# Funding Application

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## Project Information

1. **Project Title**  
   Sultan Pedestrian and Bicycle Bridge

2. **Transportation 2040 ID**  
   N/A

3. **Sponsoring Agency**  
   Sultan

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

1. **Contact name**  
   Chris Hendrickson

2. **Contact phone**  
   360-793-1125

3. **Contact email**  
   chris.hendrickson@ci.sultan.wa.us

## Project Description

1. **Project Scope**

   The city of Sultan requests $2.5 million to construct a non-motorized, ADA-compliant bicycle and pedestrian bridge that spans the Sultan River. The project, called the Sultan Pedestrian and Bicycle Bridge project, includes construction of a 627-foot long, 10-foot wide pedestrian/bicycle bridge that runs parallel to and independent of the Washington State Department of Transportation (WSDOT) U.S. 2 vehicle bridge, located east of milepost 22.

   The bridge is positioned 56-feet from the existing WSDOT U.S. 2 vehicle bridge, which includes a four-foot buffer from WSDOT right-of-way, based on preliminary engineering. The structure features a 10-foot wide concrete bridge deck with precast concrete girders. Its 627-foot length spans the Sultan River and the corresponding flood plain. The main span over the Sultan River measures 163-feet.

   The western terminus of the project will be integrated into the U.S. 2 road shoulder at Albion Street, in Sultan’s Sportsman Park. The eastern terminus connects with First Street in River Park.
The project's design was funded through a PSRC Surface Transportation Program (STP) grant, awarded to the city in 2012. The city intends to contribute $1 million in city funds to construct the project, the total cost of which is estimated at $3.5 million.

Sultan is a close-knit, east Snohomish County community located along U.S. 2 that boasts a population of just over 5,000. Tucked in at the confluence of the Skykomish and Sultan rivers, the city is known for its rich history, scenic mountain views and salmon-filled rivers. It is the doorway to the vast number of recreational experiences that make east Snohomish County a one-of-a-kind Washington treasure.

The Sultan Pedestrian and Bicycle Bridge project supports city goals to increase the city's walkability, promote healthy lifestyles through enhancement of pedestrian pathways, and create an integrated network of ADA-compliant, non-motorized routes that will help reduce the number of vehicles on U.S. 2. In addition to providing safe, ADA-compliant passage across the Sultan River, the bridge will connect two key city parks and provide streamlined access to and from our historic downtown core.

2. **Project Justification, Need, or Purpose**
   
   The city of Sultan is a city divided. The southern portion of the city is divided by U.S. 2, a major east-west corridor which draws an average of 8,458 vehicles per day, according to Washington State Department of Transportation (WSDOT) estimates. The notoriously busy highway provides the only passage across the Sultan River, which divides the city to the west and forms the city's most northwestern boundary.

   Core city services lie on either side of the Sultan River, necessitating heavy usage of the existing WSDOT U.S. 2 vehicle bridge. While the vehicle bridge does attempt to provide space for pedestrians and bicyclists, the existing 29 1/2-inch pedestrian pathway is critically undersized and lacks federally-mandated ADA-compliance. Located north of the westbound driving lane, the narrow pathway hinders the flow of pedestrian traffic in the city and presents a safety hazard for those who brave the route.

   The pathway is unusually precarious due to its narrow width and minimal separation between users and 35-mile-per-hour highway traffic, and is not conducive to pedestrian, bicyclist or wheelchair traffic.

   A walker on the bridge is acutely aware that the bridge was made for vehicles, not pedestrians. Of U.S. 2's nearly 9,000 average daily travelers, roughly 12 percent is truck traffic, according to WSDOT. Large trucks dramatically reduce the already marginal amount of separation between vehicles and pedestrians. The unsafe pathway is used by our community members, including adults, families and children, all of whom deserve a safer, more pedestrian-friendly way to cross the river.

   Kids traverse the bridge in the mornings, hauling backpacks full of books on their way to school, as Sultan Elementary School, Sultan Middle School and Sultan High School are located on the east side of the Sultan River.

   The existing pathway fails outright at accommodating multimodal pedestrian traffic; a bicyclist has to stop to allow a foot traveler to pass, or vice versa. Our mobility-challenged residents are faced with the greatest challenge of all, as navigating the pathway in a wheelchair is exceedingly difficult. Further complicating the route is a one-inch vertical change in the asphalt level between the bridge pathway and the paved walkway, which is non-ADA compliant and a tripping hazard for pedestrians.

   Some community members, particularly bicyclists and those with mobility challenges, have opted to cross the bridge in the driving lane, due to the limitations of the pedestrian pathway.

   “I've put a long stick with a red flag on the back of my wheelchair and crossed the bridge in the vehicle travel lanes before,” said Sultan resident, Dale Doornek. “It makes the drivers mad, but I feel safer holding up traffic behind me than using the narrow and dangerous pathway on the existing bridge.”

   The Sultan Pedestrian and Bicycle Bridge project will provide safe and efficient pedestrian and bicycle access to and from core city services, streamlining and improving access to and from our city center, which is located east of the river. In addition to Main Street and our historic downtown core, there are schools, government offices, social services, a food bank, restaurants, a Community Transit Park and Ride, convenience stores and specialty businesses located to the east.

   Community features to the west include the city's only grocery store, a pharmacy, medical facilities, a laundromat and Cherry Hill Mobile Estates, a retirement community located just inside Sultan's westernmost city limits.

   Constructed in 1940, the U.S. 2 Sultan River vehicle bridge is given the following description in the city's Comprehensive Plan: “The bridge meets minimum tolerable limits to be left in place as is, but is classified as functionally obsolete.” According to WSDOT's U.S. 2 Route Development Plan, the lifespan of a bridge constructed in the mid-20th century is 75 years.
The Sultan River Bridge has surpassed that age, at 77, and is identified in the Comprehensive Plan as “near the end of its design life and is increasingly prone to structural deficiencies.”

The city has received verbal assurances from WSDOT that the existing U.S. 2 vehicle bridge will not accommodate widening or other modifications that would bring the pedestrian portion of the bridge up to current safety and ADA standards.

The aging bridge presents a noteworthy challenge in terms of disaster management. If the bridge was rendered impassable due to an earthquake or other natural disaster, access to and from the city center could be completely cut off. In this way, the benefits of the Sultan Pedestrian and Bicycle Bridge project are multifaceted. Designed to span both the river and the corresponding floodplain, the 627-foot long bridge features a 10-foot wide concrete deck, wide enough to accommodate emergency vehicles and engineered to withstand an earthquake.

Emergency preparedness is identified as a priority in the city’s Comprehensive Plan, which specifically recommends the establishment of emergency evacuation routes.

Based on its broad community benefit and great capacity for increased safety, the city has identified the Sultan Pedestrian and Bicycle Bridge project as a vital community connector, providing badly-needed ADA-compliant wheelchair access and enhanced pedestrian and bicyclist safety.

Project Location

1. **Project Location**
The Sultan Pedestrian and Bicycle Bridge project is located immediately west of the city center on the north side of U.S. 2, parallel to the WSDOT U.S. 2 vehicle bridge at roughly milepost 22. It connects Sportsman Park with River Park, providing a safe, ADA-accessible pathway that is lacking. It is directly east of the City of Sultan Wastewater Treatment Plant, located at 203 West Stevens Avenue.

