

# PSRC's 2023 Transportation Alternatives Program Application

## Application Type

TAP Project Category - Pedestrian and Bicycle Project

## General Project Information

Project Title	RTP ID#	Sponsor
SR 169 Pedestrian Bridge at SE 258th Street	N/A	Maple Valley
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

## Project Contact Information

Name	Phone	Email
Tawni Dalziel, PE, Public Works Director	425-413-8800	tawni.dalziel@maplevalleywa.gov

## Project Description

**Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

The SR 169 Pedestrian Bridge project includes the design and construction of a pedestrian bridge on SR 169 north of SE 258th Street, connecting Rock Creek Elementary School on the east side of SR 169 to the city's master planned 50-acre Legacy Site public recreational property and future Downtown on the west side. This project would provide for approximately 100-ft long pedestrian bridge span across SR 169. East of the bridge, it would include ADA ramp and/or elevator within existing ROW at SR 169 and SE 258th St. West of the bridge, the project would connect by elevator to a planned indoor public market. The project is currently adopted in the PSRC STIP (Project MV-10) and received TAP grant funding for preliminary and final engineering design. This application is to apply for TAP grant funding for construction phases of the project.

**Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

State Route 169, a regional state highway which serves over 25,000 vehicles per day, divides non-motorized connectivity for residents and services within the City of Maple Valley. There are currently no signalized intersections or safe crossing for pedestrians crossing the highway near the proposed bridge vicinity. The pedestrian bridge would be designed to connect eastside communities to the city's future Downtown and Legacy Site public amenities on the west side with non-motorized modes. It would serve as a gateway connection to the King County Regional Cedar to Green River Trail and the Maple Valley Farmers' Market. Rock Creek Elementary School and neighborhoods on the east side of SR 169 would benefit from it with a safe pedestrian and nonmotorized connection to trails and parks on the west side. The Tahoma School District would have increased school redistricting options as currently the students on the west side of SR 169 are going to an

elementary school that is many miles away instead of Rock Creek Elementary directly across SR 169. SR 169 traffic flow and congestion would be reduced by encouraging non-motorized access and connections from adjacent neighborhoods. With the construction of the SR 169 Pedestrian Bridge, both pedestrians and bicyclists will safely be able to cross SR 169 at a designated crossing location to access public Legacy Site amenities, elementary school, commercial downtown areas, and businesses along both sides of SR 169 with regional trails and city parks.

## Project Location

<b>Location</b>	<b>County/Counties</b>
SR 169 north of SE 258th St	King
<b>Beginning Landmark</b>	<b>Ending Landmark</b>
SE 258th St	Rock Creek Elementary School driveway

## Map and Graphics

f-132-552-18674643\_nir9SZtG\_SR\_169\_Pedestrian\_Bridge\_Planning\_Level\_Concept\_Cross\_Section\_T57.pdf, f-132-552-18674643\_PfhrQ38r\_STIP\_MV-10\_SR\_169\_Ped\_Bridge\_T57.pdf, f-132-552-18674643\_gHs3EJaY\_SR\_169\_Pedestrian\_Bridge\_Vicinity\_Map\_T57.pdf

## Plan Consistency

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

Yes

**If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

The SR 169 Pedestrian Bridge (T-57) project was adopted in the City's 2024-2029 Six Year Transportation Improvement Plan on June 26, 2022. The Six Year TIP is adopted by reference in the Transportation Element of the City's Comprehensive Plan on Page T-58 under Reassessment Strategy.

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

## Federal Functional Classification

<b>Federal Functional Classification</b>	<b>Rural Functional Classification</b>	<b>Urban Functional Classification</b>
		Principal Arterial

## Support for Centers

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

The SR 169 Pedestrian Bridge project will support local centers, existing and planned housing/employment densities in the center. There are currently existing R4 - R12 housing developments, along with commercial

business and schools on both sides of SR 169 in the vicinity of project. The project will allow non-motorized access connecting the communities and businesses on both sides of the highway. The project will also provide non-motorized access to the City's Legacy Site and zoned Downtown mixed-use commercial areas for residential communities that cannot safely cross the highway in the immediate vicinity. Development in the Downtown requires 10% of residential units to be made affordable to the 70% AMI, and is anticipated to support over 100 affordable units. Residents living in these affordable homes will have safer access to Metro buses on both sides of SR 169. The pedestrian bridge provides for non-motorized modes in which would improve pedestrian and bicyclist safety, reduce traffic congestions and improve mobility on SR 169 to support and benefit community residents, businesses, schools, parks, and employment activities.

**Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center**

The SR 169 Pedestrian Bridge project will support local centers, specifically Maple Valley's zoned Downtown. The project will create a pedestrian and bicycle connection between residential communities to the east and the Legacy Site and Downtown mixed-use, commercial areas to the west. The Legacy Site is a city owned 54-acre property that hosts the largest Farmers Market in South King County and is currently being master planned to include an indoor public market, civic greens, and additional trails. Immediately south of the Legacy Site is the City's zoned Downtown which includes commercial and residential mixed use zoning. The Downtown design guidelines was recently adopted by City Council on June 26, 2023. On both sides SR 169 south of the pedestrian bridge vicinity, there are shopping centers, commercial businesses, offices, schools, and parks along the commercial highway corridor.

