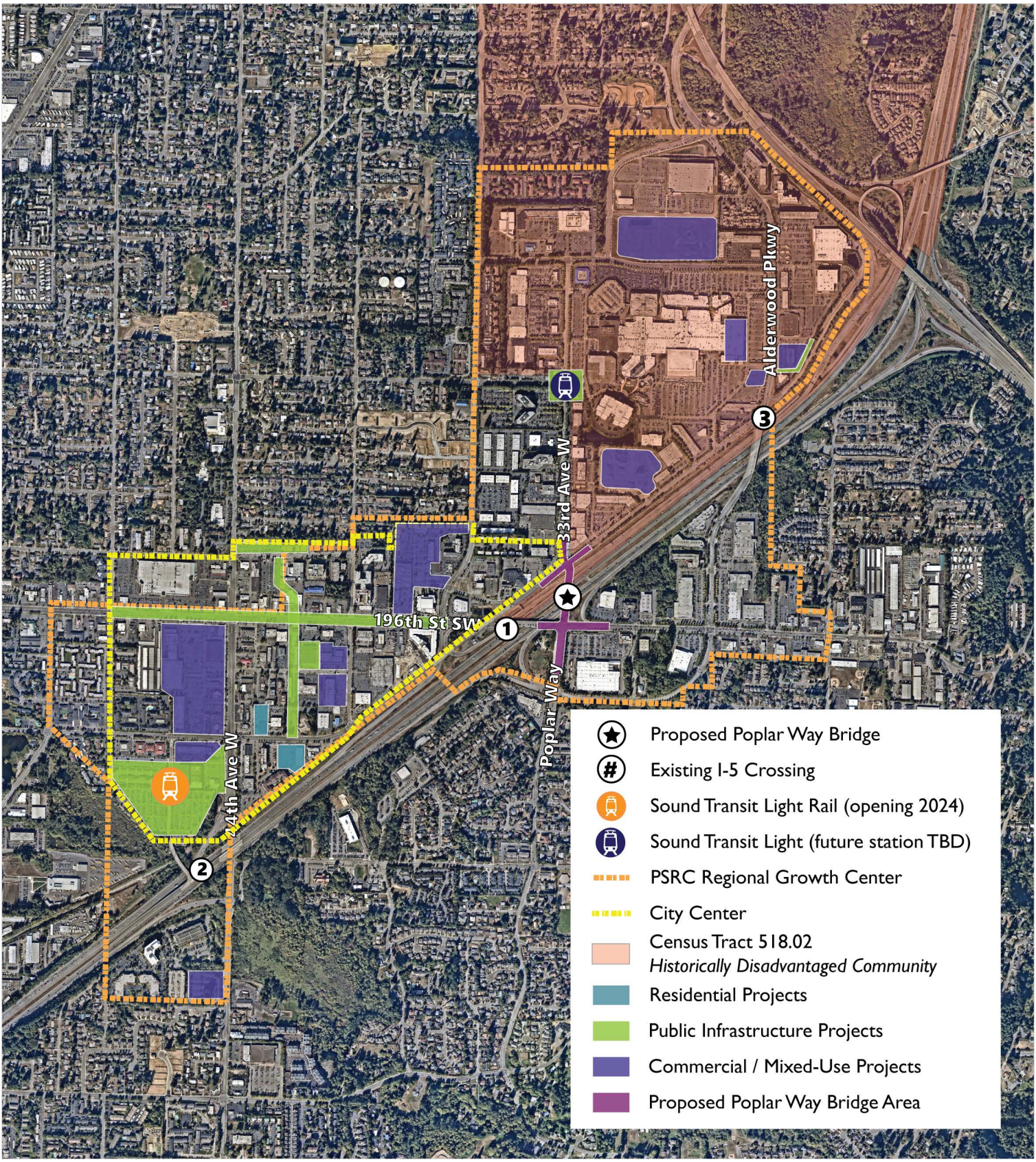
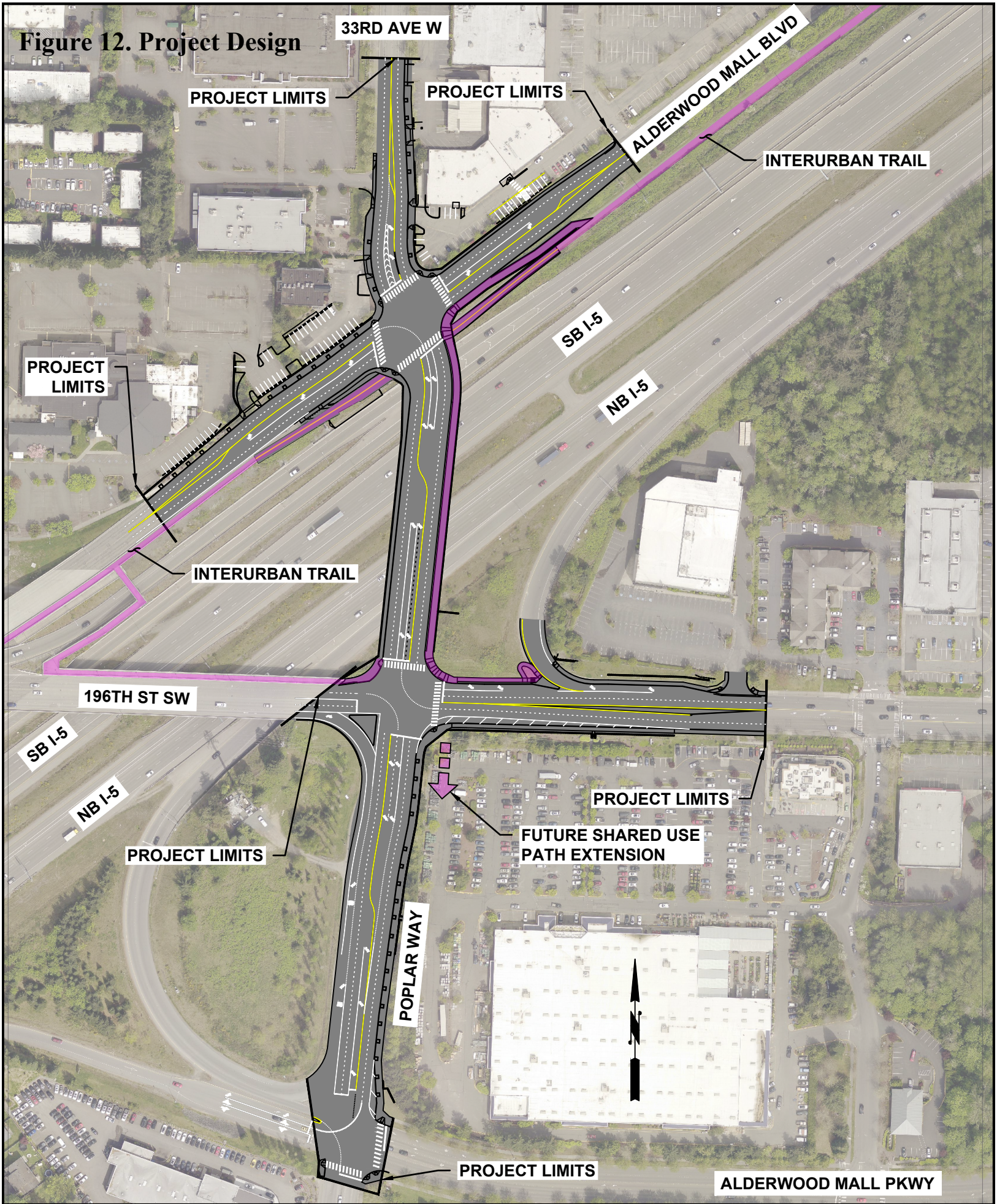