2. **Please identify the county(ies) in which the project is located.**
   Snohomish

3. **Crossroad/landmark nearest the beginning of the project**
The western terminus of the project is in Sportsman Park, which is directly east of Albion Street and the city’s wastewater treatment plant, located at 203 West Stevens Avenue in Sultan.

4. **Crossroad/landmark nearest the end of the project**
The eastern terminus is in Sultan’s River Park, located at the corner of First and Main streets, just two blocks from the city center.

5. **Map and project graphics**
   Attachment_1_-_Bridge_concept_and_90_percent_design.pdf, Attachment_2_-_Sultan_Pedestrian_and_Bicycle_Bridge_Vicinity_Map.pdf, Attachment_1a_-_Bridge_plans.pdf

Plan Consistency

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

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
The Sultan Pedestrian and Bicycle Bridge project is specifically identified in the Transportation Element (chapter 8) of the city’s 2011 Comprehensive Plan as the U.S. 2 Pedestrian Crossing project. The project is in alignment with Comprehensive Plan goals and policies to “promote convenient non-motorized travel by taking measurable steps toward the goal of improving quality of life by creating a safe walking and biking environment to promote healthy lifestyles.”

   The project is included in the city’s six-year Transportation Improvement Plan (TIP), where it is identified as project number NM-8. The project was carried forward during the most recent TIP update, which occurred in June of 2016 and was unanimously approved by the Sultan City Council.

   Specific Comprehensive Plan references:
   The Sultan Pedestrian and Bicycle Bridge project is identified in the Transportation Element (chapter 8) of the city’s 2011 Comprehensive Plan, adopted on November 10, 2011. It is specifically referenced on page 8-191 in Table 8-4: 2012 – 2017 Transportation Improvement Plan, where it is identified as project number NM-8. It is additionally found on page 8-198 in
Implicit Comprehensive Plan references:

The Comprehensive Plan includes a number of references for a safe, pedestrian alternative to help community members enter and exit the city center. It is the city's belief that the Sultan Pedestrian and Bicycle Bridge project will not only increase safety for pedestrians crossing the Sultan River, but will also serve to improve the flow of traffic through the city by taking cars off the roadway.

The narrowness of the existing pedestrian pathway forces would-be walkers and bicyclists to use vehicles to travel in and out of the city center, which will be alleviated with the bridge’s construction.

“Eventually, local residents and visitors alike will realize that they will be able to travel in and around Sultan without having to drive in their cars, since having this facility will provide a safe, convenient and reliable trip among various local destinations,” wrote WSDOT in its letter of support. “The higher usage by these other modes translates to some measure of congestion relief on U.S. 2 whose persistent congestion can only worsen.”

The need for improved pedestrian access along the section of U.S. 2 near the Sultan River is referenced in section 8.8, titled Non-Motorized Transportation System (p. 8-183). Goals, policies and programs related to non-motorized transportation can be located on page 8-219.

The need for better pedestrian/bicycle facilities is additionally referenced in section 8.11 under Transportation Demand Management (TDM), where providing bicycle/pedestrian facilities is identified as an effective TDM strategy; “this Plan recommends significant investment in improving non-motorized travel within the Planning Area including sidewalk construction and repair, bike lanes, bike routes and trails.” (p. 8-187)

The Transportation Element of the Comprehensive Plan identifies disaster preparedness as a city priority, including the establishment of emergency evacuation routes (p. 8-162). The Sultan Pedestrian and Bicycle Bridge project will provide critical access in and out of the city should a natural disaster occur and render the existing Sultan River Bridge impassable.

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

N/A

Federal Functional Classification

1. Functional class name
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?
   The eastern terminus of the bridge is located in Sultan's River Park, a 7.21-acre community asset located within Sultan’s historic town center that offers picnic tables, views of the Sultan and Skykomish rivers, a covered area referred to as the “Sultan Gazebo” and our All-Veterans Memorial Wall. River Park is located within two and three blocks of restaurants, retail shops, Sultan City Hall, the Sultan Library and the Sultan Visitor Information Center (VIC).

River Park is home to numerous large scale community events, including Sultan’s annual Summer Shindig Festival, National Night Out Against Crime (NNO), Sultan’s Summer Movie Series and Sultan Swoosh, the city’s brand new 3-on-3 basketball tournament.

The western terminus is located in Sportsman Park, a 3.57-acre city-maintained park owned by the Washington State Department of Fish and Wildlife. Sportsman Park has been maintained by the city for decades, and is classified as a Special Use Park in the Parks and Recreation element of Sultan’s Comprehensive Plan. Sportsman Park is one of Sultan’s most utilized parks, offering river access, picnic space, a gazebo, parking and a boat launch. Sportsman Park is vastly appealing to both residents and tourists for its direct river access, as it is located at the confluence of the Sultan and Skykomish rivers.

Early mornings find anglers seated at the riverbank with their poles at the ready, while hot
Early mornings find anglers seated at the riverbank with their poles at the ready, while hot summer days find individuals, families and youth cooling off in the refreshing waters. Recreationalists pack the area during the Snohomish County Public Utility District’s (PUD) scheduled whitewater river flow releases, during which water is released from the Spada Lake reservoir to provide recreational opportunities. The releases attract whitewater river enthusiasts to our city.

The Sultan Pedestrian and Bicycle Bridge project creates a critical community connection between River Park and Sportsman Park that is missing. The bridge will draw Sportsman Park guests into River Park and our city center, by offering convenient, safe, ADA-compliant passage across the Sultan River, where none exists. The current pedestrian pathway is not readily apparent from either River or Sportsman Park, is not conveniently accessible and is not conducive to safe pedestrian passage.

The Sultan Pedestrian and Bicycle Bridge project will not only provide safe passage across the Sultan River, it cordially invites foot, bicycle and wheelchair traffic along an aesthetically pleasing walkway for direct access in and out of our town center. It’s an opportunity to elevate the connectivity of our parks network, so that guests, residents and explorers can engage with our city in a broader context.

In addition to drawing people into our city center, the project is multifaceted in its approach at mitigating the city’s complex transportation issues. U.S. 2 is a notoriously dangerous stretch of roadway, not conducive to foot-travel. There have been numerous reported incidents in which the pedestrian pathway’s narrow width inhibited passage for bicyclists and mobility-challenged community members, to the extent they were forced to travel in the roadway.

The Sultan Pedestrian and Bicycle Bridge project will not only offer direct support of our historic city center, it will serve as a welcome mat, ushering guests, explorers and residents safely into our city center.

2. **Describe how the project supports existing and/or planned population/employment activity in the center.**

   The project supports our existing population and enhances employment activity in the city center by facilitating safe, ADA-compliant access to businesses located in our historic downtown core. Increasing foot traffic in our historic downtown core is vital to business sustainability, as an increase in downtown guests equates to an increase in customers. This is an important equilibrium necessary to spur and sustain job creation and enhance our local economy.

   Sultan’s downtown core is poised to thrive, as it prepares to welcome several new businesses in the next six to 12 months, including a coffee shop and book store, a combined coffee shop and craft alehouse, a distillery, day spa and a pho restaurant.