## Category-Specific Criteria: Pedestrian and Bicycle Projects

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

The SR 169 Pedestrian Bridge will connect an existing shared used path on SE 258th Street and other non-motorized facilities in the vicinity area to the Legacy Site where existing trails connect to the King County Regional Cedar to Green River Trail. The pedestrian bridge will also connect to sidewalks and bicycle facilities on both sides of SR 169 that will be installed by the City's T-45 SR 169 corridor improvement project that is currently under design with plans for construction starting in 2024. To the west to the proposed pedestrian bridge, nonmotorized improvements connect to the King County Regional Cedar to Green River Trail, which in turn, connects to city parks, Maple Valley community center, King County Library, and businesses.

**Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

Safe and convenient crossing of SR 169 is a barrier to pedestrians and bicyclists due to the high speed and volume of traffic on the highway. In 2019, there was a pedestrian fatality where a pedestrian had attempted to cross the highway. The proposed pedestrian bridge will create a much needed and community supported safe connection between communities to the east of the highway and commercial, public, school, and trail facilities to the west of the highway. The proposed pedestrian bridge will also reduce travel distance for pedestrians to cross the highway instead of crossing at the nearest unsignalized or signalized intersections.

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

There are currently transit stops on both sides of SR 169 in the project vicinity area. The proposed pedestrian

bridge will connect pedestrians to the transit stops that are on both sides of SR 169 and trails such as the King County Regional Cedar to Green River Trail.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

This project would make this residential and business highway corridor a much more walkable and pedestrian friendly community. Residents to the east of the proposed pedestrian bridge project would benefit by reducing their need to drive to public and commercial facilities on the west side of SR 169. In many cases, it would be only a one to two block drive. These residents are also considered commercial users and would benefit in the same manner. Commuters would see less traffic on SR 169 since there would no longer be a barrier to safely and conveniently access public and commercial areas through non-motorized facilities. School staff, students, and school district employees would benefit from having a safer pedestrian crossing and walking route to Rock Creek Elementary and Tahoma School District office.

**Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

Economic development would be impacted without the pedestrian bridge. The Downtown area is planned for a walkable pedestrian friendly center. The pedestrian bridge would help bring the communities together and make access to the downtown Maple Valley and Legacy Site development plans more convenient, promoting a walkable community with multimodal transportation planning. If the project is not funded, there will be a loss opportunity to provide another non-motorized alternatives connecting the residential communities and non-vehicular dependent groups to businesses and recreational facilities along the highway corridor.

## Category-Specific Criteria: Equity

### Section 1

**Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.**

This project will benefit all population groups including people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, immigrants and refugees, and transit dependent populations. Currently, there are no intersections nearby to provide safe highway crossings. According to the US Census, a third of Maple Valley consists of youth below the age of 18. Additionally, older people and people with disabilities would be able to safely and conveniently cross SR 169. Maple Valley's recent housing capacity analysis determined that 26% of Maple Valley's population of 28,920 residents are house burdened where they spend more than 30% of their income on housing related costs. Low income populations would benefit by having an alternative mode of transportation instead of driving to and from designations with the safer crossing at SR 169. The city's zoned Downtown is anticipated to create over 100 affordable units to families making 70% or below the Area Median Income (AMI). These households will more likely need safe access to public transportation. All populations would benefit from this project and it would make public transits, businesses, schools, trails and recreational amenities much more accessible to all populations.

**Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

SR 169 in Maple Valley is a very busy regional highway connecting the SE King County areas. As such, safe crossing for non-motorized users connecting the communities and businesses on both sides of the highway has become a gap in transportation system servicing all types of transportation modes. This project would help address the gaps to provide a safer crossing on SR 169 as an alternative for non-vehicular dependent populations and non-motorized users.

**Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.**

This project would help address the gaps by providing a safer crossing and accessibility improvements on SR 169 as an alternative for non-vehicular dependent populations and non-motorized users including the youth, elderly, people with disabilities, and low income populations.

## Section 2

**Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

Public outreach process and open houses were held during the development of Maple Valley Downtown Plan and the Draft Legacy Site Development Plan which included the SR 169 pedestrian crossing bridge project. The city also conducted a transportation survey in fall of 2022 which had over 1000 participants with a significant number supporting the pedestrian bridge. There was a public hearing for the City's Six-Year TIP annually which adopted this project in the plan. There was communication to all populations through the public outreach process. Specifically, it was the Maple Valley community that reached out to state representatives to successfully be awarded MAW dollars for this project.

**Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

Public comments were received during the public outreach concerning the lack of safe crossing on the SR 169 connecting the communities, businesses, and proposed master development plans. The proposed pedestrian bridge project is the most logical location identified for this local business and recreational centers.

## Section 3

**Is the project in an area of low, medium, or high displacement risk?**

The project is in the public right-of-way and will not displace residents or businesses.

