

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

SR 169 Pedestrian Bridge at SE 258th ST

B2. RTP ID#

N/A

B3. Sponsor

Maple Valley

B4. Co-Sponsor

B6. CA Sponsor

B5. Certification Acceptance?

Yes

C. Project Contact Information

C1. Name

Tawni Dalziel

C2. Phone

4254138800

C3. Email

tawni.dalziel@maplevalleywa.gov

D. Project Description

D1. 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. Preliminary engineering provides for a 100-ft long pedestrian bridge span across SR 169. East of the bridge, the project would include a 120-ft long ADA ramp within existing ROW on SE 258th Street. West of the bridge, the project would connect by elevator to a planned enclosed Public Market and Farmer's Market. The TAP grant would provide funding for preliminary and final engineering design including topographic survey, geotechnical, environmental permitting, structural, and civil engineering. Future state and federal transportation package funding is anticipated for the construction phase of the project.

D2. 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 21,000 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 on the eastside side of SR 169 would benefit from it with a safe pedestrian and non-motorized 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 elementary school, commercial downtown areas, and businesses along both sides of SR 169 with regional trails and city parks.

E. Project Location

E1. Location

SR 169 at SE 258th Street

E2. County/Counties

King

E3a. Beginning Landmark

SR 169/SE 258th Street

E3b. Ending Landmark

SR169/SE 258th Street

E4. Map and Graphics

[map.pdf \(1.45 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

Yes

F2. 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 Six Year Transportation Improvement Plan on June 21, 2021. 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.

F3. 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.

G. Federal Functional Classification

G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

G2. Rural Func.

G3. Urban Func.

14 Principal Arterial

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The SR 169 Pedestrian Bridge project will create a pedestrian and bicycle connection between residential communities to the east and the Legacy Site and Downtown commercial areas to the west. The Legacy Site is a city owned 50-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 future Downtown which includes commercial and residential mixed use zoning. On both sides SR 169 south of the pedestrian bridge vicinity, there are shopping centers and commercial businesses along the highway corridor.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

The SR 169 Pedestrian Bridge will allow non-motorized access to the City's Legacy Site and future Downtown commercial areas for residential communities to the east of SR 169 that cannot safely cross the highway in the immediate vicinity. The pedestrian bridge provides for non-motorized modes in which would reduce traffic congestions and improve mobility on SR 169 to support and benefit community residents, businesses, and employment activities. Specifically, the project supports the following Comprehensive Plan Land Use Element policies:

LU-P8.1.1 Provide bicycle and pedestrian connections to regional trails, nearby natural areas, and public uses as well as to adjacent residential and activity centers.

LU-P8.2.4 Create a roadway network of streets, sidewalks and pedestrian amenities within the Town Center that connects to the surrounding streets and walkways.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

The SR 169 Pedestrian Bridge will allow safer non-motorized access to the City's Legacy Site and future Downtown commercial center that supports walkable community and multimodal transportation facilities. Specifically, the project supports the following Comprehensive Plan Land Use Element policies:

LU-P8.1.1 Provide bicycle and pedestrian connections to regional trails, nearby natural areas, and public uses as well as to adjacent residential and activity centers.

LU-P8.2.4 Create a roadway network of streets, sidewalks and pedestrian amenities within the Town Center that connects to the surrounding streets and walkways.

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

The SR 169 Pedestrian Bridge will connect an existing shared used path on SE 258th Street 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.

I2. 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, 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 signalized intersection.

I3. 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.

I4. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

The proposed pedestrian bridge will connect pedestrians to trails such as the King County Regional Cedar to Green River Trail and the transit stations that are on the west side of SR 169 near the future Downtown.

I5. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

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 be benefit from having a safer pedestrian crossing and walking route to Rock Creek Elementary and Tahoma School District office.

I6. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

Currently, there are no intersections nearby to provide safe highway crossings. Older people and people with

disabilities would be able to safely and conveniently cross SR 169. Low income populations would be benefit by having an alternative mode of transportation instead of driving to and from designation with the safer crossing at SR 169. All populations would benefit from this project.

17. 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 make access to the downtown and Legacy Site development plans more convenient, promoting walkable a community with multimodal transportation planning.

I. Category-Specific Criteria: Historic Resources Projects

I1. Describe the current or former transportation use of the facility.

I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

I3. Describe the planned use of the facility and the project's relationship to the transportation system.

I4. Describe how the project is part of a larger historic preservation plan.