   With residential areas located on both the east and west sides of the Sultan River, the bridge opens a whole new realm of possibilities for west-side residents with business to conduct on the east.

   The same holds true for recreationalists. The parking lot at Sportsman Park was at capacity on a recent sunny Sunday in September, when a visual survey of the area revealed nearly 50 cars. Kids and adults waded and fished in the Skykomish and Sultan rivers, while friends and family members lounged nearby. The city wants to draw these guests and residents into its historic downtown core, and the visually-appealing Sultan Pedestrian and Bicycle Bridge is the perfect mechanism for doing so.

   A bold, appealing connection between Sportsman and River parks is integral to the city’s vision of a bustling downtown core. The project creates an ease of access for residents, guests and explorers that will support commerce in Sultan’s historic town center. Through the influx of foot traffic gained by the city’s new pedestrian crossing, businesses will experience a larger degree of success and sustainability.

3. **Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center.**

   The Sultan Pedestrian and Bicycle Bridge project will bolster connections within Sultan’s network of parks, which is in alignment with the city’s emerging identity as a “Trail Town.” Identified in the Snohomish County Strategic Tourism Plan, Trail Town development is part of a regional effort to increase the economic vitality of east Snohomish County by capitalizing on its proximity to the Skykomish and Snohomish rivers.

   Over the last 24 months, the city of Sultan has participated in multiple county-initiated workshops related to Trail Town development and the development of the Skykomish-Snohomish Water Trail. The Skykomish-Snohomish Water Trail is an 84-mile water trail that extends from the Cascade Mountains to the Salish Sea in Everett. The concept is innovative, as it embraces and preserves the area’s natural resources with minimal environmental intrusion.

   The river itself is the trail, with corresponding Trail Town development to encourage
Formally identified as a “Town of the Trail,” Sultan looks forward crafting connections in alignment with Snohomish County’s water trail vision, as the Trail Town concept fits the Sultan community impeccably. It showcases our lush network of parks, highlights the opportunities for outdoor recreation in our city and offers promise to a downtown core that has struggled.

The city's own Comprehensive Plan identifies downtown Sultan’s proximity to the floodplain as a hindrance to its economic development. In this way, Sultan’s viability as a Trail Town is remarkable, as the concept takes the floodplain liability and transforms it into a strength. Additionally, drawing guests and residents into our downtown core through an enhanced network of pedestrian pathways is cohesive with the city’s Comprehensive Plan, which identifies greater access to Sultan’s wooded areas, streams and rivers as being important to Sultan’s quality of life (p. 2-30).

The Economic Development element of the Comprehensive Plan identifies Sultan’s proximity to an “amazing natural landscape” as one of the city’s most important assets. The confluence of the Sultan and Skykomish rivers provides world class fishing of Coho, Chinook and pink salmon, along with Steelhead, Cutthroat and Rainbow trout.

Facilitating streamlined access into our historic downtown with the Sultan Pedestrian and Bicycle Bridge project will increase commerce for our downtown businesses. A fisherman will easily be able walk across the river to replace a fishing lure at our local ACE Hardware store, and while they’re east of the river, perhaps stop and grab a cup of coffee or a book from one of our downtown businesses.

Sultan residents are equally served. The Sultan Pedestrian and Bicycle Bridge project will not only serve recreationalists, it will not only serve water trail users and it will not only serve city residents. It serves everyone equally, while simultaneously alleviating congestion on U.S. 2.

“With no alternate path to the historic downtown, residents are forced to travel U.S. 2 to access local services,” states the Economic Development element of the city’s Comprehensive Plan. “The city can continue to find ways to increase access to local services without requiring residents to use U.S. 2, minimizing local reliance on the highway and reducing congestion.”

The Sultan Pedestrian and Bicycle Bridge project is a non-motorized method that captures this idea. It captures our Trail Town essence, by providing a pathway that leads directly from the recreational areas along the Sultan and Skykomish rivers to the city center.

**Criteria: Bicycle and Pedestrian Projects**

1. **Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.**

   The Sultan Pedestrian and Bicycle Bridge project is all about improving, extending and connecting our local bicycle and pedestrian systems. In addition to connecting Sportsman Park with River Park, the project will connect with two additional grant-funded pedestrian pathway projects meant to bolster economic vitality in our downtown core through an integrated network of trails and walkways.

   The first, currently under construction, is adjacent to the bridge’s western terminus, located north of U.S. 2 and extending east-west from Albion Street to Marcus Street. The project, called the U.S. 2 Pedestrian/Bicycle Path project, was funded entirely via a Snohomish County Community Development Block Grant (CDBG). Construction of the U.S. 2 Pedestrian/Bicycle Path project has been underway since September 14, 2017.

   The second connection intensifies our Trail Town identity by connecting with “Susie’s Trail,” a new footpath that will connect River Park with Osprey Park. Funded through a legislative proviso from the state of Washington and grant funding from Snohomish County Conservation Futures, the city has entered into a contract with Hamsen & Associates for the trail's design, permitting and construction oversight.

   Another one of the city’s most highly-utilized parks, Osprey is a 76.2-acre community asset tucked in next to the Sultan River. The park showcases a lush, heavily-forested area with winding footpaths and river views. Recently enhanced by the Snohomish County Public Utility District (PUD), the park features side-channels that fill with local salmon during spawning season.

   The Sultan Pedestrian and Bicycle Bridge will shape an opportunity for compelling exploration of the Sultan community by conveniently connecting Sportsman, River and Osprey parks, while facilitating a streamlined connection to and from our city center. The project will greatly enhance our existing pedestrian facilities while substantially extending our pedestrian system.
As stated in the Small Towns and Rural Multimodal Networks Guide, "A connected network is not developed by a single trail, sidewalk, or bike lane but is comprised of many facilities that support walking and bicycling throughout the community."

When combined with our other trail/pathway projects and our existing pedestrian facilities, the Sultan Pedestrian and Bicycle Bridge is the cornerstone of a burgeoning network that is cohesive, safe, comfortable and direct.

In summation, the Sultan Pedestrian and Bicycle Bridge establishes vital non-motorized multimodal connections. It helps mitigate one of our city's most notorious barriers by providing a way to bypass U.S. 2. It allows pedestrians, bicyclists and mobility-challenged individuals to access our downtown core easily and safely. It will help build a well-rounded narrative that welcomes increased tourism, ushers in Snohomish County's Skykomish-Snohomish Water Trail concept and builds our Trail Town identity.

2. **Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e., safety and comfort, distance, slope, gaps, etc.**

The Sultan Pedestrian and Bicycle Bridge project addresses a longstanding need for safe pedestrian passage across the Sultan River, which divides our community. With residential areas located on both sides of the river, safe, ADA-compliant access is essential to providing enhanced quality of life to our residents.

The most significant barrier addressed by the bridge relates to our mobility-challenged residents, who face insurmountable challenges when trying to navigate the existing U.S. 2 pedestrian pathway in a wheelchair. Pedestrians, runners and bicyclists face substantial challenges as well, as the bridge is difficult to navigate under the best of circumstances. Only a short, standard-issue guardrail separates a walker from the westbound vehicles on U.S. 2. Pedestrians are inundated by the roar of vehicle engines and the smell of exhaust fumes as the 35-mile-per-hour traffic travels by.