**If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

N/A

## Category-Specific Criteria: Safety and Security

**Describe how the project addresses safety and security.**

The pedestrian bridge will provide a safe and convenient method of crossing SR 169 without vehicular traffic conflict. Since a pedestrian fatality in 2019 and the relocation of the Maple Valley Farmers' Market to the Legacy Site in 2020, there has been a demand for a safe and convenient crossing of SR 169. With master planning of the Legacy Site to include a proposed indoor public market and civic greens, the demand for a pedestrian crossing is anticipated to increase. The pedestrian bridge will also provide for much safer school walking routes to Rock Creek Elementary School.

**Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

This project will provide an elevated bridge crossing for both non-motorized users without any vehicular conflicts crossing the busy highway. The project would help reach the Target Zero goals of eliminating the risks or conditions for pedestrian injuries and fatalities. The pedestrian bridge would provide safety and comfort as well as accessibility for vulnerable users of the transportation system such as elementary students, elderly, people with disabilities, transit dependents, non-vehicular dependents, and families without car as their transportation mode, etc.

**Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

Policies from the City's adopted Comprehensive Plan have been considered as part of the SR 169 pedestrian bridge project. They each target safety for all users.

T-P9 Implement transportation improvement projects and programs to develop a safe and efficient multimodal transportation system, while minimizing the negative impacts to low-income, minority, and special needs populations.

T-P16 Design, operate, and regulate access along arterials to improve safety and operations, accommodate and facilitate through traffic, and connect with regional facilities. Where appropriate, work with the Washington State Department of Transportation (WSDOT) to accomplish these actions.

T-P30 Apply applicable NACTO design standards in constructing new facilities and retrofitting existing City transportation facilities that address the needs of pedestrians and bicyclists along state highways.

T-P34 Ensure that signs, pavement markings, pedestrian crossings, and wheelchair ramps are established and maintained to provide a high degree of safety and accessibility for pedestrians and bicyclists.

**Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

The pedestrian bridge would eliminate the conflicts of traffic and pedestrian, and reduce the risk of pedestrian injuries and fatalities. As there will be no conflicts with pedestrians and vehicular traffic, enforcement needs and designs to reduce speeds on SR 169 will be greatly reduced.

## PSRC Funding Request

<b>Has this project received PSRC funds previously?</b>	<b>Please provide the project's PSRC TIP ID.</b>
Yes	MV-10

## PSRC Funding Request (cont.)

Phase	Year	Amount
		\$
		\$
Construction	2026	\$2500000

**Total PSRC Funding Request: \$2500000**

## Total Estimated Project Cost and Schedule

### Planning Phase

Fund Type	Fund Source	Funding Status	Amount
Local			\$
			\$
			\$
			\$
			\$

**Total Planning Phase Cost: \$0**

**Expected year of completion for this phase: N/A**

### Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Secured	\$878148
Local	Local	Secured	\$137052
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost: \$1015200**

**Expected year of completion for this phase: 2025**

### Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$200000
			\$

			\$
			\$
			\$

**Total Right of Way Phase Cost: \$200000**

**Expected year of completion for this phase: 2025**

### Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Reasonably Expected	\$2500000
State	Other State	Reasonably Expected	\$5000000
Local	Local	Secured	\$390173
			\$
			\$

**Total Construction Phase Cost: \$7890173**

**Expected year of completion for this phase: 2027**

### Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost: \$0**

**Expected year of completion for this phase: N/A**

### Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$9105373	December, 2027

### Financial Documentation

**Please enter a description of your financial documentation in the text box below.**

For CN phase:

- The reasonably expected federal fund is the TAP grant funding is being applied for with this application.
- The reasonably expected state fund is the Move Ahead Washington transportation funding that is expected for this project.
- The secured funds are the city's capital project funds such REET and Transportation Benefit District funds.
- The City's REET and TBD funds are dedicated to fund Transportation Capital Projects each year. As showed



in the attachments, the City currently has adequate ending fund balances each year with the adopted Six-year TIP.

-- If TAP funding is awarded for construction phase of this project, the City will ensure the REET and TBD funds are available and dedicated to this specific project including construction. Our 6 Year TIP identifies the pedestrian bridge as a high priority project and is adopted by July of each year by City Council. The City will then include this project in the 2025-2026 biennial budget will be adopted by City Council by December of 2024.

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

f-132-346-18674643\_yJQWvnY6\_MAW\_Funding\_030922.pdf, f-132-346-18674643\_2pxvbqNH\_May\_2023\_Budget\_Report\_-\_REET1.pdf, f-132-346-18674643\_lwEsnEqz\_2024-2029\_Six\_Year\_TIP.pdf

## Project Readiness

### Preliminary Engineering/Design

**Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**What is the actual or estimated start date for preliminary engineering/design?**

December, 2023

**Is preliminary engineering/design complete?**

No

**What was the date of completion (month and year)?**

December, 2025

**Have preliminary plans been submitted to WSDOT for approval?**

No

**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.**

Design consultant RFQ and selection - Dec. 2023

Preliminary Plans - August 2024

Final Design - June 2025

WSDOT PS&E Approval - Oct. 2025

WSDOT Construction Ad Approval - Dec. 2025

**When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

August, 2024

## Environmental Documentation

**What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please**

refer to WSDOT's [Local Agency Guidelines Manual](#).