Figure 12. Project Design



SCALE
100 0 200 100
FEET

EXHIBIT DRAWING
FOR INFORMATIONAL PURPOSES ONLY

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

POPLAR WAY EXTENSION BRIDGE

4/07/2022


ALDERWOOD MALL BLVD
BED BATH & BEYOND


2+
ONLY
196th St SW
524
EAST
524
WEST

Poplar Way Extension Bridge
City of Lynnwood
Poplar Way Extension Bridge
4/5/2024

PERTEET

Spec. Section	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
	Schedule A - City of Lynnwood and Bridge Superstructure - Section 1-07.2(1) of Standard Specifications - Rule 171				
1-04.4 SP	Unexpected Site Changes	EST	1	$ 100,000	$ 100,000
1-05.4 SP	Roadway Surveying	LS	1	$ 366,000	$ 366,000
1-05.4 SP	Structure Surveying	LS	1	$ 80,000	$ 80,000
1-05.4 SP	ADA Features Surveying	LS	1	$ 25,000	$ 25,000
1-05.18 SP	Record Drawings	LS	1	$ 12,000	$ 12,000
1-07.11 SP	Training	HR	644	$ 75	$ 48,300
1-07.13	Reimbursement for Third Party Damage	EST	1	$ 5	$ 5
1-07.15 SP	SPCC Plan	LS	1	$ 4,000	$ 4,000
1-08.3	Type C Progress Schedule	LS	1	$ 32,000	$ 32,000
1-09.7	Mobilization	LS	1	$ 2,229,000	$ 2,229,000
1-10 SP	Traffic Control Supervisor	LS	1	$ 248,000	$ 248,000
1-10 SP	Pedestrian Traffic Control	LS	1	$ 127,000	$ 127,000
1-10 SP	Flaggers	HR	12,400	$ 60	$ 744,000
1-10 SP	Project Temporary Traffic Control	LS	1	$ 200,000	$ 200,000
1-10 SP	Work Zone Safety Contingency	FA	1	$ 60,000	$ 60,000
2-01	Clearing and Grubbing	AC	1.1	$ 20,000	$ 22,000
2-02 SP	Removal of Structures and Obstructions	LS	1	$ 20,000	$ 20,000
2-02 SP	Removal of Existing Retaining Wall	SF	1,752	$ 50	$ 87,575
2-02 SP	Saw Cutting Existing Pavement	LF	1,270	$ 5	$ 6,350
2-02 SP	Removing Drainage Structure	EA	2	$ 600	$ 1,200
2-02 SP	Removing Existing Drainage Pipe	LF	1,289	$ 30	$ 38,670
2-02 SP	Removing Cement Conc. Sidewalk	SY	500	$ 20	$ 10,000
2-02 SP	Removing Cement Conc. Curb and Gutter	LF	1,200	$ 15	$ 18,000
2-02 SP	Removing Cement Conc. Curb	LF	260	$ 8	$ 2,080
2-02 SP	Removing Asphalt Conc. Pavement	SY	3,400	$ 15	$ 51,000
2-02 SP	Removing Asphalt Conc. Sidewalk	SY	50	$ 35	$ 1,750
2-02 SP	Decommissioning Wells	LS	1	$ 1,500	$ 1,500
2-03	Roadway Excavation Incl. Haul	CY	4,290	$ 40	$ 171,600
2-03	Gravel Borrow Incl. Haul	TON	12,400	$ 20	$ 248,000
2-03	Unsuitable Foundation Excavation Incl. Haul	CY	518	$ 30	$ 15,540
2-05 SP	Potholing	VF	40	$ 150	$ 6,000
2-09	Structure Excavation Class A Incl. Haul	CY	4,730	$ 30	$ 141,900
2-09	Shoring or Extra Excavation Cl. A	LS	1	$ 152,500	$ 152,500
2-09	Structure Excavation Class B Incl. Haul	CY	3,040	$ 35	$ 106,400
2-09	Shoring or Extra Excavation Cl. B	SF	24,040	$ 1	$ 24,040
4-04	Crushed Surfacing Top Course	TON	1,770	$ 50	$ 88,500
5-04 SP	Planing Bituminous Pavement	SY	240	$ 25	$ 6,000
5-04 SP	HMA for Pavement Repair Cl. 1/2 In. PG 58H-22	TON	40	$ 300	$ 12,000
5-04 SP	HMA Cl. 1/2 In. PG 58H-22	TON	7,370	$ 125	$ 921,250
5-04 SP	Commercial HMA	TON	190	$ 135	$ 25,650
5-04 SP	Asphalt Cost Price Adjustment	CALC	1	$ 122,867	$ 122,867
6-02	Gravel Backfill For Wall	CY	90	$ 50	$ 4,500
6-02 SP	Conc. Class 4000P for Bridge	CY	1,652	$ 1,325	$ 2,188,900
6-02 SP	Conc. Class 5000P for Piers	CY	354	$ 1,545	$ 546,930
6-02 SP	Superstructure - Poplar Way Extension Bridge	LS	1	$ 8,762,746	$ 8,762,746
6-02 SP	Bridge Approach Slab	SY	837	$ 750	$ 627,450
6-02 SP	St. Reinf. Bar for Bridge	LB	359,681	$ 2	$ 809,282
6-02	Expansion Joint System Strip Seal - Superstr.	LF	239	$ 600	$ 143,400
6-06	Bridge Railing Type Decorative Pedestrian	LF	1,640	$ 300	$ 492,000
6-10 SP	Temporary Barrier	LF	1,800	$ 35	$ 63,000
6-10	Cast-In-Place Conc. Barrier	LF	10	$ 200	$ 2,000
6-10	Pedestrian Barrier	LF	1,628	$ 380	$ 618,640
6-13 SP	Structural Earth Wall	SF	5,310	$ 40	$ 212,400
6-13	Gravel Borrow for Structural Earth Wall incl. Haul	CY	1,660	$ 35	$ 58,100
6-13	SEW Pedestrian Barrier	LF	23	$ 800	$ 18,400
6-13 SP	Cement Conc. Cap for SEW	LF	540	$ 70	$ 37,800
6-14 SP	Temporary Geosynthetic Retaining Wall	SF	10,170	$ 30	$ 305,100
6-16	Shaft - 30 In. Diameter	LF	331	$ 250	$ 82,750
6-16	Removing Soldier Pile Shaft Obstructions	EST	1	$ 25,360	$ 25,360
6-16	Furnishing Soldier Pile - HP14x89	LF	289	$ 116	$ 33,524
6-16	Lagging	SF	2,120	$ 35	$ 74,200
6-16	Prefabricated Drainage Mat	SY	124	$ 20	$ 2,480
6-18	Shotcrete Facing	SF	5,792	$ 50	$ 289,600
6-19	Removing Shaft Obstructions	EST	1	$ 271,950	$ 271,950
6-19	Constructing 7 Ft. Diam Shaft	LF	777	$ 3,500	$ 2,719,500
6-19	QA Shaft Test	EA	21	$ 2,000	$ 42,000
7-01	Underdrain Pipe 6 in Diam.	LF	434	$ 30	$ 13,020
7-01	Gravel Backfill for Drain	CY	45	$ 100	$ 4,500
7-01 SP	Storm Drain Cleanout 6 In. Diam.	EA	21	$ 800	$ 16,800
7-01 SP	Flapper Valve for Wall Drain	EA	8	$ 120	$ 960
7-02	Contractor Designed Buried Structure No. 2	LS	1	$ 900,000	$ 900,000
7-04	Solid Wall PVC Storm Sewer Pipe 4 In. Diam.	LF	53	$ 40	$ 2,120
7-04	Solid Wall PVC Storm Sewer Pipe 6 In. Diam.	LF	292	$ 50	$ 14,600
7-04	Solid Wall PVC Storm Sewer Pipe 8 In. Diam.	LF	57	$ 60	$ 3,420
7-04	Corrugated Polyethylene Storm Sewer Pipe 8 In. Diam.	LF	63	$ 55	$ 3,465
7-04	High-Density Polyethylene (HDPE) Pipe 8 In. Diam.	LF	140	$ 60	$ 8,400
7-04	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	LF	2,126	$ 65	$ 138,190

