

Section V - 2009 King Countywide STP/CMAQ Competition Application

City of Maple Valley Witte Road and SE 248th Intersection Improvements

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: <i>Witte Road & SE 248th Street Intersection Improvements</i></p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: <i>Exempt</i></p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: <i>City of Maple Valley</i></p> <p>b. Co-sponsor(s) if applicable: N/A</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf)</p> <p style="text-align: center;"><i>Washington State Department of Transportation Highways & Local Programs NW Region</i></p>
4	<p>Project contact person: <i>Stephen Clark</i></p> <p>Address: <i>City of Maple Valley, P.O. Box 320, Maple Valley, WA 98038</i></p> <p>Phone: <i>(425) 413-8800</i> Fax: <i>(425) 413-4282</i> E-Mail:</p> <p><i>steve.clark@ci.maple-valley.wa.us</i></p>

<p>5</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely 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? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p><i>The City of Maple Valley is requesting funds for the construction phase (CN) of the Witte Road and SE 248th Street Intersection Improvements. The project will reconstruct Witte Road from SE 244th Street to SE 249th Street (0.49 miles) to provide curb, gutter and sidewalks, bicycle lanes, street illumination and landscaping. In addition, the project will reconstruct the intersection of SE 248th Street and Witte Road to provide a roundabout, which will restore the intersection to a concurrent level of service and provide a significant gateway feature to the south entrance to the Wilderness Village center.</i></p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p><i>Witte Road is a collector arterial serving the City of Maple Valley’s North Wilderness Activity Center. Currently, there are no sidewalks, bicycle lanes, illumination or drainage along the corridor. In addition, the intersection of SE 248th Street and Witte Road, located at the south entrance to the North Wilderness Activity Center, is functioning at LOS F.</i></p> <p><i>The project will provide the transportation infrastructure needed to support the development and redevelopment of the Wilderness activity center, which is critical to the City’s achieving its employment and housing targets.</i></p> <p><i>Therefore, the intent of the Witte Road and SE 248th Street Intersection project is to: (1) extend previously constructed corridor improvements south to connect up the Greater Maple Valley Community Center, Maple Valley Youth Center, Maple Valley Fire Engine and Gibbon’s Store Historical Museums, Maple Valley Skate Park, King County Maple Valley Library, Lake Wilderness Arboretum, Lake Wilderness Golf Course, Lake Wilderness Historical Lodge and Conference Center and Lake Wilderness Park and public boat launch to the North Wilderness Activity Center; (2) connect the corridor to the regional Green to Cedar Rivers Trail; (3) reduce traffic congestion and calm traffic by installing a roundabout at the 248 Street intersection, which will restore operation to LOS A; (4) enhance pedestrian safety by installing sidewalks and pedestrian crossings; (5) provide a strong sense of place by constructing enhancements including new street lights, public art, street furniture and landscaping; (6) upgrade utilities and storm drainage facilities to support continued growth in the area; and (7) improve access and mobility by extending the City’s non-motorized (bicycle and sidewalk) facilities and linking these to the regional Cedar to Green Rivers trail system.</i></p>
<p>6</p>	<p>Project location: <i>City of Maple Valley - Witte Road</i></p> <p>a. County(ies) in which project is located: <i>King</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): <i>Witte Road and SE 244th Place</i></p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): <i>Witte Road and SE 249th Place</i></p>

7	<p>Map: 1. Include a legible 8½” x 11” project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½” x 11”).</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. – Note this project does include designated bike lanes. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p style="text-align: center;">Rural Functional Classifications “Under 5,000 population”</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications “Over 5,000 population”</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input checked="" type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- Designated Center:** Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- Manufacturing/Industrial Center:** Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- Connecting Corridors:** Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- **Growth.** Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.

The City of Maple Valley Comprehensive Plan calls for the development of two activity centers on SR 169; the Four Corners center located to the south at the intersection of SR 169 and SR 516, and the Wilderness Village center located to the north at the intersection of SR 169 and Witte Road (see attached Vicinity Map). The centers are intended to accommodate employment and higher density residential growth targets for the City, initially including 804 new jobs and approximately 500 multi-family units. It is the policy of the City to provide the multi-modal transportation infrastructure necessary to support development and redevelopment in the centers.

