

Appendix O

WSDOT Meeting Minutes

Kickoff Meeting Agenda

DATE:	September 21, 2021	TIME:	2:30 PM to 4:00 PM
JOB NO.:	315032	PROJECT:	Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT:	Kickoff Meeting	LOCATION:	ZOOM

ATTENDEES

- | | |
|---|---|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Mike Six, City of Bremerton |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Dave Carter, City of Bremerton |
| <input type="checkbox"/> Chance Berthiaume, City of Bremerton | <input type="checkbox"/> Kim Seibold, City of Bremerton |
| <input type="checkbox"/> Cathy Bonsell, City of Bremerton | <input type="checkbox"/> Bob Zurbrugg, City of Bremerton |
| <input type="checkbox"/> Ned Lever, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Thomas Knuckey, City of Bremerton | <input type="checkbox"/> Manuel Abarca, WSDOT |
| <input type="checkbox"/> Maryam Moeinian, City of Bremerton | <input type="checkbox"/> Joseph Perez, WSDOT |
| <input type="checkbox"/> Captain Mike Davis, City of Bremerton | <input type="checkbox"/> Jeff Sawyer, WSDOT |
| <input type="checkbox"/> Dennis Engel, WSDOT | <input type="checkbox"/> Jodie Beall, WSDOT |
| <input type="checkbox"/> Duke Stryker, WSDOT | <input type="checkbox"/> Richard Zeldenrust, WSDOT |
| <input type="checkbox"/> Brian Moorehead, WSDOT | <input type="checkbox"/> Bob Bergh, WSDOT |
| <input type="checkbox"/> Trent deBoer, WSDOT | <input type="checkbox"/> Stephen Austin, WSDOT |
| <input type="checkbox"/> Andy Larson, WSDOT | Robby Charvat, City of Bremerton |
| Chris Mottner, City of Bremerton | Katie Ketterer, City of Bremerton |
| Gunnar Fridriksson, City of Bremerton | Theresa Turpin, WSDOT |
| Edwin Elliot, WSDOT | |

Team Introductions

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. To include up to four (4) configurations of the shared use path for pedestrians and cyclists. This scope of work includes public outreach to assist the city in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Project Needs

- Inadequate and substandard sidewalk across the bridge.
- Lack of bicycle facilities across the bridge
- Substandard ADA ramps on and off of the bridge
- Safety improvements, cross over traffic

Project Benefits

- Enhanced pedestrian facilities
- Addition of bicycle facilities
- ADA access improvements
- Bridge to Bridge Trail connection; continuity of non-motorized modes of movement around the city
- Placemaking at each end of the bridge
- Physical barrier between travel directions

Project Risks

Group activity: what risks do you see for this project?

- Jodie – NMFS stormwater consultations for in-water work or additional PGIS
- Shane – Bridge structural capacity
- Aaron – constructability given existing utilities
- Joe – bridge preservation inspection access by WSDOT crews.
- Richard - Current UBIT has limitations for reach over wide sidewalks.
 - Tom –larger UBIT truck could mitigate the concern and should not be limiting factor
- Richard – barge usage for material staging?
- Shane – Council direction is for public to direct the width of the facility and the design team should seek ways to accommodate
- Richard – bridge needs paint and steel repair work on the steel span. This may expand the scope and should receive further review.
- Richard – bird activities may require environmental review
 - Jeff Sawyer may have more insight
- Joe – Maintenance of traffic during construction

- Shane – Manette RAB not designed for large trucks
- Tom – Council and public acceptance of an alternative
 - Financial feasibility of retrofit vs new structure
- Tom – high traffic speeds north of the bridge
- Chance – stormwater treatment needs
- Gunnar – street lighting owned by PSE. Uncertainty about maintenance of the lights and poles.

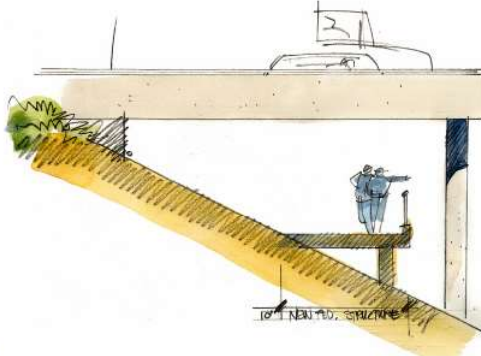
Preliminary Alternatives

The following preliminary alternatives have been identified by the project team, but are subject to change following the initial round of stakeholder outreach:

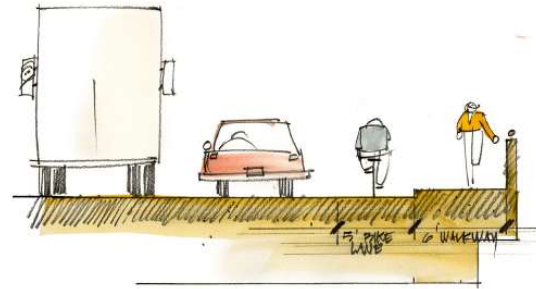
- 8-foot path on each side of the bridge
- 10-foot path on each side of the bridge
- 12-foot path (16 foot total width including shoulders) on the west side of the bridge, tunnel at the south end of the bridge
 - Will include either closure of the existing sidewalk on the east side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
- 12-foot path (16 foot total width including shoulders) on the east side of the bridge
 - Will include either closure of the existing sidewalk on the west side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
 - May include evaluation of east-west crossing enhancements for Olympic College students at or near 16th Street.

Previous Efforts

- Bremerton Port Washington Trail, Trail Master Plan, October 2005



8 Warren Avenue Bridge, looking west
Under-crossing



9 Warren Ave Bridge, looking north
Crossing

- Warren Avenue Bridge, Feasibility Study Workshop, August 2016

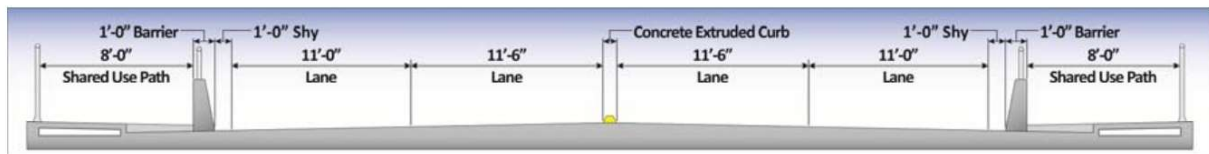


Figure 18: Option 1 Configuration

- SR-303 Corridor Study, November 2020
 - 10' sidewalk option was an equitable solution, providing improvements on both sides. Crossing projects required if just doing one side of the bridge.

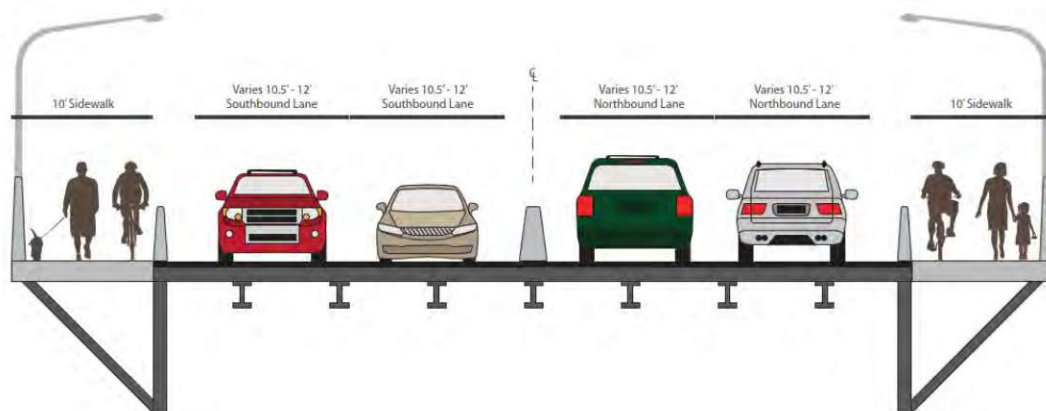


Figure 8. Proposed Typical Section – Warren Avenue Bridge

Measure of Success

- Council approval of preferred alternative
- Community support for the project

Scope of Work

- Topographic Survey of the project
- Public Outreach
 - Project website. Domain: www.warrenavebridgeproject.com
 - Stakeholder Outreach
 - WSDOT (local programs, Olympic Region traffic)
 - West Sound Bicycle Club
 - Bremerton ADA committee
 - Kitsap Transit
 - Complete Street Committee
 - Public Outreach events: two virtual open houses
 - Council Briefings: one study session and one public works committee meeting
- Feasibility & Alternatives Analysis
 - Prepare detailed descriptions for each alternative, and up to four (4) additional criteria developed during the stakeholder baseline interviews. The evaluation will discuss positive and negative attributes of the alternatives as related to the criteria.
 - Potential criteria include:
 - Safety
 - Environmental impacts/permitting
 - Connectivity/Multimodal considerations
 - Construction Impacts/Constructability
 - Maintenance
 - Placemaking/Urban Design opportunities
- Structural Engineering
 - Structural feasibility and cost estimations for each alternative
- Conceptual Designs for Feasibility Analysis
 - Up to 4 horizontal designs, typical sections, and cost estimates