Documented Categorical Exclusion (DCE)

**Has NEPA documentation been approved?**

No

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

October, 2025

## Right of Way

**Will Right of Way be required for this project?**

Yes

**What is the actual or estimated start date for right of way (month and year)?**

May, 2025

**What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.**

November, 2025

**Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.**

This project is not expected to have ROW acquisition, but temporary construction easements are expected.

**What is the zoning in the project area?**

Public Institutions (PUB) & Legacy Site (LEG)

**Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

Condemnation is not expected.

**Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

Yes

**If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.**

True Cost Estimate - May, 2025

ROW certification - July 2025

WSDOT ROW Approval - July 2025

ROW acquisition (Temporary Construction Easements) - Nov. 2025

## Construction

**Are funds being requested for construction?**

Yes

**Do you have an engineer's estimate?**

No

**Please attach the engineer's estimate.**

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

DAHP, SEPA, NEPA, Stormwater Permit, Clear and Grade Permit

**Are Plans, Specifications & Estimates (PS&E) approved?**

No

**Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

October, 2025

**When is the project scheduled to go to ad (month and year)?**

April, 2026

## Other Considerations

**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.**

There is significant community support for a safe crossing of SR 169 at this location. The pedestrian bridge will provide a pedestrian and community gathering hub in this city center area of Maple Valley.

This design phase of this project is currently funded with TAP grant funding. The design and all environmental permitting process are expected to be completed by end of 2025, making this project construction ready in 2026 if project is awarded with TAP grant funding for construction phase.

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

Following a pedestrian fatality in 2019 on SR 169 near the proposed pedestrian bridge location, the City of Maple Valley and WSDOT held a public meeting to discuss options for road safety. Additionally, public hearing was held each year to hear comments for the Six Year TIP in which this project was included. City staff has met multiple times with the Farmers Market Board and HOA Boards from two adjacent neighborhoods. The City has also met with the Tahoma School District regarding school access safety opportunities for improvement. The city is planning to include public outreach as part of the design process.

**Please upload any relevant documents here, if they have not been uploaded previously in this application.**

## End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at [njohnson@psrc.org](mailto:njohnson@psrc.org) to have it returned to you.



**LEAP Transportation Document 2022 NL-2 as developed March 9, 2022**

**Move Ahead WA Pedestrian and Bike Safety Projects**

*(Dollars in Thousands)*

<b>Project Title</b>	<b>Leg Dist</b>	<b>16 Year Total</b>
<b>Total</b>		<b>313,558</b>
1. Fife to Tacoma Pedestrian Access	25	35,500
2. Meet Me on Meeker Multimodal Improvements	47	10,000
3. North Broadway Pedestrian Bridge	38	12,900
4. Eustis Hunt and 216th Sidewalks	29	650
5. Liberty Park Land Bridge- Spokane	03	4,000
6. Maple Valley Pedestrian Bridge over SR 169	05	5,000
7. Clinton to Ken's Corner	10	3,520
8. SR 99 Revitalization Project	21	22,500
9. Puyallup Avenue Transit/Complete Street Improvements	27, 28	9,000
10. Cook Street Greenway Bicycle/Pedestrian Improvements	3	2,200
11. Pacific Avenue Greenway Bicycle/Pedestrian Improvements	3	3,900
12. Millwood Trail - Spokane	03, 04	5,800
13. Usk Bridge Shared-Use Pathway	7	13,500
14. East-West Corridor	14	3,200
15. Pacific Northwest University of Health Sciences Multimodal Improvements	15	750
16. Warren Avenue Bridge	23	25,000
17. 31st and Parkway Safe Route to School	28	1,620
18. 148th Street Non-Motorized Bridge Project Phases 1 & 2	32	7,000
19. Interurban Trail Improvements	33	2,000
20. Barnes Creek Trail South Segment - Des Moines	33	3,500
21. White Center Pedestrian Safety Improvements	34	500
22. Bradley Road Safe Routes Pedestrian Improvements	42	3,000
23. State Route 547 Pedestrian and Bicycle Safety Trail (Kendall Trail)	42	4,129
24. 16th Street NE Centennial Trail Connector - Phase I	44	2,500
25. South Lake Stevens Road Multi-Use Path - Phase 2	44	3,000
26. Town Center to Burke Gilman Trail Connector	46	100
27. 61st Ave NE Sidewalk Replacement Project	46	3,500
28. Rapid Flashing Beacon on State St at 7th Avenue S	48	150
29. Eastrail Multi-Use Corridor through Bellevue	48	18,000
30. Mountains to Sound Greenway Trail "Bellevue Gap"	05, 41, 45, 48	6,900
31. North Aurora Safety Improvements	32, 36, 43, 46	50,000
32. Eastrail Corridor South	33, 41	6,000
33. Island View to Vista Field Trail System	8	5,000
34. Daisy Street Sidewalk Improvements	12	425
35. Port of Ilwaco - Discovery Trail Route Connection	19	240
36. Interurban Trail Extension to Puyallup	25	1,400
37. Cascade Elementary Safe Routes to School	39	474
38. Sidewalk on E Side of 116th Ave NE from NE 73rd to North of NE 75th Place	48	500
39. SR-500 & NE Stapleton Road/NE 54th Avenue Bicycle & Pedestrian Overcrossing	49	6,000
40. Garrison Road Sidewalk Infill	49	700
41. Schuster Parkway Trail Improvements	27	15,000
42. SR 520 & 148th Avenue NE Bicycle/ Pedestrian Crossing	48	8,000
42. Ocean Pavilion Public Pedestrian Pathway	43	2,000
43. Leavenworth Pedestrian Highway 2 Undercrossing	12	4,500