Witte Road, which interconnects SR 169 to SR 516, is the primary collector arterial serving the Wilderness Village center. Presently, the corridor is characterized as a rural two travel lane road, lacking sidewalks, street lights and features typical to urban collector arterials. In 2004, the first phase of

Witte Road was reconstructed to urban standards within the Wilderness Village center between SE 240th Street and SE 244th Street

The proposed Witte Road and SE 248 Intersection Improvements, the subject of this grant application, is the second phase of Witte Road improvements planned for the Wilderness Village center. Specifically, the project will support employment and housing densities, development and redevelopment plans and activities within the center by:

- Reconstructing and extending the first phase improvements to Witte Road between SE 244th Street to SE 249th Street to urban collector arterial standards (0.49 miles).*
 - Restoring the intersection of Witte Road and SE 248th Street to a concurrent level of service from LOS F to LOS A.*
 - Extending the non-motorized facilities within the center (approximately 1 mile of new facilities), i.e. sidewalks and bicycle lanes, to enhance pedestrian mobility and access to transit at SR 169, and to directly connection the center to the Cedar-Green Rivers Regional Trail.*
 - Providing a strong sense of place within the center by providing decorative street lights, landscaping, street furniture and public art, and providing a roundabout at the south entry to the center. The roundabout will provide traffic calming, reduce congestion, enhance air quality and provide a significant gateway to both Wilderness Village center and Lake Wilderness Park, Maple Valley’s cultural and recreation center.*
- **Plans and Policies.** Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.

The project furthers the objectives and policies listed below established in the City of Maple Valley Comprehensive Plan (amended September 2008) by providing the multi-modal transportation infrastructure needed to support center development and re-development, including:

- Focusing commercial growth in the two existing centers to utilize existing capacity (page LU-9);*
- Encouraging capital improvements projects in commercial and business park areas to improve pedestrian and vehicular circulation systems and stimulate more intensive and concentrated activity (Policy LU-P36)*
- Implementing the commercial and business development standards (Policies L-P60 through LU-P64);*
- Commercial/Business Development Standards (Policies LU – P60 to LU-P64)*
- Promoting a range of mobility options, including bicycle, sidewalks and access to transit (Transportation policies 2.1 through 2.5)*
- Ensuring that the concurrency requirements are met (Policies 4.1 to 4.2)*
- Implementing the Witte Road corridor improvements, i.e. widen and rebuild the corridor to urban design standards (Transportation Element Page 32).*

- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The existing sub-standard condition of Witte Road impedes the follow of goods and services to and from the center and to the major transportation corridors of SR 169 (Maple Valley Highway) and SR 516 (SE 272nd St./Kent-Kingly Road). In order to achieve the higher density employment and housing development envisioned for the Wilderness Village center, and to sustain existing businesses and employment, it is necessary to restore Witte Road to a concurrent level of service and to provide the capacity required to accommodate future growth.

12. Project’s Benefit to the Center. Please address the following

- **Long-Term Benefit.** Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

The project is central to the City of Maple Valley and will provide improved safety and mobility for vehicular, traffic, pedestrian, and bicycle traffic to the surrounding businesses, park, schools, library and community center. It is presently difficult and dangerous to travel through this intersection due to the high volume of traffic on Witte Road. The intersection of SE 248th Street and Witte Road is currently functioning at a LOS F. The construction of the intersection improvements will restore the intersection to a LOS A, supporting the growth and development anticipated in the project vicinity for the next 20+ years. Currently, there are no sidewalks, illumination or drainage along the corridor. Therefore, improvements will also include construction of approximately 1.0 miles of new non-motorized facilities, including 10-foot wide sidewalks and bike lanes. In addition, the project will provide new storm drainage and water quality facilities, roadway illumination and landscaping.

- **User Groups Supported.** Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

The user groups that will benefit from the project include library patrons, senior citizens and families drawn to activities at the Greater Maple Valley Community Center, Maple Valley Skate Park, Maple Valley Youth Center, visitors and tourists drawn to the Lake Wilderness Park and Arboretum and the Fire Engine and Gibbon’s Historical Museums, the Historical Lake Wilderness Lodge and Conference Center and the Lake Wilderness Golf Club; pedestrians and bicyclists accessing the center from the Cedar-Green Rivers regional trail; businesses and residents; and, the Tahoma School District.

13. Circulation within the Center. Please address the following.

- **Safety and Convenience.** Describe how the project improves safe & convenient access to major destinations within the center.

The project provides new bicycle lanes and sidewalks (approximately 1.0 miles) that will eliminate pedestrian and vehicle conflicts. In addition, the construction of the roundabout will provide improved intersection control and operation, and safe pedestrian crossings. New street illumination will improve visibility along the corridor.

- **Intermodal Opportunities and Connections.** Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

(address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.

The project will extend the bicycle and sidewalk facilities (approximately 1.0 miles) with the center to improve pedestrian mobility within the center, including access to transit on SR 169, interconnecting businesses, residents, schools, library, community and senior center and park and recreational facilities. In addition, the construction of roundabout at the intersection of Witte Road and SE 248th will serve to calm traffic and improve traffic circulation and safety and reduce travel delay.

- **Travel Choices.** Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.