Team Communications

- City (Vicki Grover) will be public face of project
- Aaron and Vicki meet on bi-weekly basis
- City and WSDOT communications to go through Vicki, cc Aaron (SCJ)

Schedule/Project Milestones

Task	Completion Date
Survey & Base Mapping	9/29/2021
Website design	9/24/21
Stakeholder Survey	10/6/21
Confirm 4 alternatives	11/3/21
Public Involvement/Outreach	October & November 2021
Submittal #1: Alternative Descriptions Horizontal Layout Tech Memo/Estimates	12/15/21
Submittal #2 Screened alternatives based on public, stakeholder & council feedback	2/10/22
Council approval of preferred alternatives	3/16/22

Project Invoicing –Cathy Bonsell

- Please follow contract documents for invoicing
- Consultant to submit monthly billings to City for review and payment
- The Warren Avenue Bridge Pedestrian Improvements Project is funded by a \$1.5 grant from the Washington State Legislature for Preliminary Engineering

Questions/Input from Attendees

- Shane - WSDOT has monthly update meetings for internal staff. What is the forum for City-WSDOT coordination?
 - Andy – understands that the City will be scheduling a monthly meeting to coordinate/update WSDOT staff.

Progress Meeting Agenda

DATE: December 7, 2021 **TIME:** 10:00 AM to 11:00 AM
JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT: Progress Meeting **LOCATION:** ZOOM

ATTENDEES

- | | |
|--|---|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Bryan Dias, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. To include up to four (4) configurations of the shared use path for pedestrians and cyclists. This scope of work includes public outreach to assist the city in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Project Needs

- Inadequate and substandard sidewalk across the bridge.
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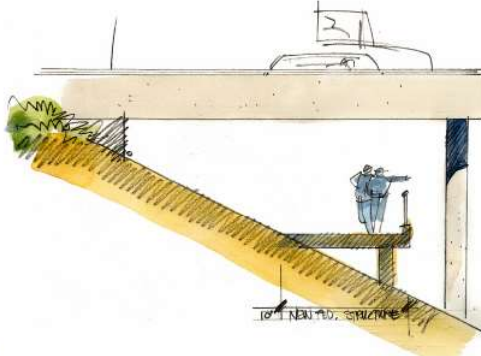
Project Risks

Group activity: what risks do you see for this project?

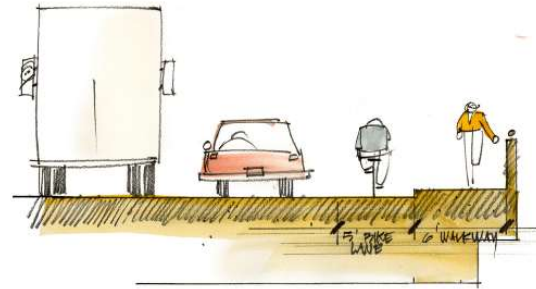
- Jodie – NMFS stormwater consultations for in-water work or additional PGIS
- Shane – Bridge structural capacity
- Aaron – constructability given existing utilities
- Joe – bridge preservation inspection access by WSDOT crews.
- Richard - Current UBIT has limitations for reach over wide sidewalks.
 - Tom –larger UBIT truck could mitigate the concern and should not be limiting factor
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- Richard – bridge needs paint and steel repair work on the steel span. This may expand the scope and should receive further review.
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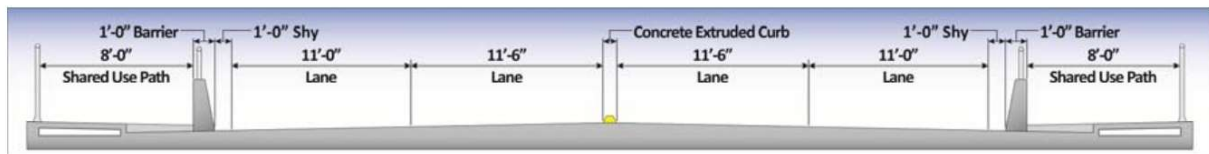


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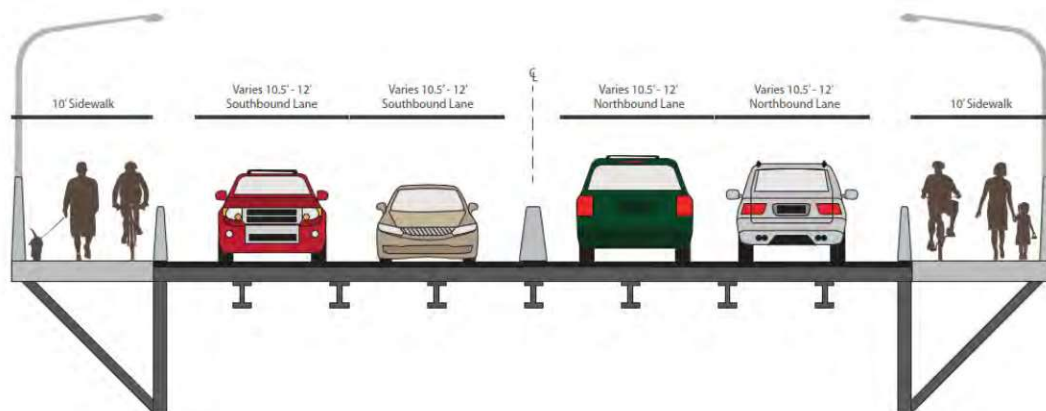


Figure 8. Proposed Typical Section – Warren Avenue Bridge

Preliminary Alternatives

- The following preliminary alternatives have been identified by the project team, but are subject to change following the initial round of stakeholder outreach:
 1. 8-foot sidewalk on each side of the bridge
 2. 10-foot sidewalk on each side of the bridge
 3. 12-foot sidewalk on each side of the bridge (this was added by the City's Complete Streets Committee)
 - 4a. 12-foot path (16 foot total width including shoulders) on the west side of the bridge, tunnel at the south end of the bridge
 - Will include either closure of the existing sidewalk on the east side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
 - 4b. 12-foot path (16 foot total width including shoulders) on the east side of the bridge
 - Will include either closure of the existing sidewalk on the west side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
 - May include evaluation of east-west crossing enhancements for Olympic College students at or near 16th Street.
- Preview Illustrative drawings

Measure of Success

- Council approval of preferred alternative
- Community support for the project

Scope of Work

- Topographic Survey of the project
- Public Outreach
 - Project website. Domain: www.warrenavebridgeproject.com
 - Stakeholder Outreach
 - Complete Street Committee
 - Olympic College
 - Bremerton Chamber of Commerce
 - Mayor Wheeler
 - Stakeholder Questionnaire to be sent week of 12/6
 - Public Outreach events: two virtual open houses
 - Council Briefings: one study session and one public works committee meeting
- Feasibility & Alternatives Analysis
 - Prepare detailed descriptions for each alternative, and up to four (4) additional criteria developed during the stakeholder baseline interviews. The evaluation will discuss positive and negative attributes of the alternatives as related to the criteria.
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Team Communications

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Schedule/Project Milestones

Task	Completion Date
Website, project launch date	12/8/21
Stakeholder Survey	12/7/21
Confirm 4 alternatives	TBD based on scheduling of stakeholder interviews
Submittal #1: Alternative Descriptions Horizontal Layout Tech Memo/Estimates	Est mid-February 2022
Submittal #2 Screened alternatives based on public, stakeholder & council feedback	Est. late April 2022
Council approval of preferred alternatives	Late May 2022

Project Invoicing –Cathy Bonsell

- Please follow contract documents for invoicing
- Consultant to submit monthly billings to City for review and payment
- The Warren Avenue Bridge Pedestrian Improvements Project is funded by a \$1.5 grant from the Washington State Legislature for Preliminary Engineering

Next Steps

- Setup recurring Teams meeting. Date/Time?