Sultan's issue is summed up aptly in the Small Town and Rural Multimodal Networks guide, which states: "Many small and rural communities are located on State and county roadways that were built to design standards that favor high-speed motorized traffic, resulting in a system that makes walking and bicycling less safe and uncomfortable."

The Sultan Pedestrian and Bicycle Bridge bowls a strike in terms of mitigating key barriers. It satisfies rural network criteria outlined in the Small Town and Rural Multimodal Networks guide, by providing safe and comfortable passage for people of all ages and abilities.

Positioned over 55-feet away from U.S. 2, it provides substantial separation between pedestrians and vehicle traffic. It constructs a federally-compliant, ADA-accessible pathway were none currently exists. It connects two key community assets; Sportsman Park and River Park, which is located in our city center. It safely allows pedestrians, bicyclists and mobility-challenged residents to explore our city, bridging a detrimental gap that has long begged for attention.

Through its ability to enhance pedestrian access, it alleviates congestion on U.S. 2 by taking cars off the road. The Sultan Pedestrian and Bicycle Bridge will offer incredible return on the investment, and the city is ready to move this project forward to completion.

3. **Describe the connections to other multimodal facilities the project provides.**

The Sultan Pedestrian and Bicycle Bridge project connects the western and eastern portions of the city, providing passage across a challenging section of U.S. 2. The bridge vastly improves access to Community Transit bus stops and the Community Transit Park and Ride, which is located east of the city center on the south side of U.S. 2. Would-be commuters will be safely able to ride or walk to the park and ride from their homes on the west side of the city, helping to further alleviate congestion on U.S. 2.

"This project will provide safe and efficient pedestrian and bicycle access across the busy HWY 2 corridor to Community Transit bus stops," wrote Community Transit in its support letter. "On an average weekday, Community Transit has 28 trips that serve these bus stops in the project area. A stand-alone pedestrian/bicycle bridge will improve access and safety for Community Transit customers and the Sultan community."

And while perhaps not considered "high capacity," the Sultan Pedestrian and Bicycle Bridge project connects to our U.S. 2 Pedestrian/Bicycle Path project, which is currently under construction. It also connects with our historic downtown core, which can accommodate pedestrians, bicyclists and mobility-challenged individuals with its network of sidewalks. It additionally connects with Susie's Trail, another grant-funded project that will eventually connect River Park with Osprey Park.

4. **Describe how the project will benefit a variety of user groups, including those groups identified in the President's Order for Environmental Justice, seniors, etc.**
people with disabilities, those located in highly impacted communities and/or areas experiencing high levels of unemployment or chronic underemployment. The Sultan Pedestrian and Bicycle Bridge project is optimally positioned to serve a diverse variety of user groups, particularly due to its close proximity to Cherry Hill Mobile Estates, a senior community located at the city's western boundary. There are 70 mobile homes located in Cherry Hill, each of which has one or more occupants age 55 or older.

Cherry Hill is located less than a mile (.7) from the bridge’s western terminus at Albion Street. The Sultan Pedestrian and Bicycle Bridge project will welcome our senior community, as its spacious concrete walkway features safety, ADA-compliance and scenic views of Sultan’s parks and rivers. Our senior community members will be invited to embark on new adventures in their own city, based on the ability to cross the Sultan River safely and comfortably.

The bridge extends service to our mobility-challenged residents, as the existing pedestrian pathway is too narrow to easily accommodate wheelchair-users. Sultan resident Dale Doornek has long anticipated the Sultan Pedestrian and Bicycle Bridge project, eagerly awaiting the improved access it will provide in and out of the city’s downtown core.

“"The current walking bridge is extremely narrow, my knuckles nearly contact the structure when ambulating in my wheelchair,” wrote Doornek in his most recent letter of support.

Other areas of high-impact related to our low-income and minority population. According to the most recent data from the Washington State Office of the Superintendent of Public Instruction (OSPI), 52.6 percent of Sultan School District students qualify for free or reduced-price lunch. The Sultan Pedestrian and Bicycle Bridge project offers important connections to our in-need community members, including improved access to the food bank, the Volunteers of American Sky Valley Services Center and other food insecurity programs offered through our faith community.

5. Discuss whether the resource is threatened and if there will be a loss of opportunity if this project is not funded.
The resource is not currently threatened.

PSRC Funding Request

1. Has this project received PSRC funds previously? Yes

2. If yes, please provide the project’s PSRC TIP ID
   SUL-7

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Total Request: $2,500,000.00

Total Estimated Project Cost and Schedule

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Summary

1. **Estimated project completion date**
   March 2019

2. **Total project cost**
   $4,291,576.00

Funding Documentation

1. **Documents**

2. **Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**

   Please see attached financial documentation, which states the following:

   The city is developing the 2018 Budget and the Sultan Pedestrian and Bicycle Bridge is identified as a high-priority project. The design is 95 percent complete and the city has been seeking funding for the construction phase. Construction of “Susie’s Trail” between Osprey Park and River Park will be completed in 2018 and the bridge across the river will complete the connection between the other parks and Sportsman Park.

   The city currently has $672,347 in impact funds and REET funds available for the bridge construction. There are 20 pending permits which will be issued in 2017 that will generate $150,500 in impact and REET fees.

   Preliminary plat construction is currently under way and it is anticipated that the developers will build 60 homes in the first quarter of 2018 generating $451,500 in impact and REET fees.

   **Document inventory:**
   
   Finance attachment 1: letter from city finance director including documentation of fund balances confirming our available $672,347 in impact and REET funds.

   Finance attachment 2: 2017 - 2018 Capital Improvement Plan

   Finance attachment 3: 2018 - 2023 Transportation Improvement Plan (TIP)

Project Readiness: PE

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No

2. **Is preliminary engineering complete?**
   No

3. **What was the date of completion (month and year)?**
   N/A

4. **Have preliminary plans been submitted to WSDOT for approval?**
   No

5. **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.**
   N/A

6. **When are preliminary plans expected to be complete and approved by WSDOT (month and year)?**
   January 2018

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
2. Has the NEPA documentation been approved?
   No

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   December 31, 2017

Project Readiness: Right of Way

1. Will Right of Way be required for this project?
   No

2. How many parcels do you need?
   N/A

3. What is the zoning in the project area?
   N/A

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

5. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
   N/A

6. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?
   N/A

7. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
   N/A

Project Readiness: Construction

1. Are funds being requested for construction?
   Yes

2. Do you have an engineer’s estimate?
   Yes

3. Engineers estimate document
   Attachment_X_-Engineer_Estimate.pdf

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   US Army Corps of Engineers (USACE) and US Coast Guard (USCG):
   
   The USACE and the USCG have waived their jurisdiction over the project. See attachments 9 and 10 in “Other Considerations.”

   Next Steps:
   • None - Process complete

   Washington State Department of Natural Resources (WDNR):
   
   WDNR provided “Attachment E” of the JARPA and it was sent to the other applicable regulatory agencies for their permit processes. This allows the permit process to proceed for projects that occur on state-owned lands. It does not guarantee issuance of permits.

   Next Steps:
   • None - Process complete

   WDNR also noted that they have a separate process for approving utilities. Each utility owner will need to apply for a franchise agreement with WDNR in order to carry the new utilities over the Sultan River (along the pedestrian bridge). To my knowledge the utility owners have not been contacted in this regard.