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I7. Describe the long-term preservation and/or maintenance plans for the facility.

I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I3. Describe how well the project goes over and above what is normally required.

I4. Describe the long-term maintenance plans for the project.

I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

No

J2. Please provide the project's PSRC TIP ID.

K. PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2022	\$400000
PE/Design	2023	\$478148
		\$

Total PSRC Funding Request:

\$878148

Total Estimated Project Cost and Schedule

L. Planning Phase

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

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:

M. Preliminary Engineering/Design Phase

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

Total Preliminary Engineering/Design Phase Cost:

\$1015200

Expected year of completion for this phase:

2023

N. Right of Way Phase

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

Total Right of Way Phase Cost:

\$0

Expected year of completion for this phase:

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	Other Federal	Unsecured	\$6598800
			\$
			\$
			\$
			\$

Total Construction Phase Cost:

\$6598800

Expected year of completion for this phase:

2025

P. Other Phase

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

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$7614000

Estimated Project Completion Date (month and year):

December 2025

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

The SR 169 Pedestrian Bridge was adopted as Project T-57 on June 21, 2021 as part of the City of Maple Valley's Six Year TIP. The project was identified to be fully funded by grants; however, there are sufficient funds in REET1 Fund Balance to transfer the minimum local match for TAP funding in the amount of \$137,052. The REET1 Fund Balance is attached.

R2. 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.

[Budget to Actual Reports Jan-Oct 2021 - REET1.pdf \(79 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

S2. What is the actual or estimated start date for preliminary engineering/design?

S3. Is preliminary engineering/design complete?

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

S3b. 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.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

T. Environmental Documentation

T1. 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](#).

T2. Has NEPA documentation been approved?

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

U. Right of Way

U1. Will Right of Way be required for this project?

U2. What is the actual or estimated start date for right of way (month and year)?

U3. 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.

U4. 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.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. 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.

V. Construction

V1. Are funds being requested for construction?

No

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

[Cost Estimate MV Bridge Concept.pdf \(107 KB\)](#)

[KPF Email Correspondence.pdf \(215 KB\)](#)

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Clear and Grade Permit 2023

NEPA 2023

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

June 2023

V7. When is the project scheduled to go to ad (month and year)?

February 2024

W. Other Considerations

W1. 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 large community support for a safe crossing of SR 169 in this location.

W2. 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, a public hearing was held on June 14, 2021 to hear comments on the proposed 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 previously met with the Tahoma School District regarding school access safety opportunities for improvement.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