Questions/Concerns

-

Meeting Minutes

DATE: December 14, 2021 **TIME:** 10:00 AM to 11:00 AM
JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT: WSDOT Bridge Meeting **LOCATION:** MS Teams

ATTENDEES

- | | |
|--|---|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Andy Larson, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Rich Zeldenrust, WSDOT | <input type="checkbox"/> Mathew Rochon, WSDOT |
| <input type="checkbox"/> Jessica Soward, Sargent Engineers | |

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- Physical barrier between travel directions

Project Risks

Group activity from kickoff meeting:

- Jodie – NMFS stormwater consultations for in-water work or additional PGIS
- Shane – Bridge structural capacity
- Aaron – constructability given existing utilities
- Joe – bridge preservation inspection access by WSDOT crews.
- Richard - Current UBIT has limitations for reach over wide sidewalks.
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Preview Illustrative drawings

Structural Design Parameters

Sargent Engineers needs WSDOT input on the following items to prepare their analysis of the preliminary alternatives:

- Materials allowable/restrictions - Alternative materials may offer advantages in keeping the structural system for the sidewalk(s) lightweight. Likely examples would be FRP decking or aluminum framing.
 - Is WSDOT open to using materials that don't currently exist on the bridge (historical preservation considerations aside)?
 - Are there any materials that WSDOT would object to using in this project?
- Allowable net weight increase - added weight of new framing has the potential to impact bridge load rating factors and seismic analysis.
 - In terms of bridge rating factors and live load capacity, is it acceptable for the proposed improvements to reduce the bridge load rating as long as it does not result in weight restrictions for legal truck loads, i.e., posting?

- In terms of seismic analysis, the criticality of the structure influences the extent of seismic analysis required due to increased structure weight. Does WSDOT consider the Warren Avenue Bridge to be an Ordinary, Recovery, or Critical structure for this network?
- A seismic retrofit on the Warren Avenue Bridge was completed by WSDOT in the mid-1990's. Would it be possible to share the analysis so we can compare weights and seismic accelerations used? Has a more recent seismic analysis been performed?
- Historical preservation – architectural features incorporated and/or preserved
 - Main span is eligible for Historic Register but not listed. Eligible structures are treated the same as listed structures.
 - Mathew:
 - Corridor theme should be maintained
 - Consider candidates as listed, but consider what makes it eligible
 - Materials used may impact historic eligibility and need to be consistent.
 - Scott Williams – DAHP contact, cultural resource program manager
 - Check to see if we need to restrict to “native” materials already used or if we can propose new types
 - Consider railing type and impacts on UBIT access
 - Matt to provide state standards for colors
- Other maintenance/rehab items for consideration
 - Existing bridge deck over the steel spans is lightweight concrete and seems to be deteriorating at an increasing rate, as well as a concrete overlay that was placed in 1990's. Are there plans for a deck rehab or replacement that should be included in the sidewalk project?
 - The paint on the steel spans is deteriorating. Are there plans for repainting the steel main span that should be included in the sidewalk project?
 - Existing expansion joints are open/finger joints and leak water and debris over intermediate piers. Should joint replacements be included in the sidewalk project?
 - Original deck drains along the curb lines have been grouted closed and all stormwater currently flows to the south approach or drains out the expansion joints. Are there plans to install a deck drain system that should be included in the sidewalk project?

Questions/Concerns

- Bridge and structures to meet internally, schedule follow up meeting for January.
- Utility accommodations could impact design parameters

Meeting Minutes

DATE: December 16, 2021 **TIME:** 10:30 AM to 11:30 AM
JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT: WSDOT Traffic Meeting **LOCATION:** MS Teams

ATTENDEES

- | | |
|--|---|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Andy Larson, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Sarah Ott, WSDOT | <input type="checkbox"/> Manuel Abarca, WSDOT |
| <input type="checkbox"/> Kumiko Izawa, WSDOT | <input type="checkbox"/> Melissa Mies, WSDOT |

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. To include up to four (4) configurations of the shared use path for pedestrians and cyclists. This scope of work includes public outreach to assist the City in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Project Benefits

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Preview Illustrative drawings

Bridge Deck Optimization

Interactive exercise to confirm lane widths, shoulder widths:

- 56' curb to curb.
 - 11' inside lanes, 11.5' outside lanes
 - Melissa would like to hear more from the City about their comfort with lane widths
- Kitsap Transit prefers no less than 10.5'
- T3 Freight Corridor rating
- What is truck percentage, check with 303 corridor study?
- Order collision data
- Traffic barrier addition to the center of the bridge will require a design analysis for a shy distance less than 4'. Lesser shy distances have been used elsewhere in the state network.
 - Shy distance concern based on deflecting barrier into opposing traffic
 - Consider lane width/utilization since folks will shy away from the barrier

- Melissa suggested that 2' could be justifiable
 - Barrier deflection for standard barrier is 2'
- For comparison, Aurora Ave Bridge did not have any curbing at the time.
- Outside shoulder width DM of 2' – 8'
 - Standard for location with barrier would be 4' shoulder. Design analysis would be required to go less than 4'.
- Traffic Calming measure
 - Consider discussing with WSDOT Traffic Ops, Kumiko and Justin Belk.

Meeting Minutes

DATE: January 6, 2022 **TIME:** 1:00 PM to 2:00 PM
JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT: WSDOT Traffic Meeting #2 **LOCATION:** MS Teams

ATTENDEES

- | | |
|--|---|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Andy Larson, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Sarah Ott, WSDOT | <input type="checkbox"/> Manuel Abarca, WSDOT |
| <input type="checkbox"/> Kumiko Izawa, WSDOT | <input type="checkbox"/> Melissa Mies, WSDOT |
| <input type="checkbox"/> Justin Belk, WSDOT | <input type="checkbox"/> Trevor Skelton, WSDOT |

Bridge Deck Optimization

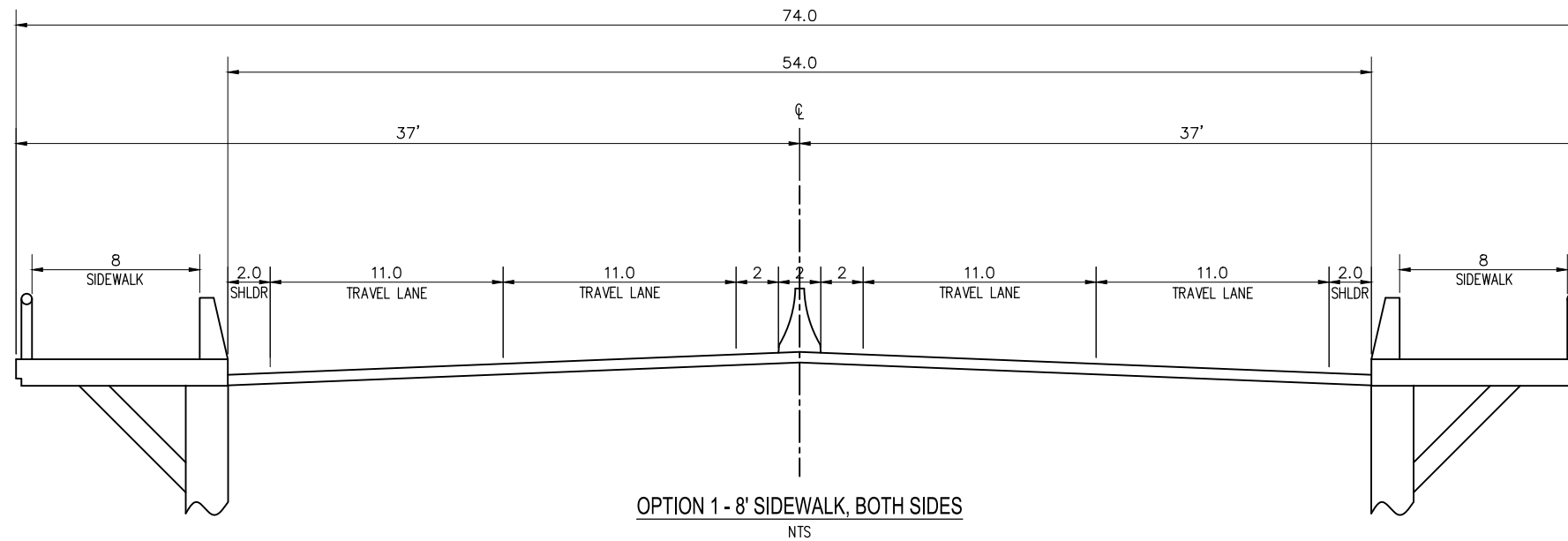
Interactive exercise to confirm lane widths, shoulder widths:

- 56’ curb to curb.
 - 11’ inside lanes, 11.5’ outside lanes
 - Melissa would like to hear more from the City about their comfort with lane widths
 - Sarah stated the lane reduction to 10.5’ would not likely reduce traffic speeds
- Kitsap Transit prefers no less than 10.5’
- T3 Freight Corridor rating
- What is truck percentage, check with 303 corridor study?
 - See page 4-31