Poplar Way Extension Bridge
City of Lynnwood
Poplar Way Extension Bridge
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Spec. Section	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
7-04 SP	Ductile Iron Storm Sewer Pipe 24 In. Diam.	LF	28	$ 200	$ 5,600
7-04 SP	Testing Storm Sewer Pipe	LF	2,730	$ 5	$ 13,650
7-05 SP	Abandon Existing Catch Basin	EA	9	$ 650	$ 5,850
7-05	Manhole 48 In. Diam. Type 3	EA	1	$ 4,500	$ 4,500
7-05 SP	Catch Basin Type 1	EA	22	$ 1,800	$ 39,600
7-05	Catch Basin Type 2 48 In. Diam.	EA	7	$ 4,000	$ 28,000
7-05	Concrete Inlet	EA	2	$ 2,000	$ 4,000
7-05 SP	Adjust Catch Basin by Sections	EA	9	$ 1,000	$ 9,000
7-05 SP	Adjust Manhole by Sections	EA	6	$ 1,000	$ 6,000
7-05 SP	Connection to Drainage Structure	EA	10	$ 2,000	$ 20,000
7-05 SP	Locking Solid Metal Cover and Frame for Catch Basin	EA	11	$ 1,250	$ 13,750
7-05 SP	Membrane Flow Control Device	EA	1	$ 300,900	$ 300,900
7-05 SP	Retrofit Existing Flow Control Structure	EA	1	$ 1,700	$ 1,700
7-05 SP	Weir Wall Construction in Existing Flow Control Structure	LS	1	$ 11,000	$ 11,000
7-05 SP	Stormwater Vault Relocation	LS	1	$ 9,700	$ 9,700
7-05 SP	Modify Existing Detention Vault	LS	1	$ 3,500	$ 3,500
7-06 SP	Filterra® Standard Unit - 4 Ft. x 4 Ft.	EA	1	$ 53,350	$ 53,350
7-06 SP	Filterra® Standard Unit - 4 Ft. x 6 Ft.	EA	2	$ 58,350	$ 116,700
7-06 SP	Filterra® Standard Unit - 6 Ft. x 8 Ft.	EA	1	$ 86,000	$ 86,000
7-08 SP	Plugging Existing Pipe	EA	18	$ 400	$ 7,200
7-09	Ductile Iron Class 52 Pipe for Water Main 6 In. Diam.	LF	110	$ 150	$ 16,500
7-09	Ductile Iron Class 52 Pipe for Water Main 8 In. Diam.	LF	30	$ 300	$ 9,000
7-09	Ductile Iron Class 52 Pipe for Water Main 12 In. Diam.	LF	1,100	$ 200	$ 220,000
7-09 SP	Insertion Valve 12 In. Diam.	EA	2	$ 15,000	$ 30,000
7-09 SP	Tapping Tee and Valve Assembly 12 In. Diam.	EA	3	$ 6,500	$ 19,500
7-09 SP	Abandon Existing Water Pipe	LF	1,010	$ 14	$ 14,140
7-12	Gate Valve 12 In.	EA	4	$ 3,200	$ 12,800
7-12 SP	Double Check Valve Assembly	EA	1	$ 2,000	$ 2,000
7-12 SP	Relocate Existing Water Meter	EA	2	$ 1,000	$ 2,000
7-12 SP	Adjust Water Valve Box	EA	3	$ 1,000	$ 3,000
7-14	Hydrant Assembly	EA	4	$ 6,000	$ 24,000
7-14 SP	Remove Existing Hydrant Assembly	EA	4	$ 2,400	$ 9,600
7-15	Service Connection 1 In. Diam.	EA	2	$ 1,800	$ 3,600
8-01 SP	Erosion Control and Water Pollution Prevention	LS	1	$ 280,000	$ 280,000
8-01	Silt Fence	LF	1,600	$ 10	$ 16,000
8-01	High Visibility Fence	LF	1,000	$ 10	$ 10,000
8-01	Inlet Protection	EA	73	$ 100	$ 7,300
8-01 SP	Outlet Protection	EA	1	$ 1,000	$ 1,000
8-01 SP	Settling Tank	MO	18	$ 1,000	$ 18,143
8-01 SP	Seeding	SF	13,400	$ 1.00	$ 13,400
8-02 SP	Topsoil Type A	CY	700	$ 75	$ 52,500
8-02	PSIPE - AMELANCHIER LAEVIS 'JFS-ARB' (SPRING FLURRY SERVICEBERRY), 2"	EA	12	$ 430	$ 5,160
8-02	PSIPE - Pyrus Calleryana 'Chanticleer' (Flowering Pear), 2"	EA	6	$ 500	$ 3,000
8-02	PSIPE - Pinus Nigra (Austrian Pine), 8'	EA	3	$ 600	$ 1,800
8-02	PSIPE - Azalea Hino Crimson (Hino Crimson Azalea), 2 GAL	EA	20	$ 75	$ 1,500
8-02	PSIPE - Azalea Gumpo White (Gumpo White Azalea), 2 GAL	EA	10	$ 50	$ 500
8-02	PSIPE - Cornus Sericea 'Kelsey' (Dwarf Red-Osier Dogwood), 1 GAL	EA	22	$ 20	$ 440
8-02	PSIPE - Cistus X Purpureus (Purple Rock Rose), 5 GFAL	EA	3	$ 50	$ 150
8-02	PSIPE - Nandina Domestica 'Gulf Stream' (Gulf Stream Nandina), 5 GAL	EA	17	$ 48	$ 816
8-02	PSIPE - Erica C. 'Springwood Pink' (Pink Heath), 1 GAL	EA	40	$ 16	$ 640
8-02	PSIPE - Berberis Thunbergii 'Rose Glow' (Rose Glow Barberry), 5 GAL	EA	8	$ 48	$ 384
8-02	PSIPE - Rhododendron PJM Compacta (Dwarf PJM Rhododendron), 21"	EA	3	$ 80	$ 240
8-02	PSIPE - Arctostaphylos Uva-Ursi (Kinnikinnick)	EA	5,500	$ 16	$ 88,000
8-02 SP	Bark or Wood Chip Mulch	CY	13,889	$ 130	$ 1,805,556
8-03 SP	Irrigation Restoration	LS	1	$ 105,000	$ 105,000