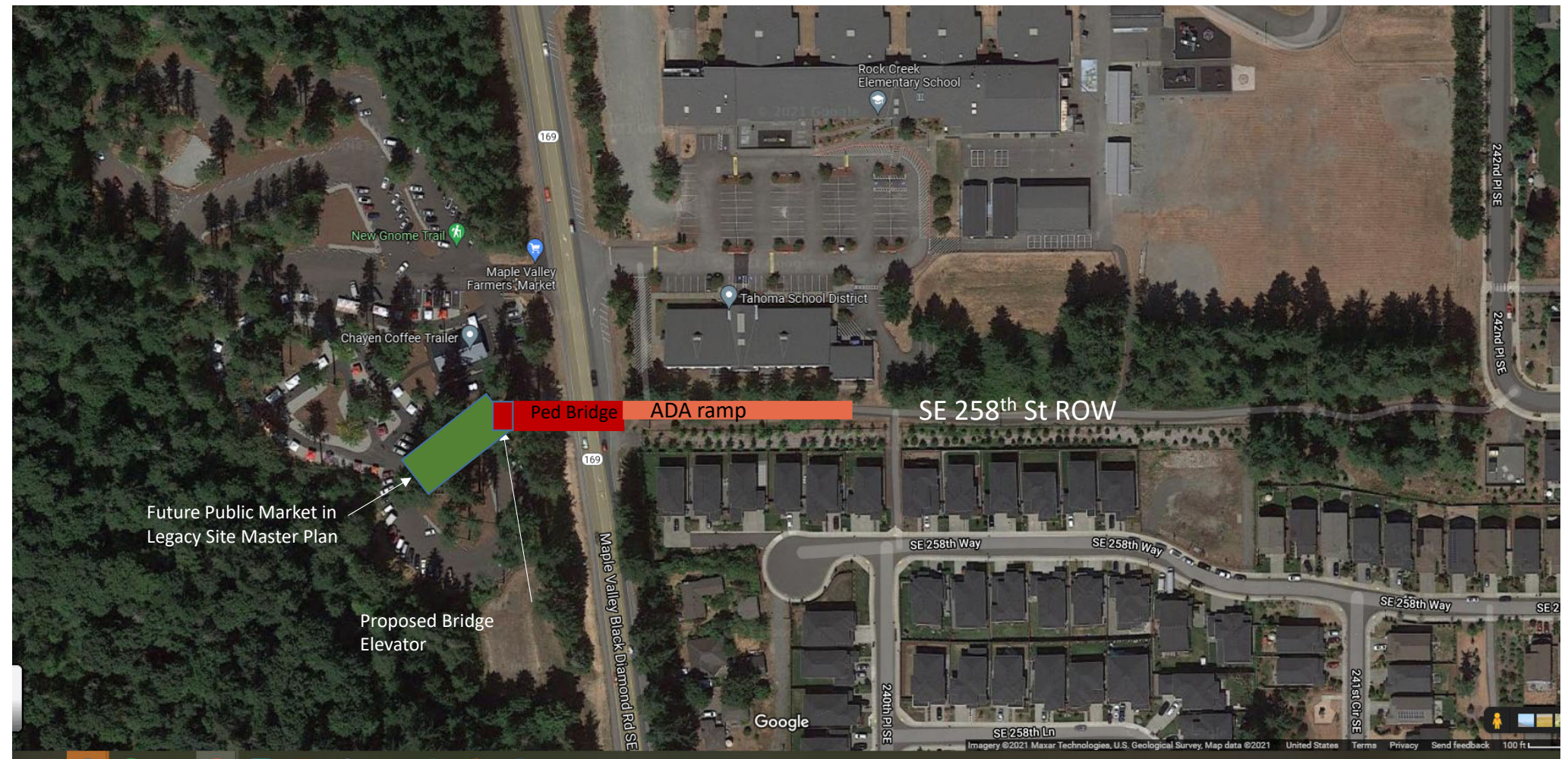
End of the Application

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 Kim Pearson at kpearson@psrc.org to have it returned to you.

City of Maple Valley Transportation Alternatives Program application - SR 169 Pedestrian Bridge at SE 258th ST

The application accidentally skipped some questions for PE only projects, on the Project Readiness Section. Below are the additional questions and answers:

- S2. What is the actual or estimated start date for preliminary engineering/design?
The City will begin preliminary engineering/design in June 2022.
- S3. Have preliminary plans been submitted to WSDOT for approval?
No, the City will submit plans to WSDOT at 30%, 60%, 90%, and 100% design stages. We will hold a project kickoff meeting with them to establish the basis for design prior to the start of design.
- S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this section to explain any dates above.
If awarded requested grant amount, the City would conduct a project design kickoff meeting in June 2022, with 30% design completion by December 2022, 60% design completion by May 2023, 90% design completion by September 2023, and 100% bid advertisement by December 2023. The preliminary engineering/design would be completed by end of 2023.
- S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date. December 2023.



City of Maple Valley
SR 169 Pedestrian Bridge

PROJECT: Maple Valley Bridge Concept
 DESCRIPTION: _____

BY: A. Olson
 CHECKED BY: _____
 DATE: 6/25/2021

BID ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
ILLUMINATION				
ILLUMINATION	1	LS	\$ 100,000	\$ 100,000
DRAINAGE				
DRAINAGE PIPING & STRUCTURES	1	LS	\$ 15,000	\$ 15,000
DRAINAGE MITIGATION	1	LS	\$ 30,000	\$ 30,000
STRUCTURES				
PEDESTRIAN BRIDGES	1	LS	\$ 1,808,100	\$ 1,808,100
PEDESTRIAN RAMPS	1	LS	\$ 263,250	\$ 263,250
GRAVEL BACKFILL FOR WALLS	1	LS	\$ 41,600	\$ 41,600
ELEVATOR TOWER	1	LS	\$ 275,000	\$ 275,000
ELEVATOR & CONTROLS	1	LS	\$ 500,000	\$ 500,000
PEDESTRIAN RAILING ALONG WALLS	1	LS	\$ 200,000	\$ 200,000
Subtotal (Rounded)				\$ 3,233,000
MOBILIZATION / DEMOBILIZATION	10%			\$ 323,300
EROSION CONTROL/DEWATERING/SPCC	2%			\$ 64,660
TRAFFIC CONTROL	5%			\$ 161,650
DESIGN & CONSTRUCTION CONTINGENCY	40%			\$ 1,293,200
Construction Subtotal (Rounded)				\$ 5,076,000
ENGINEERING DESIGN	20%			\$ 1,015,200
ADMINISTRATIVE	10%			\$ 507,600
CONSTRUCTION MANAGEMENT	15%			\$ 761,400
PERMITTING	5%			\$ 253,800
Project Total (Rounded)				\$ 7,614,000
REAL ESTATE				
FACILITY AREA	0.00	AC	\$ 0	\$ 0
REAL ESTATE ACQUISITION CONTINGENCY	40%			\$ 0
Real Estate Acquisition Total (Rounded)				\$ 0
Total Estimated Project Cost (Rounded)				\$ 7,614,000