City of Maple Valley

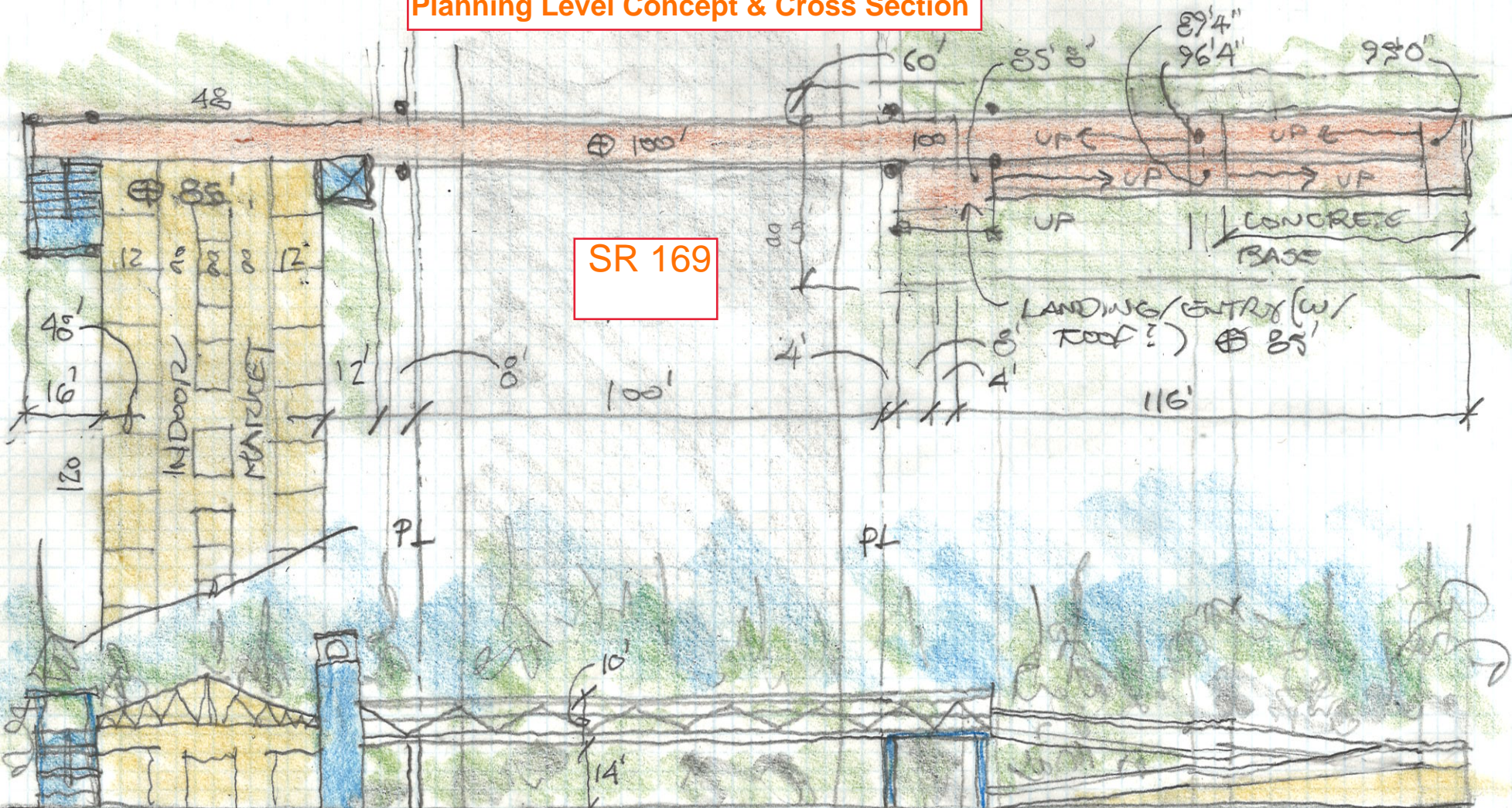
Monthly Budget Status Reports

June, 30 2023

REAL ESTATE EXCISE TAX-FIRST QUARTER

		2023 Current	Current	Year-To-Date	Budget	% Budget	% Budget
		Total Budget	Period	Actual	Remaining	Collected/Used	Remaining
<b>Beginning Fund Balance</b>							
R0	Beginning Fund Balance						
	<a href="#">151-9999999-3081000000</a> Beginning Fund Balance	1,760,978.00	-	-	1,760,978.00	0.00%	100.00%
	<b>R0 - Beginning Fund Balance Total</b>	<b>1,760,978.00</b>	<b>-</b>	<b>-</b>	<b>1,760,978.00</b>	<b>0.00%</b>	<b>100.00%</b>
<b>Revenue</b>							
R1	Taxes						
	<a href="#">151-0000000-3183400100</a> REET 1 - First Quarter Percent	1,728,974.50	-	183,904.79	1,545,069.71	10.64%	89.36%
R6	Miscellaneous Revenues						
	<a href="#">151-0000000-3611000010</a> Investment Interest	10,391.00	-	64,425.98	(54,034.98)	620.02%	-520.02%
	<b>Revenues Total</b>	<b>1,739,365.50</b>	<b>-</b>	<b>248,330.77</b>	<b>1,491,034.73</b>	<b>14.28%</b>	<b>85.72%</b>
<b>Expenditures</b>							
ET	Other Financing Use						
	<a href="#">151-9002100-59700-000204</a> Transfer-Out to D04-2004 SR516 Loan Debt Service	93,000.00	-	-	93,000.00	0.00%	100.00%
	<a href="#">151-9003020-59700-001230</a> Transfer-Out to T23-Asphalt Overlay	200,000.00	-	-	200,000.00	0.00%	100.00%
	<a href="#">151-9003020-59700-001240</a> Transfer-Out to T24-Miscellaneous Streets	100,000.00	-	-	100,000.00	0.00%	100.00%