Poplar Way Extension Bridge
City of Lynnwood
Poplar Way Extension Bridge
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Spec. Section	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
8-04	Cement Conc. Traffic Curb	LF	720	$ 30	$ 21,600
8-04	Cement Conc. Pedestrian Curb	LF	60	$ 40	$ 2,400
8-04 SP	Cement Conc. Pedestrian Curb (4 In. Height)	LF	25	$ 40	$ 1,000
8-04 SP	Cement Conc. Curb and Gutter	LF	2,280	$ 35	$ 79,800
8-04 SP	Cement Conc. Barrier Curb	LF	110	$ 40	$ 4,400
8-04 SP	Cement Conc. Valley Gutter	LF	160	$ 40	$ 6,400
8-04 SP	Cement Conc. Extruded Curb	LF	430	$ 30	$ 12,900
8-04 SP	Cement Conc. Curb and Gutter Transition	LF	70	$ 35	$ 2,450
8-05 SP	Bike Rack	EA	4	$ 1,000	$ 4,000
8-05 SP	Litter Receptacle	EA	4	$ 4,000	$ 16,000
8-05 SP	Bench	EA	4	$ 2,800	$ 11,200
8-05 SP	Street Tree Grate	EA	14	$ 3,000	$ 42,000
8-06	Cement Conc. Driveway Entrance Type 2	SY	185	$ 90	$ 16,650
8-06 SP	Cement Conc. Driveway Entrance Type Residential	SY	60	$ 90	$ 5,400
8-06 SP	Cement Conc. Driveway Entrance Type Commercial	SY	55	$ 90	$ 4,950
8-07	Precast Sloped Mountable Curb	LF	180	$ 50	$ 9,000
8-07	Precast Dual Faced Sloped Mountable Curb	LF	50	$ 45	$ 2,250
8-07 SP	Precast Conc. Wheel Stop	EA	54	$ 170	$ 9,180
8-09	Raised Pavement Marker Type 1	HUND	15	$ 500	$ 7,500
8-09	Raised Pavement Marker Type 2	HUND	5	$ 600	$ 3,000
8-12 SP	Coated Chain Link Fence Type 4	LF	455	$ 40	$ 18,200
8-12 SP	Double 14 Ft. Coated Chain Link Gate	EA	1	$ 2,800	$ 2,800
8-14 SP	Cement Conc. Sidewalk	SY	1,760	$ 50	$ 88,000
8-14 SP	Cement Conc. Curb Ramp Type Perpendicular A	SY	61	$ 300	$ 18,300
8-14 SP	Cement Conc. Curb Ramp Type Half Perpendicular A	SY	15	$ 300	$ 4,500
8-14 SP	Cement Conc. Curb Ramp Type Parallel A	SY	10	$ 200	$ 2,000
8-14 SP	Detectable Warning Surface	SF	54	$ 60	$ 3,240
8-17	Temporary Impact Attenuator	EA	2	$ 4,700	$ 9,400
8-17	Resetting Impact Attenuator	EA	2	$ 3,000	$ 6,000
8-19 SP	Adjust Gas Valve	EA	2	$ 1,000	$ 2,000
8-20 SP	Illumination System (City - North)	LS	1	$ 628,000	$ 628,000
8-20 SP	Traffic Signal System-Alderwood Mall Blvd & 33rd Ave W	LS	1	$ 660,000	$ 660,000
8-20 SP	Temporary Traffic Signal System-Alderwood Mall Blvd & 33rd Ave W	LS	1	$ 110,000	$ 110,000
8-20 SP	ITS System (City)	LS	1	$ 185,350	$ 185,350
8-20 SP	Directional Boring	LF	360	$ 107	$ 38,500
8-21 SP	Permanent Signing	LS	1	$ 19,000	$ 19,000
8-22	Paint Line	LF	2,110	$ 2	$ 4,220
8-22	Painted Stop Line	LF	70	$ 15	$ 1,050
8-22	Plastic Stop Line	LF	180	$ 25	$ 4,500
8-22	Plastic Stop Line	SF	280	$ 15	$ 4,200
8-22	Plastic Crosswalk Line	SF	1,100	$ 25	$ 27,500
8-22	Painted Traffic Arrow	EA	3	$ 60	$ 180
8-22	Plastic Traffic Arrow	EA	7	$ 330	$ 2,310
8-22	Painted Traffic Letter	EA	12	$ 200	$ 2,400
8-22	Plastic Access Parking Space Symbol	EA	4	$ 500	$ 2,000
8-23	Temporary Pavement Marking - Short Duration	LF	3,400	$ 1	$ 3,400
8-24 SP	Gravity Block Wall	SF	1,160	$ 80	$ 92,800
8-24 SP	Cement Conc. Wall Cap	LF	350	$ 95	$ 33,250
8-26 SP	Pedestrian Handrail	LF	1,330	$ 150	$ 199,500
8-28 SP	Removable Bollard	EA	15	$ 900	$ 13,500
8-33 SP	Field Office Building	LS	1	$ 49,000	$ 49,000
8-32 SP	Decorative Island Treatment	SY	24	$ 200	$ 4,800
8-34 SP	Install Trail Counter	LS	1	$ 1,000	$ 1,000
				Schedule A Subtotal	**$ 32,135,813**