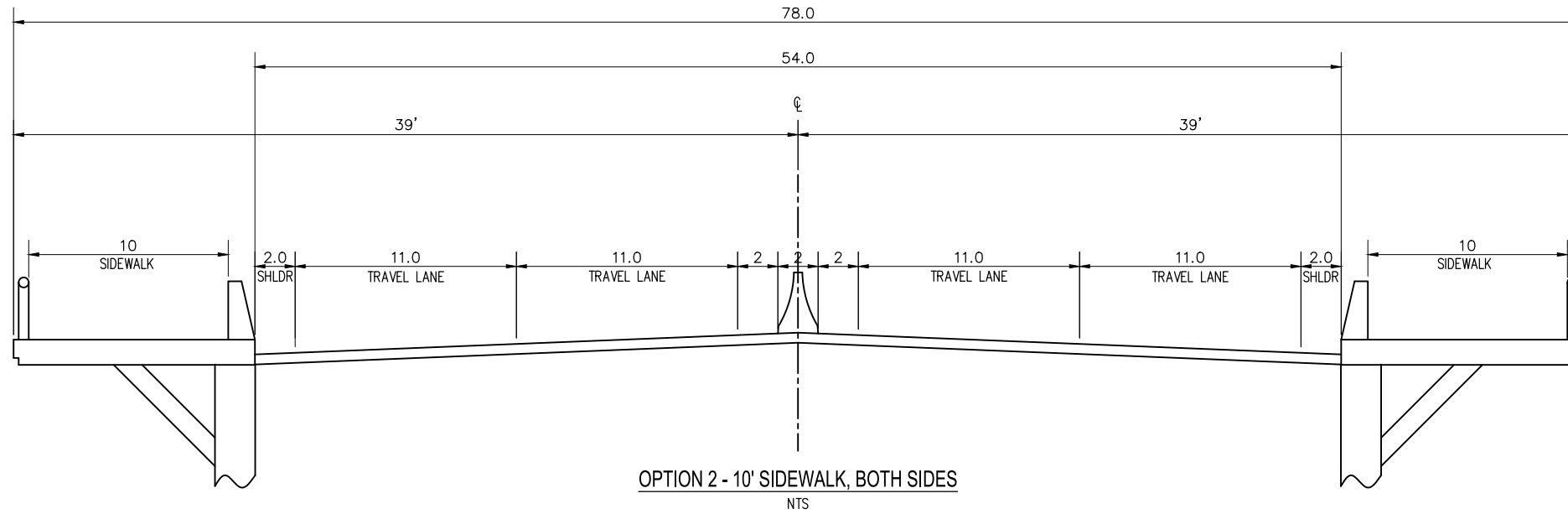
Table 15. Existing Freight Data

Location	Average Annual Daily Truck Traffic (Trucks/day)	Truck Percentage of Total Traffic
North of Burwell Street (SR 304)	570	0.6%
North of 6th Street	940	0.8%
North of Warren Avenue Bridge	2,900	1.0%
North of NE Riddell Road	4,870	2.0%

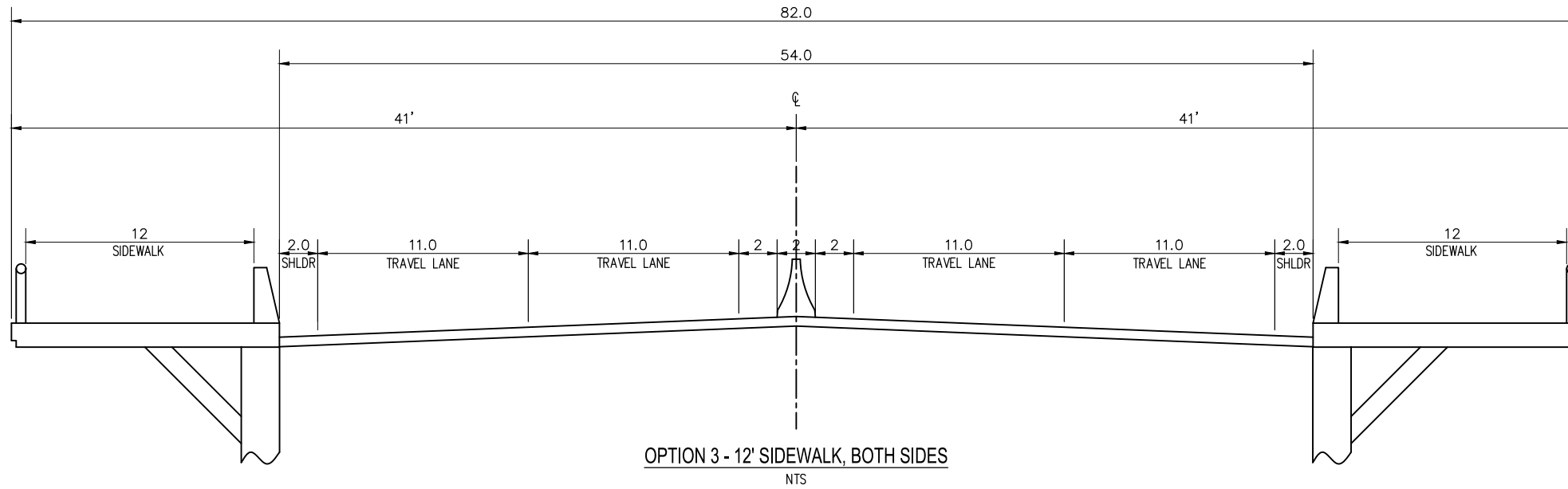
- Order collision data
 - Was ordered in 9/21.
 - One cross-over collision, alcohol involved. Oct 2018
 - Majority were rear end collisions in the southbound direction.
- Traffic barrier addition to the center of the bridge will require a design analysis for a shy distance less than 4'. Lesser shy distances have been used elsewhere in the state network.
 - Shy distance concern based on deflecting barrier into opposing traffic
 - Consider lane width/utilization since folks will shy away from the barrier
 - Melissa suggested that 2' could be justifiable
 - Barrier deflection for standard barrier is 2'
 - For comparison, Aurora Ave Bridge did not have any curbing at the time.
- Outside shoulder width DM of 2' – 8'
 - Standard for location with barrier would be 4' shoulder. Design analysis would be required to go less than 4'.
- Bridge widening (Sarah)
 - Could we do two different widths on east/west sides?
 - 11' lanes seem appropriate.
 - Could use 2' shoulder for traveled way and try to achieve 14' barrier to barrier on SUP. Additional 1' to path is more valuable than 1' of additional road shoulder.
 - Aaron to update sections and send to Sarah ASAP



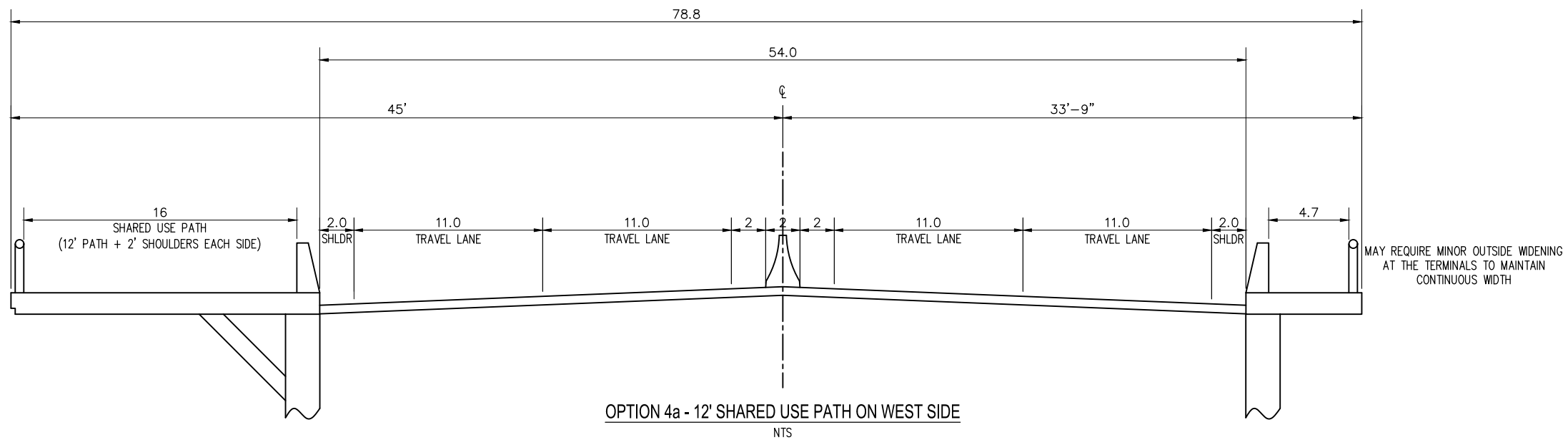
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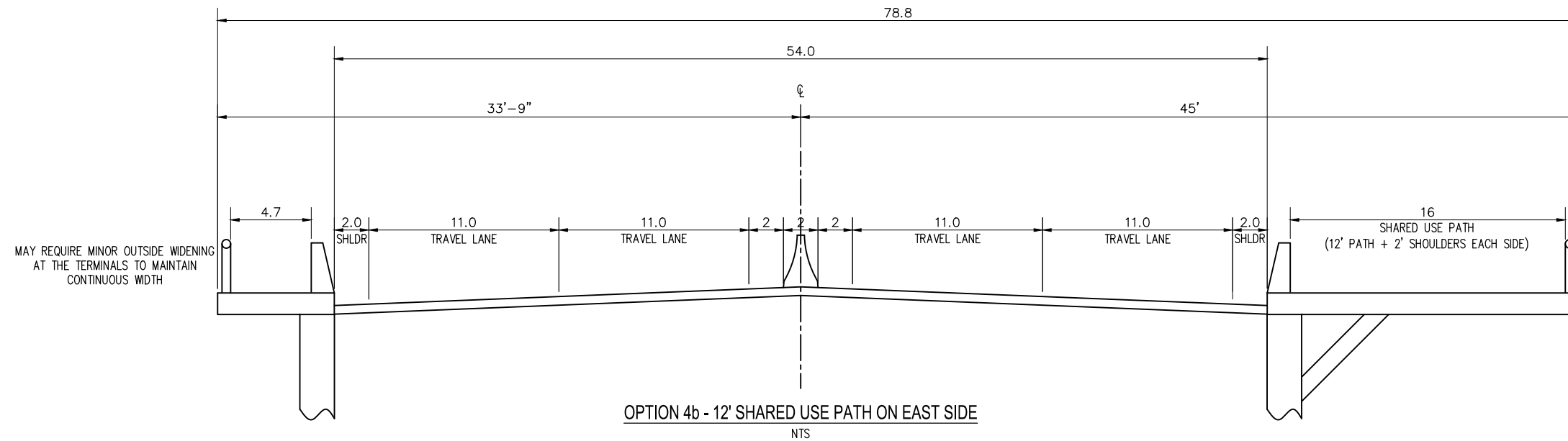
Job: 11_2022_01.dwg
 User: scj
 Date: 1/11/2022 10:00:00 AM
 Path: C:\Users\scj\OneDrive\Documents\Projects\Warren Ave Bridge\Warren Ave Bridge.dwg