   Next Steps:
   • Utility owners need to apply for franchise agreement with WNDR
   • Land Survey of proposed leased area performed
   • WDNR grants land lease for utility crossings on the pedestrian bridge
Estimated date of completion: February 2018

Washington State Department of Transportation (WSDOT):

WSDOT provided comments on the Environmental Classification Summary and Anchor QEA has responded to these comments. WSDOT has stated the project will not have Section 4(f) impacts if access is maintained to the boat launch or other major park features during construction (Note that this is a significant issue if the project cannot maintain this access – we should discuss this particular item). WSDOT is still trying to determine how Endangered Species Act (ESA) requirements will be addressed, since there is no longer a USACE or Coast Guard permit required. We have recommended that FHWA be the ESA lead entity, but WSDOT has not confirmed that FHWA will be the lead entity to date. We also need to submit the cultural resources report to WSDOT for the Section 404 process. We need concurrence from WHPacific and the City to submit these documents to WSDOT.

Next Steps:
• WSDOT determination of project ESA lead
• Review and approval of ECS updates by WSDOT
• Review and approval of Section 4(f) information from WSDOT
• Review and approval of Section 106 documentation by WSDOT
• ECS forms signed by City of Sultan, WSDOT and FHWA
• NEPA process is complete with signatures from all parties

Estimated date of completion: February 2018

City of Sultan

Shoreline Substantial Development Permit and Shoreline Conditional Use Permit application materials were provided to the City on October 25, 2013. Multiple discussions have been held with City staff regarding scheduling the required public hearing, but the hearing has not occurred to date. The SEPA process for the project was completed in April 2015.

Next Steps:
• Shoreline Substantial Development Permit (SSDP) hearing
• City of Sultan issues SSDP (Permit issuance has been pending secured construction funding to avoid expiration issues)

Estimated date of completion: February 2018

Washington State Department of Fish and Wildlife (WDFW):

WDFW has verbally agreed to issue a hydraulic project approval (HPA) for the project and has received the SEPA determination from the City required to do so, but the City requested this process be placed on hold until the Shoreline Substantial Development Permit and Shoreline Conditional Use Permit was reinitiated. The reason for this is that the HPA is only valid for a period of up-to 5 years and it was uncertain when construction would occur based on current funding.

Next Steps:
• Contact WDFW to verify that no further information is needed
• WDFW issues HPA

Estimated date of completion: February 2018

Washington State Department of Ecology (Ecology):

Ecology has determined that no 401 water quality certification is needed because no USACE permit is required. However a CZMA certification is still required due to federal funding for the project. The CZMA can be issued once the County’s SEPA determination is made.

Next Steps:
• SEPA determination provided to Ecology
• Ecology Issues CZMA

Estimated date of completion: February 2018

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).**
   January 2018

7. **When is the project scheduled to go to ad (month and year)?**
   March 2018
Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

   In this grant application, the city demonstrates its amplified level of commitment to the Sultan Pedestrian and Bicycle Bridge project in a way that is unprecedented; it assures significant financial investment by the city. In previous grant applications, the city has been challenged to show that it can provide a meaningful financial contribution to the project. This is what sets this grant application apart from the rest, as the city is prepared to not only meet the required 13.5 percent match, but well exceed it, with an approximately $1 million investment.

   Our elected officials have prioritized a conservative approach to city expenditures, in order to ensure a continued history of balanced budgets and fiscal responsibility. Because of this, the city now has the resources available to make this long-standing dream a reality. For far too long now, the pedestrian walkway attached to the U.S. 2 vehicle bridge has endangered community members, contributed to increased congestion on U.S. 2 and inhibited access to and from our city center.

   As such, the Sultan Pedestrian and Bicycle Bridge project has been identified as a high-priority project and the city is excited about its new level of commitment.

   The Sultan Pedestrian and Bicycle Bridge project has received widespread community support from our elected officials, business owners and community members. "Attachment Z - Letters of Support" includes a complete inventory of our most recent support letters, including letters from:

   - Washington State Senator Kirk Pearson
   - WSDOT
   - Snohomish County Parks, Recreation & Tourism
   - U.S. 2 Safety Coalition
   - the Snohomish County Sheriff's Office
   - Snohomish County Fire District 5
   - Community Transit
   - People for Bikes
   - the Sky Valley Chamber of Commerce
   - Community member Jackie Personeus
   - Community member Dale Doornek
   - Community member Dave Sivewright
   - Sultan Pharmacy & Natural Care owner Greg Hovander
   - Dr. Hans Dankers
   - Community member Penny Coleman

   Other attached documentation include photos of the existing pedestrian pathway (Attachments five, six and seven) and our current zoning and future land use maps (Attachments three and four).

2. **Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

   Engineering consulting firm W.H. Pacific presented seven different bridge design alternatives at two separate Sultan City Council meetings to get input from elected officials and community members. Alternative 6A was selected as the preferred alternative. Subsequently, the city engaged in a massive outreach effort aimed at educating the public about the bridge, including distribution of an artist’s concept and design specifications. A total of 373 community members signed a letter of support addressed to 39th District Senator Kirk Pearson, who has consistently expressed support.

   Public Outreach has included discussions at the Sky Valley Senior Center, local Coffee with the Mayor events, the Volunteers of America Sky Valley Resource Center, bicycle clubs, WSDOT, the Washington State Legislature and US 2 Safety Coalition.

   Sultan lobbying firm Armstrong and Associates has been pursuing funding for the project in Olympia, consistently providing reports to the Sultan City Council that are included as a matter of public record. This project has been discussed at the following meetings (NOTE: all city council meetings provide opportunity for public comment):

   - 6/21/2010: the Sultan City Council approved the application for a Transportation Enhancement Grant.
   - 5/10/2012: the Sultan City Council approved application for a WSDOT Pedestrian and Bicycle Grant.
   - 5/24/2012: the Sultan City Council approved the six-year TIP (discussion of the bridge was included).
   - 11/29/2012: the Sultan City Council approved a WSDOT supplemental agreement to hire a
consultant for design of the bridge.  
3/28/2013: the Sultan City Council was given a PowerPoint presentation featuring an overview of the project design.
8/8/2013: the Sultan City Council approved application for a transportation alternatives grant.  
8/8/2013: the Sultan City Council received grants report including the bridge project.  
9/19/2013: the Sultan City Council received grants report including the bridge project.  
11/14/2013: the Sultan City Council received grants report including the bridge project.
1/24/2014: local outreach to discuss relocation of trademark Sultan statue located in River Park. The statue will be moved to accommodate the new bridge.  
2/19/2014: the Sultan City Council received grants report including the bridge project.  
2/27/2014: the Sultan City Council approved application for a WSDOT grant.  
7/8/2014: A complete project description prepared for consulting firm WH Pacific was published on the Sultan website.  
3/2/2016: A presentation about the bridge was given during a Sky Valley Chamber of Commerce meeting.
3/10/2016: the Sultan City Council approved application for a WSDOT grant.
3/10/2016: the Sultan City Council received an update from consulting firm WH Pacific on the project.
6/9/2016: the Sultan City Council unanimously passed a revised TIP which includes the bridge project.  
9/14/2017: the Sultan City Council authorized Mayor Carolyn Eslick to sign grant application for PSRC TAP grant. The vote was unanimous.