Poplar Way Extension Bridge
City of Lynnwood
Poplar Way Extension Bridge
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Spec. Section	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Spec. Section	**Schedule B - WSDOT Limited Access - Section 1-07.2(2) of Standard Specifications - Rule 170**				
1-04.4 SP	Unexpected Site Changes	EST	1	$ 20,000	$ 20,000
1-05.4 SP	Roadway Surveying	LS	1	$ 72,000	$ 72,000
1-05.4 SP	Structure Surveying	LS	1	$ 16,000	$ 16,000
1-05.4 SP	ADA Features Surveying	LS	1	$ 25,000	$ 25,000
1-05.18 SP	Record Drawings	LS	1	$ 2,000	$ 2,000
1-07.11 SP	Training	HR	127	$ 75	$ 9,525
1-07.13	Reimbursement for Third Party Damage	EST	1	$ 5	$ 5
1-07.15 SP	SPCC Plan	LS	1	$ 1,000	$ 1,000
1-08.3	Type C Progress Schedule	LS	1	$ 6,000	$ 6,000
1-09.7	Mobilization	LS	1	$ 440,000	$ 440,000
1-10 SP	Uniformed Police Officer	HR	560	$ 150	$ 84,000
1-10 SP	Traffic Control Supervisor	LS	1	$ 49,000	$ 49,000
1-10 SP	Pedestrian Traffic Control	LS	1	$ 48,000	$ 48,000
1-10 SP	Flaggers	HR	2450	$ 60	$ 147,000
1-10 SP	Project Temporary Traffic Control	LS	1	$ 326,000	$ 326,000
1-10 SP	Work Zone Safety Contingency	FA	1	$ 12,000	$ 12,000
2-01	Clearing and Grubbing	AC	2	$ 20,000	$ 40,000
2-02 SP	Removal of Structures and Obstructions	LS	1	$ 10,000	$ 10,000
2-02 SP	Saw Cutting Existing Pavement	LF	50	$ 5	$ 250
2-02 SP	Removing Drainage Structure	EA	5	$ 600	$ 3,000
2-02 SP	Removing Existing Drainage Pipe	LF	1058	$ 30	$ 31,740
2-02 SP	Removing Cement Conc. Sidewalk	SY	700	$ 20	$ 14,000
2-02 SP	Removing Cement Conc. Curb and Gutter	LF	1150	$ 15	$ 17,250
2-02 SP	Removing Cement Conc. Curb	LF	600	$ 8	$ 4,800
2-02 SP	Removing Asphalt Conc. Pavement	SY	4500	$ 15	$ 67,500
2-02 SP	Removing Asphalt Conc. Sidewalk	SY	180	$ 35	$ 6,300
2-03	Roadway Excavation Incl. Haul	CY	20	$ 40	$ 800
2-03	Gravel Borrow Incl. Haul	TON	17230	$ 20	$ 344,600
2-03	Unsuitable Foundation Excavation Incl. Haul	CY	542	$ 30	$ 16,260
2-03 SP	Ditch Excavation Incl. Haul	CY	20	$ 50	$ 1,000
2-05 SP	Potholing	VF	40	$ 150	$ 6,000
2-09	Structure Excavation Class A Incl. Haul	CY	270	$ 30	$ 8,100
2-09	Structure Excavation Class B Incl. Haul	CY	1330	$ 35	$ 46,550
2-09	Shoring or Extra Excavation Cl. A	LS	1	$ 10,100	$ 10,100
2-09	Shoring or Extra Excavation Cl. B	SF	9020	$ 1	$ 9,020
4-04	Crushed Surfacing Top Course	TON	690	$ 50	$ 34,500
5-04 SP	Planing Bituminous Pavement	SY	1430	$ 25	$ 35,750
6-02 SP	Concrete Monument	LS	1	$ 40,000	$ 40,000
6-06	Bridge Railing Type BP	LF	89	$ 130	$ 11,570
6-10	Conc. Barrier Transition Type 2 to Bridge F-Shape	LF	15	$ 200	$ 3,000
6-10 SP	Temporary Barrier	LF	2500	$ 35	$ 87,500
6-10	Precast Conc. Barrier Type 2	LF	20	$ 200	$ 4,000
6-10	Single Slope Concrete Barrier	LF	560	$ 200	$ 112,000
6-10	Pedestrian Barrier	LF	66	$ 380	$ 25,080
6-13 SP	Structural Earth Wall	SF	2610	$ 40	$ 104,400
6-13	Gravel Borrow for Structural Earth Wall incl. Haul	CY	720	$ 35	$ 25,200
6-13 SP	Cement Conc. Cap for SEW	LF	740	$ 70	$ 51,800
6-14 SP	Temporary Geosynthetic Retaining Wall	SF	13,120	$ 30	$ 393,600
6-16	Shaft - 36 In. Diameter	LF	270	$ 350	$ 94,500
6-16	Removing Soldier Pile Shaft Obstructions	EST	1	$ 18,440	$ 18,440
6-16	Furnishing Soldier Pile - W24x279	LF	462	$ 490	$ 226,380
6-16	Lagging	SF	124	$ 20	$ 2,480
6-16	Prefabricated Drainage Mat	SY	2537	$ 50	$ 126,850
6-18	Shotcrete Facing	SF	66	$ 380	$ 25,080
7-01 SP	Storm Drain Cleanout 6 In. Diam.	EA	16	$ 800	$ 12,800
7-01 SP	Flapper Valve for Wall Drain	EA	6	$ 120	$ 720
7-04	Solid Wall PVC Storm Sewer Pipe 4 In. Diam.	LF	25	$ 40	$ 1,000
7-04	Solid Wall PVC Storm Sewer Pipe 6 In. Diam.	LF	339	$ 50	$ 16,950
7-04	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	LF	1,142	$ 65	$ 74,230
7-04	Corrugated Polyethylene Storm Sewer Pipe 18 In. Diam.	LF	356	$ 75	$ 26,700
7-04 SP	Testing Storm Sewer Pipe	LF	1,862	$ 5	$ 9,310
7-05 SP	Abandon Existing Catch Basin	EA	1	$ 650	$ 650
7-05 SP	Catch Basin Type 1	EA	13	$ 1,800	$ 23,400