2022.01.11 10:52:05am User: cscs\kshah
 C:\USERS\WARREN\SCJ\PROJECTS\WARREN_AVENUE\TEMP\XPUB\BUSH_3324\0702_XS-01.DWG



Jan 11, 2022 10:52:05am User: scj\scj\h141
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01_11_2022 10:50:05am User: cscs\kshah
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Progress Meeting Agenda

DATE: January 12, 2022 **TIME:** 3:00 PM to 4:00 PM

JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project

SUBJECT: Progress Meeting **LOCATION:** MS Teams

ATTENDEES

- | | |
|--|--|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Bryan Dias, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Sarah Ott, WSDOT | <input type="checkbox"/> Jessica Soward, Sargent Engineers |
| <input type="checkbox"/> JoAnn Schueler, WSDOT | <input type="checkbox"/> Duke Stryker, WSDOT |
| <input type="checkbox"/> Manuel Abarca, WSDOT | <input type="checkbox"/> Andrea Archer-Parsons, WSDOT |
| <input type="checkbox"/> Jodie Beall, WSDOT | <input type="checkbox"/> Trent DeBoer, WSDOT |
| <input type="checkbox"/> Dennis Engel, WSDOT | <input type="checkbox"/> Joseph Perez, WSDOT |
| <input type="checkbox"/> Jeff Sawyer, WSDOT | <input type="checkbox"/> Richard Zeldenrust, WSDOT |
| <input type="checkbox"/> Justin Belk, WSDOT | <input type="checkbox"/> Michael Gauger, WSDOT |
| <input type="checkbox"/> Josh Peppers, WSDOT | |

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. To include up to four (4) configurations of the shared use path for pedestrians and cyclists. This scope of work includes public outreach to assist the city in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Project Needs

- Inadequate and substandard sidewalk across the bridge.
- Lack of bicycle facilities across the bridge
- Substandard ADA ramps on and off of the bridge
- Safety improvements, cross over traffic

Project Benefits

- Enhanced pedestrian facilities
- Addition of bicycle facilities
- ADA access improvements
- Bridge to Bridge Trail connection; continuity of non-motorized modes of movement around the city
- Placemaking at each end of the bridge
- Physical barrier between travel directions

Preliminary Alternatives

The following preliminary alternatives have been identified by the project team, but are subject to change following the initial round of stakeholder outreach:

1. 8-foot sidewalk on each side of the bridge
2. 10-foot sidewalk on each side of the bridge
3. 12-foot sidewalk on each side of the bridge (this was added by the City's Complete Streets Committee)
- 4a. 12-foot path (16-foot total width including shoulders) on the west side of the bridge, tunnel at the south end of the bridge
 - Will include either closure of the existing sidewalk on the east side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
- 4b. 12-foot path (16-foot total width including shoulders) on the east side of the bridge
 - Will include either closure of the existing sidewalk on the west side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
 - May include evaluation of east-west crossing enhancements for Olympic College students at or near 16th Street.
5. 14' Shared use path on each side of the bridge (this was added by WSDOT Olympic Region Traffic)

Public Outreach

- Project website. www.warrenavebridgeproject.com
- Stakeholder Outreach
 - Currently scheduling a stakeholder kickoff meeting for early February

WSDOT Coordination

- Bridge and Structures
 - Met on 12/14/21 to discuss design parameters
 - Follow up meeting on 1/14/22. Will focus on historic preservation components of the design, materials, framing, etc.
- Olympic Region Traffic
 - Met on 12/16/21 to discuss lane widths, shoulders
 - Follow up meeting on 1/6/22. Confirmed 11' lane with is appropriate with 2' inside/outside shoulders.

Team Communications

- City (Vicki Grover) will be public face of project
- Aaron and Vicki meet on bi-weekly basis
- City and WSDOT communications to go through Vicki, cc Aaron (SCJ)
 - vicki.grover@ci.bremerton.wa.us
 - aaron.knight@scjalliance.com

Schedule/Project Milestones

Task	Completion Date
Website, project launch date	1/12/22 Today!
Stakeholder Survey	Mid February
Confirm 4 alternatives	Late February
Submittal #1: Alternative Descriptions Horizontal Layout Tech Memo/Estimates	mid-April
Submittal #2 Screened alternatives based on public, stakeholder & council feedback	late June
Council approval of preferred alternatives	late July

Questions/Comments/Concerns

- Joe Perez – have the preliminary alternatives been vetted by Rich’s office for feasibility
 - The alternatives are being developed based on community and stakeholder input. Following the conclusion of the first round of stakeholder input, they will be refined to four alternatives and evaluated from a structural perspective by Sargent Engineers, in concert with Bridge and Structures.
- Joe Perez – was there an alternative that eliminated the median barrier? Maybe just keeping a 4’ separation or less?
 - The City, including Council and the police department really desires the inclusion of the barrier to prevent cross-over collisions.
- Manuel Abarca – Was the purpose of the project primarily to connect the bridge to bridge trail, or was there another reason for it.
 - The current project is the result of the recommendations from the SR 303 corridor study completed by the City in 2020. The study recommended 10’ sidewalks down the entirety of the corridor, including on the bridge. Consideration for the bridge-to-Bridge trail was part of the corridor study, including connections to the trail on both the northeast and southeast corners of the bridge.
- Josh Peppers – how is access for maintenance being considered with the alternatives.
 - Maintenance implications will be included in the alternative analysis and WSDOT will be consulted on the specifics of each alternative. The City has stated that if the State’s current UBIT trucks are not able to reach over the proposed sidewalk/path, funding for a larger UBIT would be part of the project’s funding package.

Meeting Minutes

DATE:	January 14, 2022	TIME:	10:00 AM to 11:00 AM
JOB NO.		PROJECT:	Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT:	WSDOT Bridge Meeting #2	LOCATION:	MS Teams

ATTENDEES

- | | |
|--|---|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Andy Larson, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Rich Zeldenrust, WSDOT | <input type="checkbox"/> Mathew Rochon, WSDOT |
| <input type="checkbox"/> Jessica Soward, Sargent Engineers | <input type="checkbox"/> Trent deBoer, WSDOT |
| <input type="checkbox"/> Scott Williams, WSDOT | <input type="checkbox"/> Bryan Dias, WSDOT |
| <input type="checkbox"/> Joseph Perez, WSDOT | |

Preliminary Alternatives

The following preliminary alternatives have been identified by the project team, but are subject to change following the initial round of stakeholder outreach:

1. 8-foot sidewalk on each side of the bridge
2. 10-foot sidewalk on each side of the bridge
3. 12-foot sidewalk on each side of the bridge (this was added by the City's Complete Streets Committee)
- 4a. 12-foot path (16 foot total width including shoulders) on the west side of the bridge, tunnel at the south end of the bridge
 - o Will include either closure of the existing sidewalk on the east side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
- 4b. 12-foot path (16 foot total width including shoulders) on the east side of the bridge
 - o Will include either closure of the existing sidewalk on the west side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
 - o May include evaluation of east-west crossing enhancements for Olympic College students at or near 16th Street.