Various public comment periods were granted in 2014 in alignment with SEPA.

3. **Final documents**

Accessible to 1st & Main and US2
8 spans
Sits upon the lift station
Embankment approaches

Alternative #6 - Preferred
Bridge Facts

- Multi-use structure carries pedestrian/bicycle traffic and utilities over the Sultan River and flood plain
- 10 ft. wide path
- 9 spans, 627 ft. total length
- 163 ft. main span over the river
- Precast concrete girders
- Deep, drilled shaft foundations for earthquake and scour resistance
THE CITY OF SULTAN DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS OF THIS DATA FOR ANY PARTICULAR PURPOSE, EITHER EXPRESSED OR IMPLIED. NO REPRESENTATION OR WARRANTY IS MADE CONCERNING THE ACCURACY, CURRENCY, COMPLETENESS OR QUALITY OF DATA DEPICTED. ANY USER OF THIS DATA ASSUMES ALL RESPONSIBILITY FOR USE THEREOF, AND FURTHER AGREES TO HOLD THE CITY OF SULTAN HARMLESS FROM AND AGAINST ANY DAMAGE, LOSS, OR LIABILITY ARISING FROM ANY USE OF THIS DATA.
Sultan resident and military veteran Sgt. First Class Dave Sivewright can often be seen running across the Sultan River using the pedestrian pathway attached to the U.S. 2 vehicle bridge. Sivewright will be honored before the Sultan City Council on September 28, 2017, for his extensive community advocacy and volunteerism. He and his wife Christina are former Sky Valley Citizens of the Year, and active members of Sultan VFW Post 2554 and the VFW Post 2554 Auxiliary.

Sivewright is a shining example of a regular bridge-user who would benefit from having a safer way to cross the Sultan River. Also known as the Highway 2 Freedom Runner, Sivewright has attracted the attention of various local media outlets for his patriotism and uplifting habit of running with a four-foot by six-foot American flag.

Please see the letter he penned to express his support of this project!
The above photo was taken on Sunday, September 4, 2017, in Sultan’s Sportsman Park. Sportsman Park is the city’s most popular park, offering a grassy picnic area, a gazebo, boat launch and a sandy beach with direct river access. Sportsman Park is popular among recreationalists, families and fisherman. On this particular day, there were roughly 47 vehicles parked in the parking lot. An estimated average of three people per vehicle equates to a total of 141 guests that could have been drawn into our downtown core, had there been convenient, safe and ADA-compliant access.

The below photo demonstrates how close a walker is to passing traffic on the bridge.
The above photo shows how little room there is to maneuver when there is another user on the bridge. The pathway almost completely fails to accommodate two-way pedestrian traffic, as one person needs to stand as close to the edge as possible in order to allow the other to pass.

The below photo shows the pedestrian pathway at its eastern terminus. The unevenness of the pavement at the transition point of bridge-approach to bridge is clearly reflected in this photo. This dramatic vertical change is non ADA-compliant and also a tripping hazard for walkers.
## Site Construction Costs

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Plan</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
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## Structural Costs

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<th>Unit Cost</th>
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Continuity: 10% $ 286,952.50
Construction Management: 12% $ 344,343.00
Total Amount Needed: $ 3,500,820.50
August 29, 2017

Donna Murphy
The City of Sultan
P.O. Box 1199
Sultan WA 98294

Dear Ms. Murphy:

I am writing in support of Sultan’s efforts to build a pedestrian bypass and bridge to improve safety for both pedestrians and drivers on Highway 2. It is my understanding that the project is fully designed and ‘shovel ready.’

As you know, Highway 2 accommodates large volumes of high-speed vehicular travel and currently does not provide sufficient safe shoulders for pedestrians. I believe that a safe pedestrian walkway through Sultan will help to improve safety, and ultimately congestion along the Highway.

I am pleased to offer my support for this important project.

Sincerely,

Kirk Pearson
September 18, 2017

Donna Murphy
Grants and Volunteer Coordinator
City of Sultan
319 Main St, Suite 200
Sultan, WA 98294

Subject: SR 2 MP 21.57-28.17
Bicycle and Pedestrian Bridge
Letter of Support

Dear Ms. Murphy:

This letter is intended to demonstrate the Washington State Department of Transportation’s (WSDOT) support of the City of Sultans funding request for their 2017 TAP Transportation Alternative Program Grant.

This project proposes to complete construction of a critical link in their network of non-motorized facilities. The new bridge will offer bicyclists and pedestrian a “Safe Lane” from Old Owen Road, to the Snohomish County Transit Park and Ride, or access Snohomish County roads locate south of the Skykomish River. Eventually local residents and visitors alike will realize that they will be able to travel in and around Sultan without having to drive their cars, since having this facility will provide a safe, convenient and reliable trip among various local destinations. The higher usage by these other modes translates to some measure of congestion relief on US 2 whose persistent congestion can only worsen.

This letter of concurrence is based on design concept only. As details are finalized, WSDOT will need to review and approve applicable plans. We look forward to working with the City to expedite this important project.

Sincerely,

John H. White, P.E.
Assistant Regional Administrator – King and Snohomish Counties

cc: Project File
R.Larson (Highway and Local Programs)
M. Gavino (Snohomish Area Traffic)
September 13, 2017

Snohomish County Parks, Recreation & Tourism
Annique Bennett, Strategic Tourism Plan Coordinator
6705 Puget Park Drive
Snohomish, WA 98296

Puget Sound Regional Council
2017 Transportation Alternatives Program
Attention Kelly McGourty
1011 Western Avenue Suite 500
Seattle, Washington 98104

Dear Ms. McGourty,

Snohomish County Department of Parks, Recreation and Tourism programs are well aligned with the City of Sultan’s grant request to fund the Sultan Pedestrian and Bicycle Bridge project. As the heart of the Skykomish River Valley, Sultan is a focus of the county’s tourism efforts to leverage the outdoor recreation economy as a rural economic development strategy for their community, the Skykomish River Valley and county tourism overall.

For the last two years, Snohomish County Parks, Recreation and Tourism has been engaged in the development of the Sky to Sound Water Trail, a recreational corridor spanning 84-miles that includes portions of the Skykomish and Snohomish rivers. The project coalition includes 11 distinct communities, public land management agencies, local businesses and major recreation and conservation non-profits. Major focus areas of the project include connecting rural and urban communities; protecting resources through partnerships for stewardship and education, and positioning historic downtowns with river access as “towns of the trail” or “town as trailhead” as way to feature community amenities as support outdoor recreation visitors.

Sultan is a key Snohomish County tourism destination, and its river access sites included in an intensive planning workshop with the National Park Service (NPS) Rivers Trails and Conservation Assistance (RTCA) Program and the Washington Society of Landscape Architects (WASLA) in June 2017. The Sultan Pedestrian and Bicycle Bridge project was identified through as providing a vital community connection for Sultan, creating an integrated network of parks and increasing public access into the city’s historic downtown center, vital to their presence as a town of the water trail. It improves the area’s walkability and adds ADA-compliance for an inclusivity that is lacking.