Poplar Way Extension Bridge
City of Lynnwood
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Spec. Section	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
7-05	Catch Basin Type 1L	EA	2	$ 2,000	$ 4,000
7-05	Catch Basin Type 2 48 In. Diam.	EA	3	$ 4,000	$ 12,000
7-05	Concrete Inlet	EA	3	$ 2,000	$ 6,000
7-05 SP	Adjust Catch Basin by Sections	EA	12	$ 1,000	$ 12,000
7-05 SP	Adjust Manhole by Sections	EA	1	$ 1,000	$ 1,000
7-05 SP	Connection to Drainage Structure	EA	6	$ 2,000	$ 12,000
7-05 SP	Locking Solid Metal Cover and Frame for Catch Basin	EA	2	$ 1,250	$ 2,500
7-06 SP	Filterra® Standard Unit - 4 Ft. x 6 Ft.	EA	1	$ 58,350	$ 58,350
7-06 SP	Filterra® Standard Unit - 6 Ft. x 8 Ft.	EA	1	$ 86,000	$ 86,000
7-08 SP	Plugging Existing Pipe	EA	2	$ 400	$ 800
7-14	Hydrant Assembly	EA	1	$ 6,000	$ 6,000
7-14 SP	Remove Existing Hydrant Assembly	EA	1	$ 2,400	$ 2,400
8-01 SP	Erosion Control and Water Pollution Prevention	LS	1	$ 60,000	$ 60,000
8-01	Silt Fence	LF	4300	$ 10	$ 43,000
8-01	High Visibility Fence	LF	1600	$ 10	$ 16,000
8-01	Stabilized Construction Entrance	SY	400	$ 25	$ 10,000
8-01	Check Dam	LF	220	$ 16	$ 3,520
8-01 SP	Block and Gravel Filter Inlet Protection	EA	4	$ 225	$ 900
8-01	Inlet Protection	EA	57	$ 100	$ 5,700
8-01 SP	Outlet Protection	EA	3	$ 1,000	$ 3,000
8-01 SP	Settling Tank	MO	18.1	$ 1,000	$ 18,143
8-01 SP	Seeding	SF	82000	$ 1.00	$ 82,000
8-02 SP	Topsoil Type A	CY	1900	$ 75	$ 142,500
8-02	PSIPE - Acer Rubrum 'Karpick' (Karpick Maple), 2"	EA	19	$ 450	$ 8,550
8-02	PSIPE - Cercis Canadensis 'Hearts of Gold' (Eastern Redbud), 1"	EA	3	$ 300	$ 900
8-02	PSIPE - Thuja Plicata 'Excelsa' (Exelsa Red Cedar), 8'	EA	11	$ 130	$ 1,430
8-02	PSIPE - Thuja Plicata 'Excelsa' (Exelsa Red Cedar), 5 GAL	EA	25	$ 50	$ 1,250
8-02	PSIPE - Acer Circinatum (Vine Maple), 4'	EA	7	$ 50	$ 350
8-02	PSIPE - Vaccinium Ovatum (Evergreen Huckleberry), 1 GAL	EA	40	$ 16	$ 640
8-02	PSIPE - Prunus Laurocerasus 'Otto Luyken' (Otto Luyken Laurel), 5 GAL	EA	18	$ 50	$ 900
8-02	PSIPE - Hemerocallis Fulva (Daylily), 1 GAL	EA	17	$ 25	$ 425
8-02	PSIPE - Symphoricarpos Albus (Snowberry), 1 GAL	EA	25	$ 16	$ 400
8-02	PSIPE - Mahonia Aquifilium (Oregon Grape), 1 GAL	EA	30	$ 16	$ 480
8-02	PSIPE - Ribes Sanguineum (Flowering Currant), 1 GAL	EA	18	$ 16	$ 288
8-02	PSIPE - Spiraea Japonica 'Shirobana or Little Princess' (Japanese Spiraea), 5 GAL	EA	16	$ 150	$ 2,400
8-02	PSIPE - Arctostaphylos Uva-Ursi (Kinnikinnick)	EA	1500	$ 16	$ 24,000
8-02	PSIPE - Mahonia Nervosa (Dull Oregon Grape)	EA	1270	$ 10	$ 12,700
8-02 SP	Bark or Wood Chip Mulch	CY	100	$ 130	$ 13,000
8-02 SP	Sod Installation	SF	1,500	$ 4	$ 6,000
8-04	Cement Conc. Traffic Curb and Gutter	LF	1,950	$ 35	$ 68,250
8-04	Cement Conc. Traffic Curb	LF	195	$ 30	$ 5,850
8-04	Cement Conc. Pedestrian Curb	LF	60	$ 40	$ 2,400
8-04 SP	Cement Conc. Pedestrian Curb (4 In. Height)	LF	10	$ 40	$ 400
8-04 SP	Cement Conc. Valley Gutter	LF	40	$ 40	$ 1,600
8-04 SP	Cement Conc. Curb and Gutter Transition	LF	20	$ 50	$ 1,000
8-07	Precast Sloped Mountable Curb	LF	735	$ 50	$ 36,750
8-09	Raised Pavement Marker Type 1	HUND	16	$ 500	$ 8,000
8-09	Raised Pavement Marker Type 2	HUND	5	$ 600	$ 3,000
8-11	Beam Guardrail Type 31 - 8 ft. Long Post	LF	288	$ 35	$ 10,080
8-11	Beam Guardrail Type 31	LF	830	$ 45	$ 37,350
8-11	Beam Guardrail Type 31 Non-Flared Terminal	EA	1	$ 4,500	$ 4,500
8-11	Beam Guardrail Anchor Type 11	EA	25	$ 1,200	$ 30,000
8-11	Removing Guardrail	LF	390	$ 15	$ 5,850
8-11	Removing Guardrail Anchor	EA	1	$ 500	$ 500
8-12 SP	Coated Chain Link Fence Type 4	LF	885	$ 40	$ 35,400
8-14 SP	Cement Conc. Sidewalk	SY	1,780	$ 50	$ 89,000

Poplar Way Extension Bridge
City of Lynnwood
Poplar Way Extension Bridge
4/5/2024