During a meeting with Olympic Region Traffic, it was stated that the existing shoulders could be narrowed to 2' inside and outside, with 11' lanes to save deck space. Preferred path width would be 10' SUP with 2' shoulders for a 14' total width. This has been added as Alternative 5.

Structural Design Parameters

Sargent Engineers needs WSDOT input on the following items to prepare their analysis of the preliminary alternatives:

- WSDOT Structures provided a thorough response to the structural design parameters and limitations requested from 12/14 meeting (load rating, seismic, materials, etc.)

- Architectural & Historical Preservation – architectural features incorporated and/or preserved
 - Main span is eligible for Historic Register but not listed. Eligible structures are treated the same as listed structures.
 - Architecture
 - Mathew Rochon (12/14 Meeting):
 - Corridor theme should be maintained
 - Consider candidates as listed, but consider what makes it eligible
 - Materials used may impact historic eligibility and need to be consistent.
 - Scott Williams – DAHP contact, cultural resource program manager
 - Check to see if we need to restrict to “native” materials already used or if we can propose new types
 - Consider railing type and impacts on UBIT access
 - Matt to provide state standards for colors
 - Historic Preservation
 - What elements of the bridge make it eligible for Historic Register?
 - Historic because of its engineering and steel plate girders
 - <https://bridgehunter.com/wa/kitsap/bh48062/>
 - Original design intent allowed for future modification in the structure
 - Rich is unsure of this from a review of the engineering plans
 - As compared to truss bridges that do not accommodate widening, which were more standard in the era of this bridge’s construction.
 - Would need to consult with Archaeology, but could be easier since the original intent was for the bridge to be modified in the future.
 - Existing walks are cantilever, continuing design of cantilever sidewalks on each side would meet historic design intent
 - One side widening could cause issue with DAHP since that was not the intent originally
 - Wider on one side, while still maintain a sidewalk on the opposite side could meet original character
 - Existing rail type style (steel/aluminum) could be matched, changing height should not be an issue.
 - Previous rail modifications would not hurt DAHP review, but may consider replacing 2-piece rail with a single rail of similar height.

- Could consider color or other architectural features to enhance railing. City requesting this would likely result in DAHP concurrence.
 - Because there is an existing curb, “raising” it as a barrier would not change character of the structure.
 - Note that this was not original to the bridge
 - But because the changes are already in place, should not impact DAHP review.
 - Focus of quality of life issues will help in DAHP review.
 - The sidewalk widenings would result in new structural framing along the “flanks” of the existing bridge.
 - What sorts of issues does this create from a preservation standpoint?
 - Using lightweight materials ok as long as it doesn’t change character
 - See through or grated materials may not meet character
 - Would the added framing be restricted to materials already used in the bridge structure, or could alternative materials be considered?
 - If a new parallel pedestrian structure were considered instead of widening the existing bridge, what issues does that create from a preservation standpoint?
 - Building a parallel structure would not have an impact on the existing structure from a historic preservation issue.
 - Viewshed:
 - Historic structures looking at the bridge
 - They are looking at a utilitarian bridge and will still be looking at a utilitarian bridge
 - Analysis of structures not applicable since the character of the bridge they are viewing is not changing.
 - Section 106 review reduces DAHP involvement in visual analysis
 - Overrides 21-02
- Other maintenance/rehab items for consideration
 - Deck rehabilitation/replacement.
 - Paint.
 - Expansion joint replacement.
 - Stormwater management/deck drains.

Questions/Concerns

- Utility accommodations could impact design parameters
- Cormorant nesting impacts?

Progress Meeting Agenda

DATE: March 7, 2022 **TIME:** 10:30 AM to ~~11:30~~10:50 AM
JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT: Progress Meeting **LOCATION:** MS Teams

ATTENDEES

- | | |
|--|--|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Bryan Dias, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Sarah Ott, WSDOT | <input type="checkbox"/> Jessica Soward, Sargent Engineers |
| <input type="checkbox"/> JoAnn Schueler, WSDOT | <input type="checkbox"/> Duke Stryker, WSDOT |
| <input type="checkbox"/> Manuel Abarca, WSDOT | <input type="checkbox"/> Andrea Archer-Parsons, WSDOT |
| <input type="checkbox"/> Jodie Beall, WSDOT | <input type="checkbox"/> Trent DeBoer, WSDOT |
| <input type="checkbox"/> Dennis Engel, WSDOT | <input type="checkbox"/> Joseph Perez, WSDOT |
| <input type="checkbox"/> Jeff Sawyer, WSDOT | <input type="checkbox"/> Richard Zeldenrust, WSDOT |
| <input type="checkbox"/> Justin Belk, WSDOT | <input type="checkbox"/> Michael Gauger, WSDOT |
| <input type="checkbox"/> Josh Peppers, WSDOT | |

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. To include up to four (4) configurations of the shared use path for pedestrians and cyclists. This scope of work includes public outreach to assist the city in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Public Outreach

- Project website. www.warrenavebridgeproject.com
- Stakeholder Outreach
 - Held a Stakeholder kickoff on February 4th, 2022.
 - Distributed a survey to the ~30 members of the group, received 750+ responses.

WSDOT Coordination Meetings

- Bridge and Structures
 - Met on 12/14/21 to discuss design parameters
 - Met on 1/14/22 to discuss historic preservation components of the design, materials, framing, etc.
- Olympic Region Traffic
 - Met on 12/16/21 to discuss lane widths, shoulders
 - Met on 1/6/22. Confirmed 11' lane with is appropriate with 2' inside/outside shoulders.

Preliminary Alternatives

The following preliminary alternatives have been identified by the project team, but are subject to change following the initial round of stakeholder outreach:

1. 8-foot sidewalk on each side of the bridge
2. 10-foot sidewalk on each side of the bridge
3. 12-foot sidewalk on each side of the bridge (this was added by the City's Complete Streets Committee)
- 4a. 12-foot path (16-foot total width including shoulders) on the west side of the bridge, tunnel at the south end of the bridge
 - Will include either closure of the existing sidewalk on the east side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
- 4b. 12-foot path (16-foot total width including shoulders) on the east side of the bridge
 - Will include either closure of the existing sidewalk on the west side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
 - May include evaluation of east-west crossing enhancements for Olympic College students at or near 16th Street.
5. 10-foot shared use path (14-foot total including shoulders) on each side of the bridge (this was added by WSDOT Olympic Region Traffic)

Schedule/Project Milestones

Task	Completion Date
Website, project launch date	1/12/22
Stakeholder Survey	Mid February
Confirm 4 alternatives	Mid March
Submittal #1: Alternative Descriptions Horizontal Layout Tech Memo/Estimates	mid-May
Submittal #2 Screened alternatives based on public, stakeholder & council feedback	late July
Council approval of preferred alternatives	late August

Design Team Questions to WSDOT

- When is WSDOT planning the deck resurfacing and what other work will be included?
 - Region-wide deck patching project
 - ◆○ Brian Whitehouse (360) 412-3421

Questions/Comments

Progress Meeting Agenda

DATE: May 11, 2022 **TIME:** 1:00 PM to 2:00 AM
JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT: Progress Meeting **LOCATION:** MS Teams

ATTENDEES

- | | |
|--|--|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Bryan Dias, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Sarah Ott, WSDOT | <input type="checkbox"/> Jessica Soward, Sargent Engineers |
| <input type="checkbox"/> JoAnn Schueler, WSDOT | <input type="checkbox"/> Duke Stryker, WSDOT |
| <input type="checkbox"/> Manuel Abarca, WSDOT | <input type="checkbox"/> Andrea Archer-Parsons, WSDOT |
| <input type="checkbox"/> Jodie Beall, WSDOT | <input type="checkbox"/> Trent DeBoer, WSDOT |
| <input type="checkbox"/> Dennis Engel, WSDOT | <input type="checkbox"/> Joseph Perez, WSDOT |
| <input type="checkbox"/> Jeff Sawyer, WSDOT | <input type="checkbox"/> Richard Zeldenrust, WSDOT |
| <input type="checkbox"/> Justin Belk, WSDOT | <input type="checkbox"/> Michael Gauger, WSDOT |
| <input type="checkbox"/> Josh Peppers, WSDOT | |

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. To include up to four (4) configurations of the shared use path for pedestrians and cyclists. This scope of work includes public outreach to assist the city in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Public Outreach

- Project website. www.warrenavebridgeproject.com
- Stakeholder Outreach
 - Held a Stakeholder kickoff on February 4th, 2022.
 - Distributed a survey to the ~30 members of the group, received 750+ responses.
 - Stakeholder meeting #2 on March 28th, 2022.
 - Stakeholders determined that feedback from the survey was sufficient and could be used to move forward and select the alternatives for evaluation

Preliminary Alternatives

The following preliminary alternatives have been identified by the project team, but are subject to change following the initial round of stakeholder outreach:

Bold alternatives have been selected by the City for feasibility evaluation. Up to two additional alternatives will be evaluated pending results of first two.