	<a href="#">151-9003020-59700-001270</a> Transfer-Out to T27-Non Motorized Plan	25,000.00	-	-	25,000.00	0.00%	100.00%
	<a href="#">151-9003020-59700-001272</a> Transfer-Out to T27b Crossing Enhancements	50,000.00	-	-	50,000.00	0.00%	100.00%
	<a href="#">151-9003020-59700-001333</a> Transfer-Out to T33c-SE 283rd St Connection	100,000.00	-	-	100,000.00	0.00%	100.00%
	<a href="#">151-9003020-59700-001450</a> Transfer-Out to T45-SR169 Widening - Phase 5	584,000.00	-	-	584,000.00	0.00%	100.00%
	<a href="#">151-9003020-59700-401282</a> Transfer-Out to T28b Phase 3	714,000.00	-	-	714,000.00	0.00%	100.00%
	<a href="#">151-9003800-59700-004101</a> Transfer-Out to A01-Public Arts Program	18,660.00	-	-	18,660.00	0.00%	100.00%
	<b>ET - Other Financing Use Total</b>	<b>1,884,660.00</b>	<b>-</b>	<b>-</b>	<b>1,884,660.00</b>	<b>0.00%</b>	<b>100.00%</b>
	<a href="#">151-9999999-50880-000000</a> <b>Ending Fund Balance</b>	<b>1,615,683.50</b>	<b>-</b>	<b>248,330.77</b>	<b>1,367,352.73</b>	<b>15.37%</b>	<b>84.63%</b>

**Planning Level Concept & Cross Section**



SR 169

- STAIR MARKET EL
- BRIDGE 112' SPAN
- CONNECTIVE ELEVATED WALK 92'
- RAMP STRUCTURE 116', CONCRETE 116'
- 1 1/8" x 4'

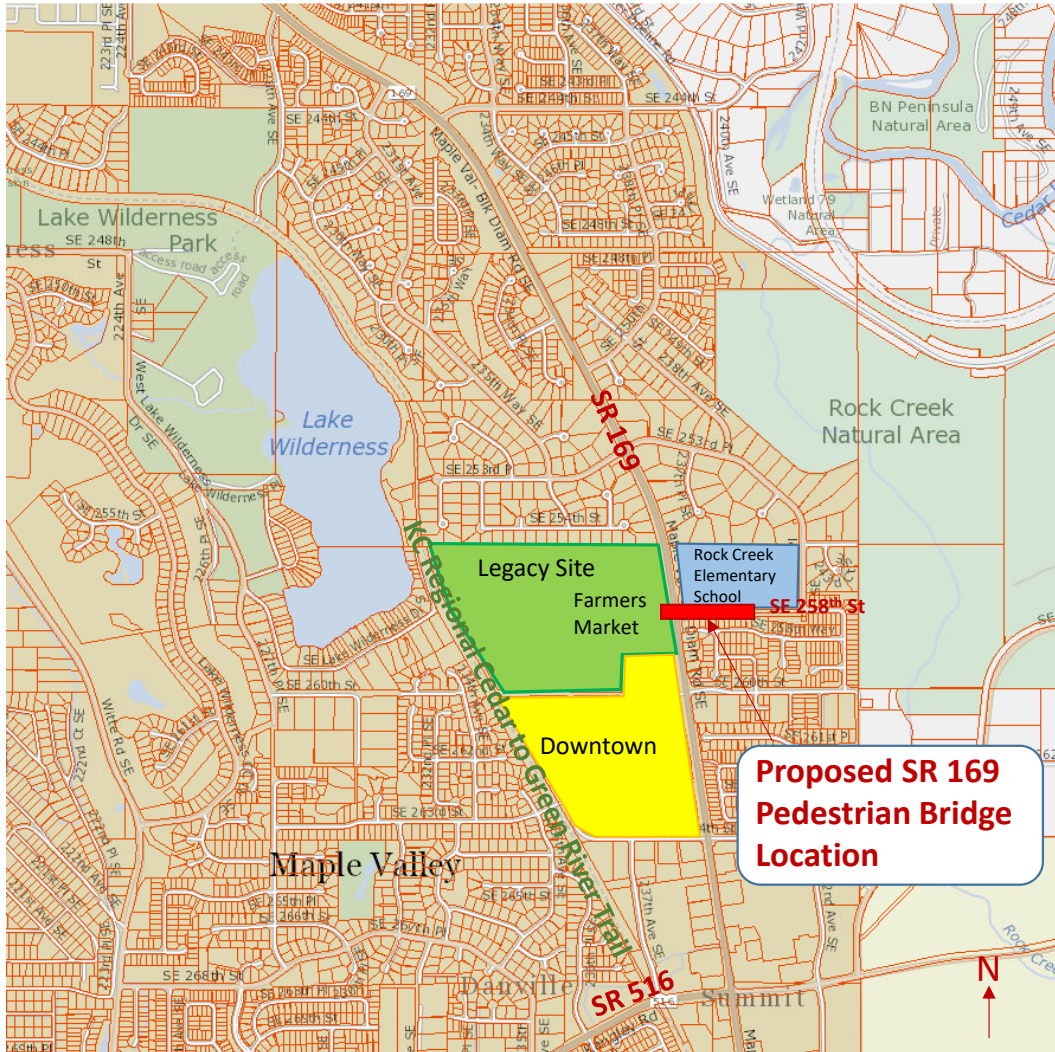
- CONNECTIVE
- REF ELEVATION 85'
- RISE TO 100'
- 14' CLEAR
- 2' BENEATH
- EXCLUDED:
- R.O.W. IMPROVEMENTS
- SIDEWALKS