Notes:

1. The above cost opinion is in 2019 dollars and does not include future escalation, financing, or O&M costs.
2. The planning-level cost opinion has been prepared for guidance in project evaluation from the information available at the time of preparation and for assumptions stated. The final costs of the project will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope and schedule, and other variable factors. As a result, the final project costs will vary from those presented above. Because of these factors, funding needs for individual projects must be scrutinized prior to establishing the final project budgets.

CITY OF MAPLE VALLEY
Monthly Budget Status Reports
Oct 31, 2021

	Sum of 2021 Current Budget	Current Period	Year-to-Date Actual	Budget Balance	% Budget Collected/Used	% Budget Left
REAL ESTATE EXCISE TAX-FIRST QUARTER						
Beg. Fund Balance						
R0 Beginning Fund Balance						
151-9999999-30810000000 Beginning Fund Balance	2,402,671.00	0.00	2,402,671.00	2,402,671.00	100.00	0.00
R0 Beginning Fund Balance Total	2,402,671.00	0.00	2,402,671.00	2,402,671.00	100.00	0.00
Beg. Fund Balance Total						
	2,402,671.00	0.00	2,402,671.00	2,402,671.00	100.00	0.00
Revenue						
R1 Taxes						
151-0000000-31834001000 REET 1 - First Quarter Percent	879,630.00	155,977.83	1,191,785.43	(312,155.43)	135.49	(35.49)
R1 Taxes Total	879,630.00	155,977.83	1,191,785.43	(312,155.43)	135.49	(35.49)
R6 Miscellaneous Revenues						
151-0000000-36110000010 Investment Interest	11,400.00	259.01	2,024.28	9,375.72	17.76	82.24
151-0000000-36140009000 Other Interest	50.00	0.00	0.00	50.00	0.00	100.00
151-0000000-36130000010 Gains (Losses) on Investments	0.00	0.00	2,423.36	(2,423.36)	0.00	0.00
R6 Miscellaneous Revenues Total	11,450.00	259.01	4,447.64	7,002.36	38.84	61.16
Revenue Total						
	891,080.00	156,236.84	1,196,233.07	(305,153.07)	134.25	(34.25)
Expense						
ET Other Financing Use						
151-9002100-59700-000204 Transfer-Out to D04-2004 SR516 Loan Debt Service	94,160.00	0.00	47,080.00	47,080.00	50.00	50.00
151-9003700-59700-004403 Transfer-Out to F03-Maple Valley Place Legacy Proj	100,000.00	0.00	40,150.69	59,849.31	40.15	59.85
151-9003800-59700-004101 Transfer-Out to A01-Public Arts Program	7,440.00	0.00	0.00	7,440.00	0.00	100.00
151-9003020-59700-001240 Transfer-Out to T24-Miscellaneous Streets	50,000.00	0.00	30,149.98	19,850.02	60.30	39.70
151-9003020-59700-001480 Transfer-Out to T48-231st St Extension	300,000.00	0.00	14,563.88	285,436.12	4.85	95.15
151-9003700-59700-000006 Transfer-Out to F06 City Facility Security System	200,000.00	0.00	0.00	200,000.00	0.00	100.00
ET Other Financing Use Total	751,600.00	0.00	131,944.55	619,655.45	17.56	82.44
Expense Total						
	751,600.00	0.00	131,944.55	619,655.45	17.56	82.44
ENDING FUND BALANCE/EXCESS OF REVENUES OVER EXPENDITURES	2,542,151.00	156,236.84	3,466,959.52	1,477,862.48	-	-