Currently, the primary travel mode on Witte Road is automobile, local truck and school bus traffic. The project will construct approximately 1.0 miles of new bicycle lanes and sidewalks that will extend the non-motorized facilities constructed on the first phase improvements to Witte Road completed in 2004. In addition, the project will provide a new direct connection to the Cedar-Green Rivers regional trail, thus enhancing non-motorized travel choices in the center.

- **System Continuity.** Describe how the project completes a physical gap or provides an essential link in the transportation network.

In 2004, the City of Maple Valley constructed the first phase of improvements to Witte Road between SE 240th Street to SE 244th Street. This project is the next phase that will extend the improvement on Witte Road from SE 244th Street to SE 249th Street (approximately 0.49 miles).

- **Parking.** If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

N/A

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur. N/A
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.

The existing roadway corridor consists of one 11-foot wide travel lane in each direction with paved shoulders that vary from 0- to 3-feet in width and no sidewalks. The intersection of Witte Road and SE 248th Street is currently a two-way stop controlled intersection with substandard lighting. This intersection currently operates at a LOS F, which is below concurrence standards in the City. Average Daily Traffic (ADT) at the vicinity of the intersection at Witte Road is 12,500 vehicles per day (vpd) and around 1500 vpd for SE 248th Street.

The installation of the roundabout at the Witte Road and SE 248th Street intersection will restore the level of service to LOS A. The roundabout will also provide traffic calming, reducing vehicular speeds along the Witte Road corridor. Existing speeds in the project vicinity exceed 40 mph for the 85th percentile in a 25 mph zone. New curb and gutter will reduce clear zone hazards and roadway widening will improve sight distance for cars entering the corridor from driveways.

- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?

Currently there are no transit operations on Witte Road. However, this project provides sidewalks and bicycle lanes that will improve access to METRO bus transit service routes and the park-and-ride lot on SR 169 located north of the project.

- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other non-motorized facilities and to the larger non-motorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).

Currently, there are no bicycle or pedestrian facilities on this segment of Witte Road. . Bicyclists and pedestrians currently walk or ride along the narrow gravel shoulder.

The project will construct approximately 1.0 miles of new sidewalk and bicycle lanes, extending the network that was constructed during the first phase of Witte Road improvements completed in 2004. In addition, the project will provide a new direct connection to the Cedar-Green Rivers regional trail. These new facilities will serve the center and community including: King County-Maple Valley Library, Greater Maple Valley Community Center, Maple Valley Skate park and Youth Center, Lake Wilderness Arboretum, Historical Fire Engine and Gibbon's Store Museums, Lake Wilderness Lodge and Conference Center, Lake Wilderness Park and public boat launch, Lake Wilderness Golf Course and Lake Wilderness Elementary School.

- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?

The intersection of Witte Road and SE 248th Street is currently a two-way stop controlled intersection with substandard lighting. This intersection is currently operating at a LOS F, which is below the City's concurrency standard. The Average Daily Traffic (ADT) at the vicinity of the intersection at Witte Road is around 12,500 vehicles per day (vpd) and 1500 vpd for SE 248th Street.

The construction of the roundabout at this intersection will restore the level of service up to LOS A and increase the operational efficiency of the intersection, resulting in less idling and travel delay. Currently there is no significant amount of truck traffic along the project corridor; however, there is school bus and local delivery traffic. The majority of users in the corridor are northbound/southbound commuter

traffic along Witte Road. The proposed roundabout will provide better flow of traffic during peak hours by decreasing both queuing lengths and delay times.

- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?

N/A

- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The proposed intersection improvements will improve the emissions for the intersection overall due to the removal of vehicle delays associated with queuing. The roundabout will keep cars moving, and eliminate idling as compared to the existing two-way stop-controlled intersection. The most recent EPA approved model for estimating emissions in Washington State was used to analyze the intersection. The Washington State Intersection Screening Model (WASIST) demonstrated a 12% reduction in emissions in 2030 with the project, compared to the intersection in 2030 without roundabout improvements. It is assumed that as vehicular technology improves, so will reductions in fuel consumption, therefore; the trend observed in emissions reductions will continue. The intersection improvements will provide an improved atmosphere for pedestrians, cyclists, and overall air quality.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project’s ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the projects requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

- | | | |
|-------------------|----|---|
| Already completed | a. | Final FHWA or FTA approval of environmental documents including:
Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
All Ready completed - Section 106 Concurrence.
Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS). |
| Already completed | b. | True Cost Estimate for Right of Way. |
| Already completed | c. | Right-of-way Plans (stamped). |
| Not needed | d. | Relocation Plan (if applicable). |
| Not yet completed | e. | Right-of-way Certification. (<i>Note: All ROW acquired and certification is pending</i>) |
| Not yet completed | f. | Certification Audit by WSDOT R/W Analyst. |
| Not needed | g. | Relocation Certification, if applicable.
(select one) - WSDOT Certification Audit of Relocation Process, if applicable. |
| Already completed | h. | Engineer's Estimate. |
| Already Completed | i. | All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.) |