PERTEET

Spec. Section	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
8-14 SP	Cement Conc. Curb Ramp Type Perpendicular A	SY	54	$ 300	$ 16,200
8-14 SP	Cement Conc. Curb Ramp Type Half Perpendicular B	SY	6	$ 300	$ 1,800
8-14 SP	Cement Conc. Curb Ramp Type Single Direction	SY	19	$ 300	$ 5,700
8-14 SP	Cement Conc. Curb Ramp Type Parallel A	SY	8	$ 200	$ 1,600
8-14 SP	Detectable Warning Surface	SF	45	$ 60	$ 2,700
8-15	Quarry Spalls	CY	10	$ 100	$ 1,000
8-17	Permanent Impact Attenuator	EA	1	$ 15,000	$ 15,000
8-17	Temporary Impact Attenuator	EA	4	$ 4,700	$ 18,800
8-17	Resetting Impact Attenuator	EA	8	$ 3,000	$ 24,000
8-19 SP	Adjust Gas Valve	EA	2	$ 1,000	$ 2,000
8-20 SP	Illumination System (City - South)	LS	1	$ 481,000	$ 481,000
8-20 SP	Illumination System (WSDOT)	LS	1	$ 173,000	$ 173,000
8-20 SP	Traffic Signal System-196th St SW & Poplar Way	LS	1	$ 630,000	$ 630,000
8-20 SP	Traffic Signal System-Poplar Way & Alderwood Mall Parkway	LS	1	$ 65,000	$ 65,000
8-20 SP	Temporary Traffic Signal System-196th St SW & Poplar Way	LS	1	$ 132,000	$ 132,000
8-20 SP	Temporary Traffic Signal System-196th St SW & Lowes Access	LS	1	$ 132,000	$ 132,000
8-20 SP	ITS System (City)	LS	1	$ 16,500	$ 16,500
8-20 SP	ITS System (WSDOT)	LS	1	$ 254,100	$ 254,100
8-21 SP	Permanent Signing	LS	1	$ 34,000	$ 34,000
8-22	Paint Line	LF	2,790	$ 2	$ 5,580
8-22	Plastic Wide ine	LF	1,660	$ 4	$ 6,640
8-22	Painted Stop Line	LF	130	$ 15	$ 1,950
8-22	Plastic Stop Line	LF	320	$ 25	$ 8,000
8-22	Painted Crosswalk Line	SF	440	$ 15	$ 6,600
8-22	Plastic Crosswalk Line	SF	980	$ 25	$ 24,500
8-22	Plastic Crosshatch Marking	LF	70	$ 10	$ 700
8-22	Painted Traffic Arrow	EA	14	$ 60	$ 840
8-22	Plastic Traffic Arrow	EA	28	$ 330	$ 9,240
8-22	Painted Traffic Letter	EA	40	$ 200	$ 8,000
8-22	Plastic Traffic Letter	EA	8	$ 150	$ 1,200
8-23	Temporary Pavement Marking - Short Duration	LF	21,100	$ 1.0	$ 21,100
8-24 SP	Gravity Block Wall	SF	840	$ 80	$ 67,200
8-24 SP	Cement Conc. Wall Cap	LF	150	$ 95	$ 14,250
8-26 SP	Pedestrian Handrail	LF	380	$ 150	$ 57,000
8-26 SP	Concrete Barrier Railing	LF	20	$ 175	$ 3,500
8-27 SP	Cement Conc. Stairway	SF	20	$ 115	$ 2,300
8-33 SP	Field Office Building	LS	1	$ 10,000	$ 10,000
8-32 SP	Decorative Island Treatment	SY	200	$ 200	$ 40,000
				Schedule B Subtotal	**$ 6,779,146**
				Sales Tax (10.6%)	**$ 718,589**
				Schedule B Subtotal	**$ 7,497,735**

Spec. Section	Schedule C - Paving Within Limited Access				
1-09.7	Mobilization	LS	1	$ 101,000	$ 101,000
1-10 SP	Traffic Control Supervisor	LS	1	$ 11,000	$ 11,000
1-10 SP	Flaggers	HR	560	$ 60	$ 33,600
1-10 SP	Project Temporary Traffic Control	LS	1	$ 75,000	$ 75,000
1-10 SP	Work Zone Safety Contingency	FA	1	$ 3,000	$ 3,000
2-02 SP	Saw Cutting Existing Pavement	LF	2260	$ 5	$ 11,300
2-03	Roadway Excavation Incl. Haul	CY	1980	$ 40	$ 79,200
5-03	HMA Joint Seal at Bridge End	LF	100	$ 70	$ 7,000
5-04 SP	Planing Bituminous Pavement	SY	1430	$ 25	$ 35,750
5-04 SP	HMA for Pavement Repair Cl. 1/2 In. PG 58H-22	TON	70	$ 300	$ 21,000
5-04 SP	HMA Cl. 1/2 In. PG 58H-22	TON	7770	$ 125	$ 971,250
5-04 SP	Asphalt Cost Price Adjustment	CALC	1	$ 128,836	$ 128,836
				Schedule C Subtotal	**$ 1,477,936**

Schedule A Subtotal	**$ 32,135,813**
Schedule B Subtotal	**$ 7,497,735**
Schedule C Subtotal	**$ 1,477,936**
Schedule Total	**$ 41,111,484**
Design Level Contingency (0%)	**$ -**
Construction Contingency	**$ 5,938,516**
Construction Total	**$ 47,050,000**
100% Opinion of Cost	**$ 47,050,000**

U.S. Department of Transportation

1200 New Jersey Avenue SE
Washington, DC 20590

Project Name: Connecting Lynnwood: Poplar Way Bridge
Applicant: City of Lynnwood
RAISE Grant Funding: $25,000,000
Estimated Total Project Costs: $49,682,336
Project Description: The project will construct a new six-lane, multimodal bridge over I-5 in Lynnwood, WA between the intersections of 196th Street SW (SR 524)/Poplar Way and 33rd Avenue W/Alderwood Mall Boulevard.

Congratulations! The project above was selected to receive an FY 2022 RAISE grant.

The USDOT Operating Administration overseeing your project will contact you in September regarding next steps to complete the relevant requirements before executing a grant agreement.

This letter DOES NOT authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RAISE grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter DOES NOT authorize pre-award costs to be eligible. The Department expects all RAISE funding be obligated by September 30, 2026 and expended by September 30, 2031.

If you have any questions about this award, please contact the RAISE Grants Team at raisegrants@dot.gov

Sincerely,

John Augustine

Director, Office of Infrastructure Finance and Innovation
Office of the Secretary

Washington State
Transportation Improvement Board

Ashley Probart
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

December 02, 2022

Mr. David Mach, P.E.
Public Works Manager
City of Lynnwood
Post Office Box 5008
Lynnwood, WA 98046-5008

Dear Mr. Mach:

Congratulations! We are pleased to announce the selection of your project, Poplar Way Bridge, 196th St SW to Alderwood Mall Blvd, TIB project number 8-1-140(022)-1.