Thank you for your consideration of this worthy grant request.

Sincerely,

Annique Bennett
Strategic Tourism Plan Coordinator, Snohomish County Department of Parks, Recreation and Tourism
Annique.Bennett@snoco.org
U.S. 2 Safety Coalition
Chairman Fred B. Walser
P.O. Box 237
Monroe, WA 98272

August 30, 2017

Puget Sound Regional Council
2017 Transportation Alternatives Program
Attention Kelly McGourty
1011 Western Avenue Suite 500
Seattle, Washington 98104

Dear Ms. McGourty,

The U.S. 2 Safety Coalition fully supports the city of Sultan’s proposed U.S. 2 Pedestrian Crossing project. The city’s efforts to enhance pedestrian safety along U.S. 2 is in alignment with the goals and objectives of the U.S. 2 Safety Coalition, which has been working with local, state and federal agencies to obtain funding for safety improvements along U.S. 2 since 1997.

The U.S. 2 Pedestrian Crossing project will greatly enhance pedestrian and bicyclist safety, which is currently hindered by the non-ADA compliant pedestrian pathway along the Washington State Department of Transportation (WSDOT) U.S. 2 vehicle bridge. The existing path is less than three feet in width (29 ½ inches), which forces wheelchair users to use the driving lane on U.S. 2 in order to cross. The pathway’s narrow width and close proximity to passing vehicles serves as a strong deterrent to those traveling on foot, by bicycle or wheelchair.

The bridge will provide key connections to core city services, badly-needed ADA-compliance and increased safety along U.S. 2.

Thank you for your consideration.

Sincerely,

Fred Walser
Chairman, U.S. 2 Safety Coalition

CC Washington State Representative Judy Clibborn
Washington State Senator Curtis King
Community First

August 30, 2017

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
Re: Transportation Enhancement Program Application (Sultan Pedestrian Bridge)

Dear Board Members:

I am writing to voice my support for the City of Sultan's application for the grant to construct a pedestrian/bicycle bridge over the Sultan River in Sultan. The new bridge will run parallel to the Washington State Department of Transportation “US 2” bridge in the City of Sultan. The current US 2 bridge does not afford the necessary space for vehicle traffic and pedestrian/bicycle traffic, let alone wheelchair traffic.

As a police chief and law enforcement officer of 22 years, I pride myself on public safety and service to our residents. This existing bridge was constructed in 1938 and is obsolete for the purposes for which it is now used. At the time the current bridge was built, there was not the population in the area needing to use the bridge. In those days, anyone who did not have complete mobility was very limited in getting around. Today we have hundreds of thousands of additional population in Snohomish County and people daily making trips across the pass to eastern Washington. There are only approximately 28 inches of space to walk, ride, or cross the river on the afforded pedestrian path on the bridge. Bicycles and occasionally wheelchair traffic have at times had to cross the bridge in the vehicle lanes, which is inherently dangerous. This is neither safe nor necessary if we can provide a pedestrian/bicycle bridge for our residents to use.

This project, though expensive, will lead to a much safer and more progressive environment for our pedestrian/cyclist and wheelchair-bound residents. I understand there is limited funding to do everything that needs to be done in our great state; however, the staff with the City of Sultan has moved ahead with planning and has identified a very real way we can make things safer and better for Washington residents.

The East Precinct of the Snohomish County Sheriff's Office and I fully support this grant application and welcome any questions or comments. You may contact me at any time at the Sultan Police Department, (425) 388-6262, or send me an email at smcdonald@snoco.org.

Respectfully,

[Signature]

Lieutenant Steve McDonald
Chief, Sultan Police Department
515 Main Street, PO Box 1650
Sultan, Washington 98294
Donna Murphy, Grant Coordinator  
City Of Sultan  
P.O.Box 1199  
Sultan, WA 98294  

To Whom It May Concern,  

Snohomish County Fire District #5 fully supports the City of Sultan in their endeavor to build a pedestrian and bicycle bridge parallel to the highway 2 corridor through town.  

The existing path across the highway is to narrow preventing wheel chairs and bicycles safe passage across the river. In addition to being to narrow the bridge has exposed channel iron that can be hazardous if one were to attempt a crossing on a bicycle or wheelchair.  

A new pedestrian bridge would provide for safe passage across the Sultan River and providing access to shopping, a medical clinic, and pharmacy for the residents that do not have a vehicle. The bridge would help mitigate the car pedestrian or car bicycle accidents that we have had historically.  

Sincerely yours,  

Ron Bertholf  
Lieutenant  
Snohomish County Fire District #5  
PO Box 149  
Sultan, WA 98294
September 5, 2017

Mayor Carolyn Eslick  
PO Box 1199  
Sultan, WA 98294-11-99  

RE: PSRC FY 2017 Transportation Alternatives Program  

Dear Mayor Eslick:

Community Transit is pleased to provide support for the City of Sultan’s Bike and Pedestrian Bridge project to the Puget Sound Regional Council’s FY 2017 FHWA Transportation Alternatives Program (TAP).

This project will provide safe and efficient pedestrian and bicycle access across the busy HWY 2 corridor to Community Transit bus stops. On an average weekday, Community Transit has 28 trips that serve these bus stops in the project area. A stand-alone pedestrian/bicycle bridge will improve access and safety for Community Transit customers and the Sultan community.

The City has completed 100% design on this project and is now seeking construction funding for this project. We appreciate the opportunity to collaborate with the City of Sultan on projects that improve access and connectivity.

Sincerely,

[Signature]

Emmett Heath  
Chief Executive Officer  
Community Transit
September 7, 2017

Donna Murphy
Grants and Economic Development Coordinator
YOUR City of Sultan
319 Main Street/PO Box 1199
Sultan, Washington 98294-1199

Re: US 2 Bike/Pedestrian Bridge

Dear Ms. Murphy:

I am writing this letter in support of the City of Sultan’s plan to construct a bicycle/pedestrian bridge over the Sultan River. PeopleForBikes is pleased to extend support to this worthy project.

Across the United States, municipalities, counties, regions and states are recognizing the many benefits and low cost of investing in bicycling and pedestrian infrastructure. Multi-use trails and bridges that allow people to walk and bicycle with safety and ease – like this planned facility – are relatively inexpensive and reap multiple rewards, including improved health for the people who use them, better air quality, less congestion, and opportunities for economic benefits from tourism and retail sales. The US 2 Bike/Pedestrian Bridge will provide critical access to essential services on both sides of the river for people traveling by bike, on foot, or in wheelchairs. The project is shovel-ready and the City is contributing a substantial match to the requested grant. We applaud the City of Sultan for making this investment, and encourage its partners and constituents to join us in supporting it.

If you have any questions, please do not hesitate to contact me. Thank you for supporting great projects that allow residents to bike and walk to where they live, learn, work and play.

With regards,

Zoe Kircos
Director of Grants and Partnerships
September 9, 2017

Mayor Eslick,

I am writing this letter to express support for the City of Sultan’s efforts to build a new bike/pedestrian bridge across the Sultan River. Connecting the heavily used US 2 Sportsmen’s Park with downtown Sultan creates the opportunity for fishermen to access downtown businesses easily. The Sky Valley Chamber has been working with many partners to create a Water Trails Map that we hope to use to build a Trails Town tourism economy for this area. This bridge is a critical component of our plan to make down town accessible to recreationalists on the river.

