

Supplemental Budget Request

Status: Pending

Public Works

Engineering Design/Const

Suppl ID # 3534	Fund	Cost Center	Originator: Randy Rydel
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Expenditure Type: One-Time **Year 2** 2022 **Add'l FTE** **Add'l Space** **Priority** 1

Name of Request: Jackson Road/Terrell Creek Br No. 81; CRP 917004

X

Department Head Signature (Required on Hard Copy Submission) **Date**

<i>Costs:</i>	Object	Object Description	Amount Requested
	6000	Expenditures	\$250,000
	6110.595110	Regular Salaries & Wages	\$57,000
	6290.595110	Applied Benefits	\$43,000
	6630.595110	Professional Services	\$350,000
	8301.108	Operating Transfer In	(\$700,000)
	Request Total		\$0

1a. Description of request:

This project is located near Birch Bay in Section 31, T40N, R1W and is listed #B2 on the 2022-2027 Six Year Transportation Improvement Program.

The Jackson Road Bridge No. 81 over Terrell Creek, near the intersection of Jackson Road and Birch Bay Drive, was built in 1975 and is nearing the end of its useful service life. The existing 62-foot bridge span consists of two 31-foot channel beam girders supported on an intermediate pier with timber caps and piles. As this bridge is currently load restricted and classified as structurally deficient, Whatcom County Public Works has begun work on its replacement. Preliminary design work, including a type, size, and location study began in 2020. Design work and Right-of-Way will continue with anticipated construction in 2025.

This funding request is anticipated to cover the project needs through the type, size, and location study as well as a contingency amount that will carry through the project phases.

Outside funding is being pursued for the construction phase of this project.

1b. Primary customers:

The Birch Bay Community and visitors to the area.

2. Problem to be solved:

The existing 62-foot bridge span consists of two 31-foot channel beam girders supported on an intermediate pier with timber caps and piles. This bridge is at the end of its useful service life and is load restricted and classified as structurally deficient,

3a. Options / Advantages:

3b. Cost savings:

4a. Outcomes:

4b. Measures:

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5a. Other Departments/Agencies:

N/A

5b. Name the person in charge of implementation and what they are responsible for:

N/A

6. Funding Source:

Currently this project is entirely Road Fund funded, but outside funding sources are still being sought.