1. 8-foot sidewalk on each side of the bridge
2. 10-foot sidewalk on each side of the bridge
3. **12-foot sidewalk on each side of the bridge (this was added by the City's Complete Streets Committee)**
- 4a. **12-foot path (16-foot total width including shoulders) on the west side of the bridge, tunnel at the south end of the bridge**
 - Will include either closure of the existing sidewalk on the east side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
- 4b. 12-foot path (16-foot total width including shoulders) on the east side of the bridge
 - Will include either closure of the existing sidewalk on the west side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
 - May include evaluation of east-west crossing enhancements for Olympic College students at or near 16th Street.
5. 10-foot shared use path (14-foot total including shoulders) on each side of the bridge (this was added by WSDOT Olympic Region Traffic)

WSDOT Coordination Meetings

- Need to schedule additional meetings in July and September

Schedule/Project Milestones

Task	Completion Date
Meet to discuss results of first two structural analyses and determine two additional options to analyze	6/3/22
Submittal #1: Alternative Descriptions Horizontal Layout Tech Memo/Estimates	July
Submittal #2 Screened alternatives based on public, stakeholder & council feedback	September
Council approval of preferred alternatives	October

Design Team Questions to WSDOT

- When is WSDOT planning the deck resurfacing and what other work will be included?
 - July 2022, 3 weekends
 - Region-wide deck patching project
 - Brian Whitehouse (360) 412-3421

Questions/Comments

Richard Zeldenrust

- Review utilities for temporary conditions and what utilities are going to request for new facilities. Late requests for new utilities can significantly impact design.
- Also review needs review of if anything existing can be removed.
- Need to review nesting birds on the structure
- Lead based paint present
- Barges

Progress Meeting Agenda

DATE:	July 14, 2022	TIME:	2:00 PM to 3:00 PM
JOB NO.		PROJECT:	Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT:	Progress Meeting #4	LOCATION:	MS Teams

ATTENDEES

- | | |
|--|--|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> Bryan Dias, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Sarah Ott, WSDOT | <input type="checkbox"/> Jessica Soward, Sargent Engineers |
| <input type="checkbox"/> JoAnn Schueler, WSDOT | <input type="checkbox"/> Duke Stryker, WSDOT |
| <input type="checkbox"/> Manuel Abarca, WSDOT | <input type="checkbox"/> Andrea Archer-Parsons, WSDOT |
| <input type="checkbox"/> Jodie Beall, WSDOT | <input type="checkbox"/> Trent DeBoer, WSDOT |
| <input type="checkbox"/> Dennis Engel, WSDOT | <input type="checkbox"/> Joseph Perez, WSDOT |
| <input type="checkbox"/> Jeff Sawyer, WSDOT | <input type="checkbox"/> Richard Zeldenrust, WSDOT |
| <input type="checkbox"/> Justin Belk, WSDOT | <input type="checkbox"/> Michael Gauger, WSDOT |
| <input type="checkbox"/> Josh Peppers, WSDOT | <input type="checkbox"/> Terry Bondy, WSDOT |
| <input type="checkbox"/> Ralph Dornsife, WSDOT | <input type="checkbox"/> Monique Pawelka, WSDOT |
| <input type="checkbox"/> William Miller, WSDOT | <input type="checkbox"/> Andy Larson, WSDOT |

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. To include up to four (4) configurations of the shared use path for pedestrians and cyclists. This scope of work includes public outreach to assist the city in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Public Outreach

- Project website. www.warrenavebridgeproject.com
- Stakeholder Outreach
 - Future stakeholder events planned in August.
- Public Open House planned for early September

Alternatives Analysis

The following alternatives have been analyzed by the project team and determined feasible. Highlights and approximate cost estimates are included with each alternative.

1. 8-foot sidewalk on each side of the bridge
 - Currently under evaluation
2. 10-foot sidewalk on each side of the bridge
 - Not yet evaluated. Will likely determine cost based on interpolation of Options 1 and 3
3. 12-foot sidewalk on each side of the bridge (this was added by the City's Complete Streets Committee)
 - Conceptual Estimate: \$39.9M, subject to further refinement
 - Option is structurally feasible, review structural cross section and layout
 - Includes pathway to Lebo Blvd, pathway through Vista Park, closing 18th St "on-ramp", converting 17th St to one-way eastbound
 - Does not include overlooks, painting existing structure, steel repair, or deck repair
 - Includes purchase of a new Aspen A-62T
- 4a. 12-foot path (16-foot total width including shoulders) on the west side of the bridge, tunnel at the south end of the bridge
 - Conceptual Estimate: \$39.7M, subject to further refinement
 - Option is structurally feasible, review structural cross section and layout
 - Includes pathway through Vista Park, closing 18th St "on-ramp", tunnel under SR 303, converting 17th St to one-way eastbound
 - Does not include overlook(s), painting existing structure, steel repair, or deck repair
 - Tunnel placeholder of \$5.5M assumed.
 - Final design may look into options for crossing under the bridge abutment instead.
 - Does not include widening east sidewalk into the bridge or east sidewalk between the bridge and the Callahan interchange.
 - This is likely not feasible due to number of dowels in the existing barrier.
 - UBIT will not be able to complete inspections on the steel span. This will require a rope team.

- 4b. 12-foot path (16-foot total width including shoulders) on the east side of the bridge
 - Currently under evaluation

Removed from further consideration:

5. 10-foot shared use path (14-foot total including shoulders) on each side of the bridge (this was added by WSDOT Olympic Region Traffic)
 - a. Cost prohibitive

Environmental

- Stormwater/ESA No Effects Determination:
 - Anticipated new PGIS will be under the limit for treatment per WSDOT HRM and DOE Manual
 - Jodie – Discuss impacts of new Chapter 17 of the BA
 - Can reconstruct roadway/bridge to current safety standards, with the exception of any vehicle capacity increases, under the 4d exemption.
 - Must do all construction from the bridge, not the water.
 - Project is flow control exempt due to discharging to Puget Sound
 - HRM does not address situation of discharging directly into the Sound (from the bridge through the expansion joints). Only address flowing via conveyance system to the outfall. Can we assume direct discharge is flow control exempt?
- Cormorant remediation & nesting
 - Has WSDOT performed similar clean up and prevention projects?
 - Barrier replacement project (2010) had to do cormorant remediation & prevention
 - Carl Ward with Environmental Office
 - Amy Amos with Port Orchard office
 - Could a fabricated plate at 45deg mounted to the bottom flange prevent nesting?
 - Net across the bottom of the steel spans?

Schedule/Project Milestones

Task	Completion Date
Submittal #1: Alternative Descriptions Horizontal Layout Tech Memo/Estimates	Early August
Submittal #2 Screened alternatives based on public, stakeholder & council feedback	October
Council approval of preferred alternatives	Late October/ November

Questions/Comments

From 5/11/2022 meeting:

Richard Zeldenrust:

- Review utilities for temporary conditions and what utilities are going to request for new facilities. Late requests for new utilities can significantly impact design.
 - Proposed designs would allow utilities to remain in place
- Also review needs review of if anything existing can be removed.
 - Will be addressed with final design
- Need to review nesting birds on the structure
- Lead based paint present
 - Amount of disturbance to accommodate sidewalk project is minimal. Can likely be addressed with vacuums and filters. Is included in cost estimating
- Barges
 - Staging of equipment/materials is planned for the north/south sides of the bridge

Open Discussion:

Richard Zeldenrust

- Inspection concerns
- Stay below 10% weight increase which would otherwise cause need for seismic retrofit
 - Jessica: all options below 10% threshold
- Overall load rating of the bridge. Would the bridge require any additional strengthening to handle the weight increase.
 - Existing structure is capacity challenged without much capacity for added weight
 - Jessica: rating factors stay above limits previously discussed

Catwalk: was initially considered if UBIT not feasible. The dead weight increase would be too much.

Would also be another area for birds to nest

Bryan:

- light weight decking materials – would it be problematic for bicycles?
 - Jessica: All decks considered are solid surface; steel corrugated and FRP
 - Some concerns with steel corrugation and salt corrosion
 - FRP may have fire resistance concerns
 - Open grate was not considered

Monique:

- Not in favor of options that restrict UBIT access

Richard:

- Historic preservation
 - Aaron: Was discussed with Matt Rochon and Scott Williams in January 2022.
- Railing type and visual aspects.
 - Aaron: Final design element with options for public outreach

Ralph:

- Significant shear and moment at outer elements. Is there enough capacity to take that additional load on the outside members of the box girder and tee beam?