The current walk way on the highway bridge is very narrow and unsafe. Wheelchairs and strollers cannot safely cross. The economic and safety implications of this project cannot be over stated.

Thank you for the opportunity to support this important project.

Sincerely,

Debbie Copple
Sky Valley Chamber of Commerce Director
PO Box 46
Sultan, WA 98294
360-793-0983 or debbie@skyvalleyvic.net
Sept. 12, 2017

To Whom It May Concern

I would like to express my sincere support for the pedestrian/bicycle bridge.

As I travel to and from Sultan during the day, I've seen many walkers, joggers, bicyclists and people in wheelchairs crossing on the old and very narrow area right next to traffic with a small rail in between.

I fear for their safety! They deserve to have a safe way to cross since there are vital services on both sides of this bridge.

The grocery store and medical clinic/dental clinics are on the west side while the Sky Valley Resource Center (VOA), police/fire and schools CITY HALL and library are on the east side, just to name a few. One of the folks who uses the library is in a wheelchair and her preschool child rides on her lap. We need a safe pedestrian crossing for so many reasons.

Thank you,
JACQUELINE PIERCE

1941 Vaughn Court
Snohomish WA 98290
To: Donna Murphy
From: Dale Doornek
Date: 9/18/2017

Re: Letter of Support for pedestrian and bicycle bridge project

I write in support of sultan pedestrian and bicycle bridge project; as a concerned disabled Sultan citizen I appreciate the current Level of Safety conducted by Sultan City staff. I ask that the applied for GRANT be taken into serious consideration for the safety and well-being of citizens and tourists. I am happy the design is fully funded at 60% and construction may begin soon.

I am a complete paraplegic and find it difficult and unsafe to cross the current walking bridge on Hiway 2 which is in close proximity. The current walking bridge is extremely narrow; my knuckles nearly contact the structure when ambulating in my wheelchair; and cannot turn around in an unforeseen predicament. I am an avid hand cyclist and athlete; to cross the bridge I must use the vehicle traffic lanes on US HiWay 2. Although, extreme caution is used, with a safety flag attached to wheelchair; the concern of a large truck being unaware of my presence; therefore causing a life-threatening accident.

Thank you, City of Sultan for considering safety concerns of pedestrians and bicyclists when using bridge to cross Sultan river. The current pedestrian path over the Sultan River is extremely narrow; as people walking in opposite directions must stop, allowing others to pass. Not to mention a family cannot walk side by side holding hands for safety concerns of children. The narrow bridge is a definite safety concern; due to path width and traffic (Cars, Busses, Trucks). The distance between a passing vehicle and a person raises the risk of an individual being struck by a loose object; therefore causing a serious accident.

Dale Doornek
Dave Sivewright  
204 8th Street #B  
Sultan, Washington 98294  

September 18, 2017  

Puget Sound Regional Council  
2017 Transportation Alternatives Program  
Attention Kelly McGourty  
1011 Western Avenue Suite 500  
Seattle, Washington 98104  

Dear Ms. McGourty,  

My name is Sgt. First Class Dave Sivewright and I support the city of Sultan’s efforts to obtain a grant to construct a new pedestrian bridge across the Sultan River. As a Sultan resident for the last four years and an avid runner, I am a frequent user of the existing pedestrian pathway that extends along the side of the U.S. 2 vehicle bridge.  

While running is always a challenge, it’s an even bigger challenge when faced with an obstacle like the U.S. 2 bridge. Unfortunately, passage over the bridge is a necessary evil, as it is the only way to get across the Sultan River. The skinny pathway is challenging to navigate under the best of circumstances, but when there are other walkers, runners or bicyclists, there is not enough room for two people to pass. If two people are unlucky enough to be on the bridge at the same time, one has to stop and let the other go by.  

A safe pedestrian pathway across the Sultan River would be an incredible asset to our community. I strongly support this grant request.  

Thank you for your consideration!  

Sincerely,  

[Signature]  

Sgt. First Class Dave Sivewright
September 6, 2017

To whom this may concern,

This letter regards the need for bicycling lanes in the Sultan area. As an owner of Sultan Pharmacy & Natural Care in Sultan, WA and a resident of Sultan since 1981, I use a bicycle frequently for transportation to work, to the grocery store, to the post office, to the bank and many other local businesses, to homes of patients for delivery of medications, as well as for healthy exercise and riding for enjoyment. Bicycling has allowed me to reach work dependably despite road closures from a land slide area between home and work, stop-and-go traffic congestion in front of my pharmacy most Fridays, certain holidays, during local fairs, highway maintenance and construction. By riding my bicycle in Sultan for many years, I have noticed other locals doing the same, lines of club riders touring Sultan or passing through -- have noticed the need for and lack of bicycle lanes for safer bicycling in the Sultan area.

While bicycling, I have personally been struck by the side mirror of a car when it passed me on a Sultan road not having even a shoulder between the road and ditch. A neighbor of mine also got hurt when he tried to cross the Sultan bridge where there is no bicycle lane and his handlebar caught the side of the bridge where he crashed. The standard of safety afforded to bicyclists by bicycle lanes in other cities should be available in Sultan due to the number of bicyclists here.

Bicyclists should not be expected to die before riding lanes are created for them along commonly ridden roadways, especially across the Sultan Bridge and other areas where bicyclists have already been hit by automobiles or injured. Please do what you can to implement bicycle lanes for Sultan.

Sincerely,
Greg Hovander

505 West Stevens Ave.
Sultan, WA 98294
PHONE (360) 793-8813
FAX (360) 799-2383
E-MAIL sultanpharmacy@hotmail.com
August 29, 2017

To Donna Murphy
City of Sultan

Dear Donna,

I heard that you are applying for a grant for a pedestrian and bike bridge to be built next to the highway bridge. That would be great!

A few years ago, I walked my bike on the bridge, but my companion rode across, so on the way back I tried to ride. There is minimal clearance, and every brace has metal corners with edges. I was not able to look forward because the sharp edges were so intimidating. I lost my balance and cut and bruised my shin. I immediately went home, iced, wrapped and elevated for the rest of the day, but still was laid up for several days. The discomfort and bruising lasted for several weeks which was especially unfortunate since 10 days later I left for a hiking trip in Ireland.

Please let me know if there’s anything I can do to help make the pedestrian/bike bridge a reality.

Sincerely,

Hans Dankers,
On Tue, Aug 29, 2017 at 11:01 AM, Penny Coleman <jakeandesmee2@gmail.com> wrote:

SUBJECT: City of Sultan Walking Bridge on Hwy 2

Attn: Grants Coordinator: Donna Murphy

Dear Donna

For many years now as a concerned citizen of Sultan, I have been concerned for the people having to cross the bridge over the river on Hwy 2 to get access to town and the Post Office and other businesses. The walkway is so narrow that a motorized wheel chair cannot fit without danger to the occupant or others. Two people cannot cross at the same time if one is in a chair and it is too dangerous for one to back all the way off for the other to pass. I know there are many people who hold concerns like mine. Would you please pass my letter on to the committee you work with and perhaps find a resolution to this problem.

Sincerely

Penny Coleman