- CONNECTIVE
- RAMP
- 15' x 12' = 180 LF
- + 6 LANDINGS = 210' MIN
- MV FED BRIDGE
- 6-8-21
- CONCEPTUAL DIAGRAM

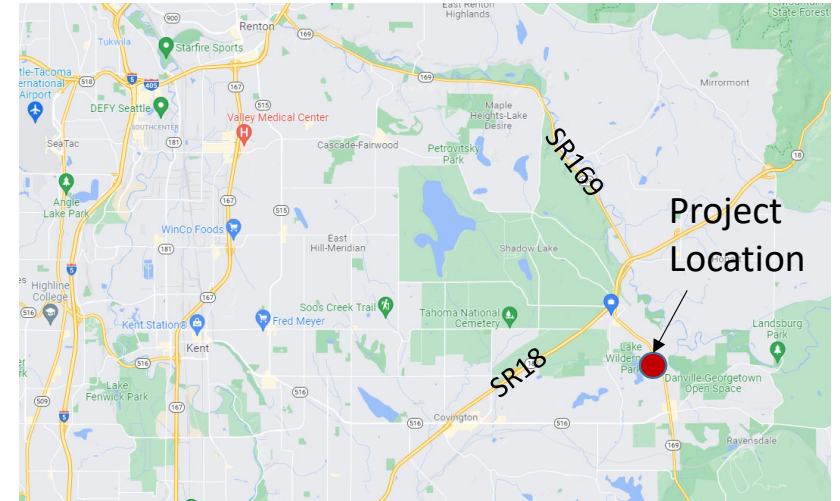




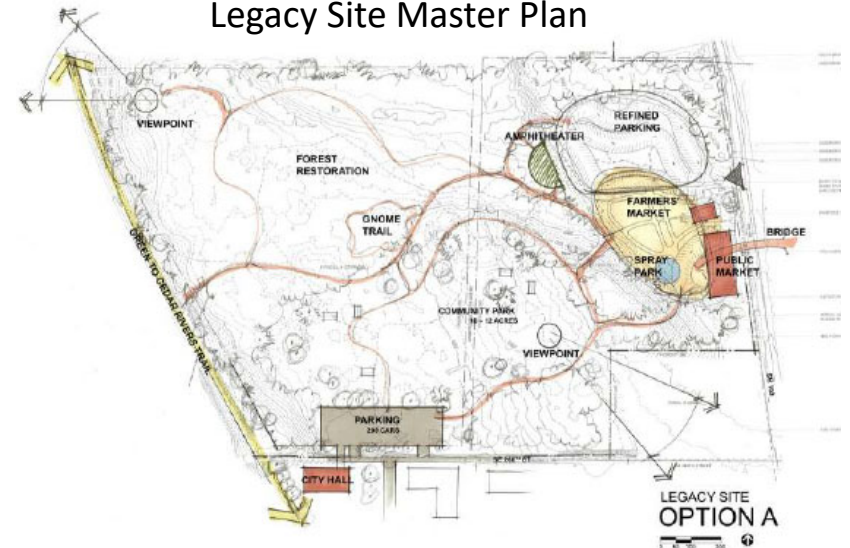
Project Location Map



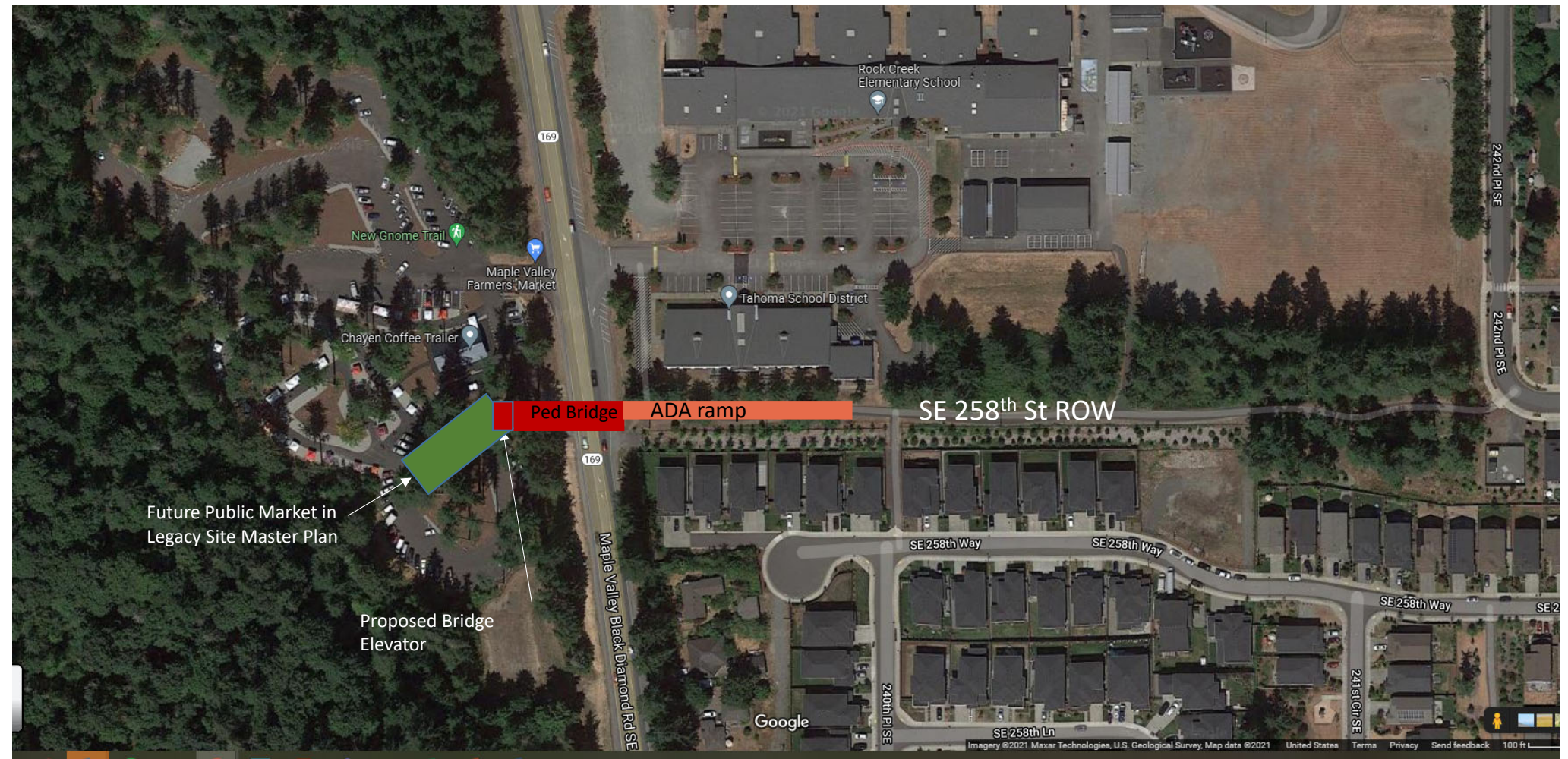
Project Vicinity Map



Legacy Site Master Plan



City of Maple Valley - SR 169 Pedestrian Bridge



City of Maple Valley  
SR 169 Pedestrian Bridge

Jurisdiction: Maple Valley

Project Number: MV-10

Title: SR 169 Pedestrian Bridge at SE 258th Street

Phase	Programmed Year	Obligation Date	Funding Source	Federal Funds	State Funds	Local Funds	Phase Total
P/E-Design	2023	7/15/2023	TA(UL)	\$878,148	\$0	\$0	\$878,148
P/E-Design	2023	7/15/2023	Local	\$0	\$0	\$137,052	\$137,052

WSDOT PIN:

<b>Totals:</b>	\$878,148	\$0	\$137,052	\$1,015,200
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Federal Aid/FTA Grant Number(s):

Functional Class: Urban Principal Arterial

Improvement Type: New Bridge or Bridge Widening

Location: SR 169

From: SE 258th St

To: Southern Driveway of Rock Creek

MTP Status: Exempt

MTP Reference(s): N/A

Description:

<b>Total Cost:</b>	\$8,200,200	<b>Regionally Significant:</b> No	<b>Environmental Status:</b> DCE
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Construct pedestrian bridge over SR 169, connecting with an ADA ramp and/or elevator east of the bridge and an elevator west of the bridge.