Meeting Minutes

DATE: August 25, 2022 **TIME:** 7:30 AM to 8:00 AM
JOB NO.: **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT: WSDOT Traffic Meeting #3 **LOCATION:** MS Teams

ATTENDEES

- Vicki Grover, City of Bremerton
- ~~Shane Weber, City of Bremerton~~
- ~~Sarah Ott, WSDOT~~
- Justin Belk, WSDOT
- Andy Larson, WSDOT
- Aaron Knight, SCJ Alliance
- Manuel Abarca, WSDOT

Review Alternatives

Open discussion for any “fatal flaws” from traffic perspective.

- 56’ existing curb to curb.
- T3 Freight Corridor rating

Table 15. Existing Freight Data

Location	Average Annual Daily Truck Traffic (Trucks/day)	Truck Percentage of Total Traffic
North of Burwell Street (SR 304)	570	0.6%
North of 6th Street	940	0.8%
North of Warren Avenue Bridge	2,900	1.0%
North of NE Riddell Road	4,870	2.0%

- Collision history:

Table 2. Crashes by Severity

Time Interval	Fatal	Serious Injury	Minor/Possible Injury	Property Damage Only	Unknown	Total
2014 to 2020	1	4	81	162	10	258

Table 3. Crashes by Type

Time Interval	Rear End	Turning	Angle	Sideswipe	Bike	Pedestrian	Other	Total
2014 to 2020	165	2	13	31	1	2	44	258

- Provide more detail of ped/bike collisions and also serious injury
- Complete streets legislation
 - Only applies to WSDOT projects
- WSDOT letter of support for options that would be approved (or could be stated as exceptions taken/no exceptions taken) from Sarah Ott or JoAnn Schuler?
 - Provide email request for letter and possible follow up meeting with Ashley Carle (Planning) and Sarah Ott.

Progress Meeting Minutes

DATE:	September 22, 2022	TIME:	2:00 PM to 3:00 PM
JOB NO.		PROJECT:	Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT:	Progress Meeting #5	LOCATION:	MS Teams

ATTENDEES

- | | |
|--|--|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> John Ho, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Sarah Ott, WSDOT | <input type="checkbox"/> Jessica Soward, Sargent Engineers |
| <input type="checkbox"/> JoAnn Schueler, WSDOT | <input type="checkbox"/> Duke Stryker, WSDOT |
| <input type="checkbox"/> Manuel Abarca, WSDOT | <input type="checkbox"/> Andrea Archer-Parsons, WSDOT |
| <input type="checkbox"/> Jodie Beall, WSDOT | <input type="checkbox"/> Trent DeBoer, WSDOT |
| <input type="checkbox"/> Dennis Engel, WSDOT | <input type="checkbox"/> Joseph Perez, WSDOT |
| <input type="checkbox"/> Jeff Sawyer, WSDOT | <input type="checkbox"/> Richard Zeldenrust, WSDOT |
| <input type="checkbox"/> Justin Belk, WSDOT | <input type="checkbox"/> Michael Gauger, WSDOT |
| <input type="checkbox"/> Josh Peppers, WSDOT | <input type="checkbox"/> Terry Bondy, WSDOT |
| <input type="checkbox"/> Ralph Dornsife, WSDOT | <input type="checkbox"/> Monique Pawelka, WSDOT |
| <input type="checkbox"/> William Miller, WSDOT | <input type="checkbox"/> Andy Larson, WSDOT |

Project Background

Phase 1 of the project is to prepare a feasibility and alternatives analysis. The alternatives analysis includes nine (9) configurations of the facility for pedestrians and cyclists. This scope of work includes public outreach to assist the city in determining the pedestrian improvements to be designed for the bridge in Phase 2.

Public Outreach

- Project website. www.warrenavebridgeproject.com
- See schedule for additional outreach events.

Alternatives Analysis

Nine (9) alternatives have been reviewed by the project team and reviewed for fatal flaws. This fatal flaw screening was presented to the project's stakeholder advisory group on 9/12.

- Review Screening Matrix
- Per email from Rich Zeldenrust on 9/19: "A-62T trucks would be more expensive, more maintenance-intensive, and would have very limited utility for the WSDOT Bridge Inspection Program. WSDOT is not interested in acquiring an A-62T UBIT, or any other UBIT trucks that would be larger or heavier than our current A-62's."
 - A-75 would not be feasible for the same reasons as the A-62T
 - Would WSDOT consider operating an A-62T if one could be rented?
 - Bridge Access Specialties owns one, located in Tennessee
 - Richard to provide more information on cost.
 - DOTs of Oregon and Montana each have one
 - Bridge preservation office still weighing a decision
 - Could City purchase a truck and own it? Including renting to WSDOT.
- The project's stakeholders have requested further clarification on the use of a rope team for inspection. What is WSDOT's stance on advancing into design an alternative that requires a rope access team for inspection?
 - This bridge is "horizontally oriented" vs "vertically oriented" which is preferable for rope access inspection
 - Waiting on further direction from Bridge Preservation office

Environmental

- Cormorant remediation & nesting
 - Need to meet with WDFW for further conversation.

Schedule/Project Milestones

Task	Completion Date
Stakeholder Workshop #4 Present proposed screening criteria for four remaining alternatives, explain criteria methodology and seek input and agreement from the stakeholders on criteria.	Early October
Council Project Update Study Session Status update with schedule	October 12 th
Community Open House #1 Receive community input on screening criteria.	Late October
Stakeholder Workshop #5 Confirm the preferred alternative	First week of November
Community Open House #2 Inform the public of the preferred alternative and collect comment	Late-November
Submittal #2 Screened alternatives based on public, stakeholder & council feedback	December
Council approval of preferred alternative Council pass a resolution confirming the preferred alternative.	January/February 2023

Questions/Comments

Progress Meeting Agenda

DATE:	February 13, 2023	TIME:	8:30 AM to 9:00 AM
JOB NO.:		PROJECT:	Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT:	Progress Meeting	LOCATION:	MS Teams

ATTENDEES

- | | |
|---|--|
| <input type="checkbox"/> Vicki Grover, City of Bremerton | <input type="checkbox"/> John Ho, WSDOT |
| <input type="checkbox"/> Shane Weber, City of Bremerton | <input type="checkbox"/> Aaron Knight, SCJ Alliance |
| <input type="checkbox"/> Andy Larson, WSDOT | <input type="checkbox"/> Jessica Soward, Sargent Engineers |
| <input type="checkbox"/> JoAnn Schueler, WSDOT | <input type="checkbox"/> Richard Zeldenrust, WSDOT |
| <input type="checkbox"/> Manuel Abarca, WSDOT | <input type="checkbox"/> Jacob Tennant, WSDOT |
| <input type="checkbox"/> Jodie Beall, WSDOT | <input type="checkbox"/> Jeff Loescher, WSDOT |
| <input type="checkbox"/> Karen Boone, WSDOT | <input type="checkbox"/> Maha Ablson, WSDOT |
| <input type="checkbox"/> Sharese Graham, SCJ Alliance | |

Hydraulics/Strom water

- Confirm how we plan to handle stormwater from the widened sidewalks. Previous discussions were to reverse slope and drain directly off the outside of the sidewalk. This avoids mixing roadway “dirty” water on the road with the “clean” water from the sidewalk.
 - Not changing the flow pattern or pollutant load, no new PGIS
 - Can maintain existing drainage patterns
 - Check with City’s 4d rep, Chance with respect to stormwater and if it is still ok within the 4d program
 - 4d program because it is a maintenance program upgrading the pedestrian facilities to current standards.
- ~~Would also be good to get input from Bridge & Structures about potential concerns for wear on the bridge from this drainage pattern.~~

Bridge & Structures

- Confirm with additional information they need (geotechnical, survey, etc) to complete their design, assuming that will need to be provided by the City/Consultant team.
 - Overlook geometry
 - Railing and Barrier configuration
 - Deck cross section
 - Signing and lighting needs
 - Geotechnical borings for abutment widening (Geotech to recommend 2 or 4 bores)
 - Utilities in vicinity of abutment widening
 - Topography under the bridge at each end
- Schedule – (Shane) Wrap up alt study in next couple months.
 - Rich – will need to renegotiate delivery schedule.
 - Shane – 18 month design timeline?
 - Rich – about 12 months

Traffic

- Discuss needs for design decision/analysis documentation based on lane widths previously agreed on.
 - Include backup from meeting in January 2022
- ADA Accessibility – one sided improvement with no improvement on opposite side. Would this ADA barrier be acceptable to WSDOT.
 - 2016 feasibility study noted that 8’ was the minimum allowable for widening the bridge
 - Discussed difference between SUP and sidewalk.
 - Perhaps question is more about mobility than ADA
 - Would WSDOT accept 5’ sidewalk on one side with 12’ widened on the other side?
 - Manuel to discuss internally, will schedule follow up meeting to discuss mobility impacts of the differential widening as discussed.
- If other side was improved to 5’ would

Questions/Comments