TIB is awarding 11.8807% of approved eligible project costs with a maximum grant of $5,000,000. Your request for a sidewalk deviation for the project was approved.

Before any work is permitted on this project, you must complete the following:

- Verify the information on the attached Project Funding Status Form and, revise if necessary. Print, sign and email a scanned copy;
- Submit the section of your adopted Six Year Transportation Improvement Plan listing this project;
- Sign, scan and email one copy of the Fuel Tax Grant Distribution Agreement; and
- Return the above items to TIB;

You may only incur reimbursable expenses after you receive approval from TIB.

In accordance with RCW 47.26.084, you must certify full funding by December 2, 2023 or the grant may be terminated. Grants may also be rescinded due to unreasonable project delay as described in WAC 479-05-211.

If you have questions, please contact Greg Armstrong, TIB Project Engineer, at GregA@TIB.wa.gov.

Sincerely,

Ashley Probart

Ashley Probart
Executive Director

Enclosures

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 31, 2022

Mr. William Franz
Public Works Director
City of Lynnwood
PO Box 5008
Lynnwood, Washington 98046-5008

Poplar Way Bridge
STPUL-IMD-REP-2004(037)
Move Ahead WA – Capital Projects
2022 Supplemental Transportation Budget
State Funding

Dear Mr. Franz:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding in the 2022 Supplemental Transportation Budget through the Move Ahead Washington (MAW) – Capital Projects program. The state funding is limited as shown below:

Poplar Way Bridge **$10,000,000**
2021-23 Available Funding: $10,000,000
Scope: Design and construct a new 5-6 lane bridge over I-5 in the vicinity of Lynnwood City Center center/Alderwood Mall. The bridge will include both pedestrian & bicycle facilities.

In the event the 2021-23 funding is not all reimbursed, WSDOT will request the remaining funding through the 2023-25 budget development. Until the funding is provided by the legislature, WSDOT can only reimburse your agency for the approved work completed each biennium, as reflected above. Therefore, it is critical that the Local Project Report is updated detailing the project's delivery, so that the funding aligns with the schedule.

In order to meet the state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information including: (https://wsdot.wa.gov/business-wsdot/support-local-programs)
  - ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
  - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
  - ✓ Funding and billing forms;

William Franz
City of Lynnwood
Poplar Way Bridge
March 31, 2022

- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Lynnwood** and your password is **Lynnw042**. The password is case sensitive.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance please contact Mehrdad Moini, your Region Local Programs Engineer, at 206.440.4734.

Sincerely,

Jay Drye, PE
Director
Local Programs

JD:st:ml
cc: Kelly McGourty, Transportation Director, PSRC
Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121

LEAP Transportation Document 2022 NL-1 as developed March 9, 2022

Move Ahead WA (Non-CCA) Capital Projects

(dollars in thousands)

		Leg Dist	2021-23 Funding	16 Year Total
Local Projects (Program Z)				
26.	156th Street Railroad Overcrossing	38	0	500
27.	224th Corridor Completion	47	20,600	20,600
28.	City Center Access Project - Federal Way	30	0	30,000
29.	Inchelium Vicinity Road Improvements	7	0	2,500
30.	Paine Field Access (100th St. SW) - Everett	38	0	8,400
31.	Poplar Way Bridge	32	10,000	10,000
32.	SR 99 BAT Lanes: 148th St SW to Airport Rd - Everett	21, 38	25,000	25,000
33.	Port of Tacoma Road, East of I-5	25	35,000	35,000
34.	42nd Ave Bridge	11	17,000	17,000
35.	Ballard-Interbay Regional Transportation (BIRT) System Corridor	36	0	25,000
36.	Lummi Island Ferry System Modernization and Preservation	42	5,300	5,300
37.	Snoqualmie Parkway Rehabilitation Project	05	5,000	5,000
38.	Bothell Way/Bothell Everett Hwy Widening	1	7,000	7,000
39.	Grove Street Overcrossing	38	5,000	5,000
40.	Elevate Slater Road	42	2,000	14,000
41	Railroad Crossing Grant Program		5,000	25,000
42.	Infra Grant Match		0	85,000
Program Z Total			**136,900**	**320,300**

Washington State
Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 29, 2016

Mr. William Franz
Public Works Director
City of Lynnwood
PO Box 5008
Lynnwood, Washington 98046-5008

City of Lynnwood
Lynnwood Poplar Way Overcrossing
STPUL-IMD-2004(037)
FUND AUTHORIZATION

Dear Mr. Franz:

Enclosed for your information and file is a copy of Supplement Number 9 to Local Agency Agreement LA-5787 for the above project between WSDOT and your agency.

This supplement modifies the funding for this project to the amounts shown below:

PHASE	TOTAL	FEDERAL SHARE
Right of Way	$3,526,012	$3,050,000

All costs exceeding those shown on this agreement are the sole responsibility of your agency.

As a condition of authorization you must show continuous project progress through monthly billings, until your project is complete. Failure to show continuous progress may result in your project becoming inactive per 23 CFR 630.106(a) (5) and subject to de-obligation of all federal funds and agreement closure.

FHWA requires projects utilizing federal funds for preliminary engineering or right of way to advance to construction. If this project is unable to proceed to construction, any expended federal funds must be repaid.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

Stephanie Tax
Manager, Program Management
Local Programs

ST:hj:ac
Enclosure
cc: Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 12, 2019

Mr. William Franz
Public Works Director
City of Lynnwood
PO Box 5008
Lynnwood, Washington 98046-5008

City of Lynnwood
Lynnwood Poplar Way Overcrossing
STPUL-IMD-REP-2004(037)
FUND AUTHORIZATION

Dear Mr. Franz:

Enclosed for your information and file is a copy of Supplement Number 10 to Local Agency Agreement LA-5787 for the above project between WSDOT and your agency.

This supplement modifies the funding for this project to the amounts shown below:

PHASE	TOTAL	FEDERAL SHARE
Preliminary Engineering	$4,394,100	$3,723,039

All costs exceeding those shown on this agreement are the sole responsibility of your agency. ***Any costs incurred after the Project Agreement End Date shown on the supplement are not eligible for federal reimbursement. In addition, all eligible costs incurred prior to the End Date must be billed within sixty (60) days of the End Date or they are ineligible for federal reimbursement.***

As a condition of authorization you must show continuous project progress through monthly billings, until your project is complete. Failure to show continuous progress may result in your project becoming inactive per 23 CFR 630.106(a) (5) and subject to de-obligation of all federal funds and agreement closure.

FHWA requires projects utilizing federal funds for preliminary engineering or right of way to advance to construction. If this project is unable to proceed to construction, any expended federal funds must be repaid.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

Stephanie Tax
Manager, Program Management
Local Programs

ST:jg:ml
Enclosure
cc: Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121