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

All project right-of-way has been acquired; however certification by WSDOT is pending. It is anticipated that final certification will be completed in July 2009.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
CN	08/31/09	STP	\$1,250,000
			\$
			\$
Totals:			\$1,250,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PL	01/01/05	City	\$66,000
PE	01/01/06	City	\$556,000
ROW	01/01/07	City	\$242,000
CN	01/01/08	City	\$4,165,000
			\$
TOTAL:			\$5,029,000

*For tables B and C, “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$66,000	Planning:	12/31/05
Preliminary Engineering/Design:	\$556,000	Preliminary Engineering/Design:	04/01/09
Right of Way:	\$242,000	Right of Way:	04/01/09
Construction:	\$5,415,000	Construction:	05/31/10
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$ 6,279,000	Estimated date of completion (i.e. open for use)	04/30/10

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

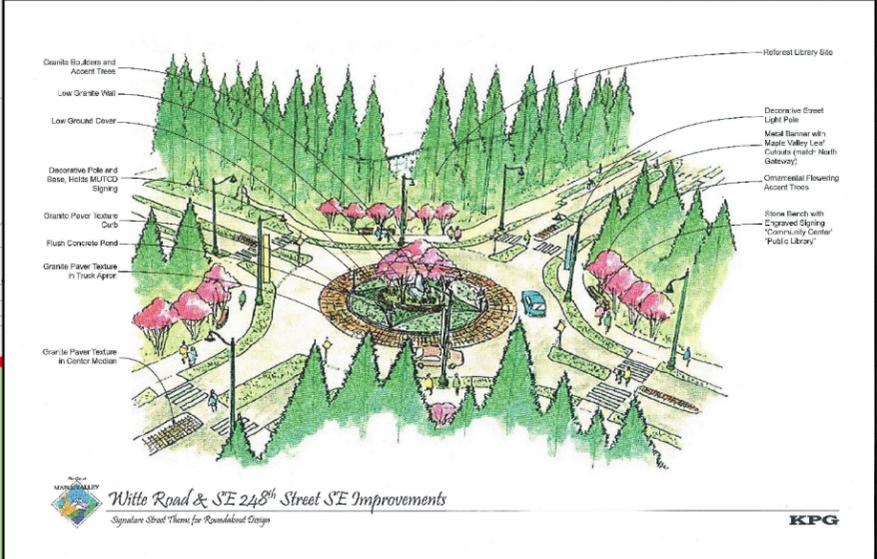
CN

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

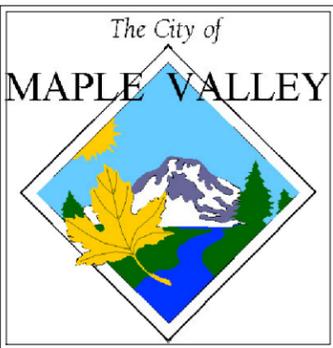
21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

The requested STP funds (\$1,250,000) represents only 20% of the total project cost (\$6,279,000) and 23% of the construction cost (\$5,415,000). The City of Maple Valley is funding 80% of the total project cost. The requested STP funds will enable the City to construct the project, which is ready to go to bid, at the earliest opportunity.



Witte Rd & SE 248th St Intersection Improvements Project Limits

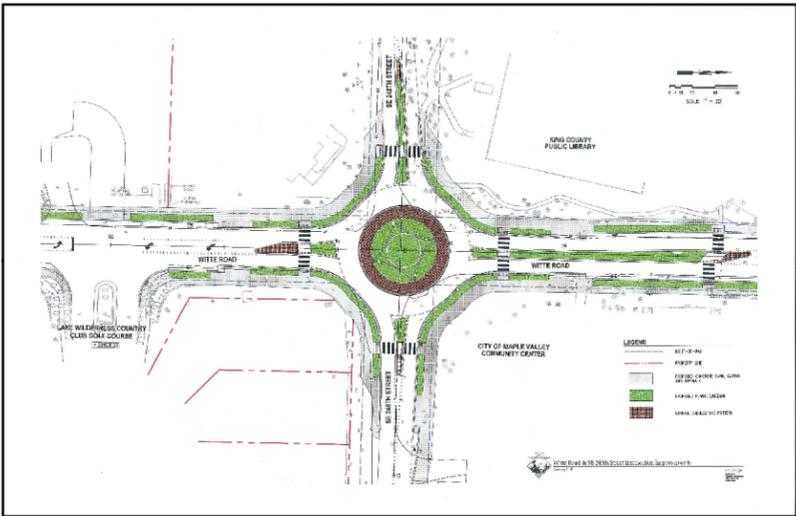
Witte Rd/SE 248th St Intersection Improvements Location Map



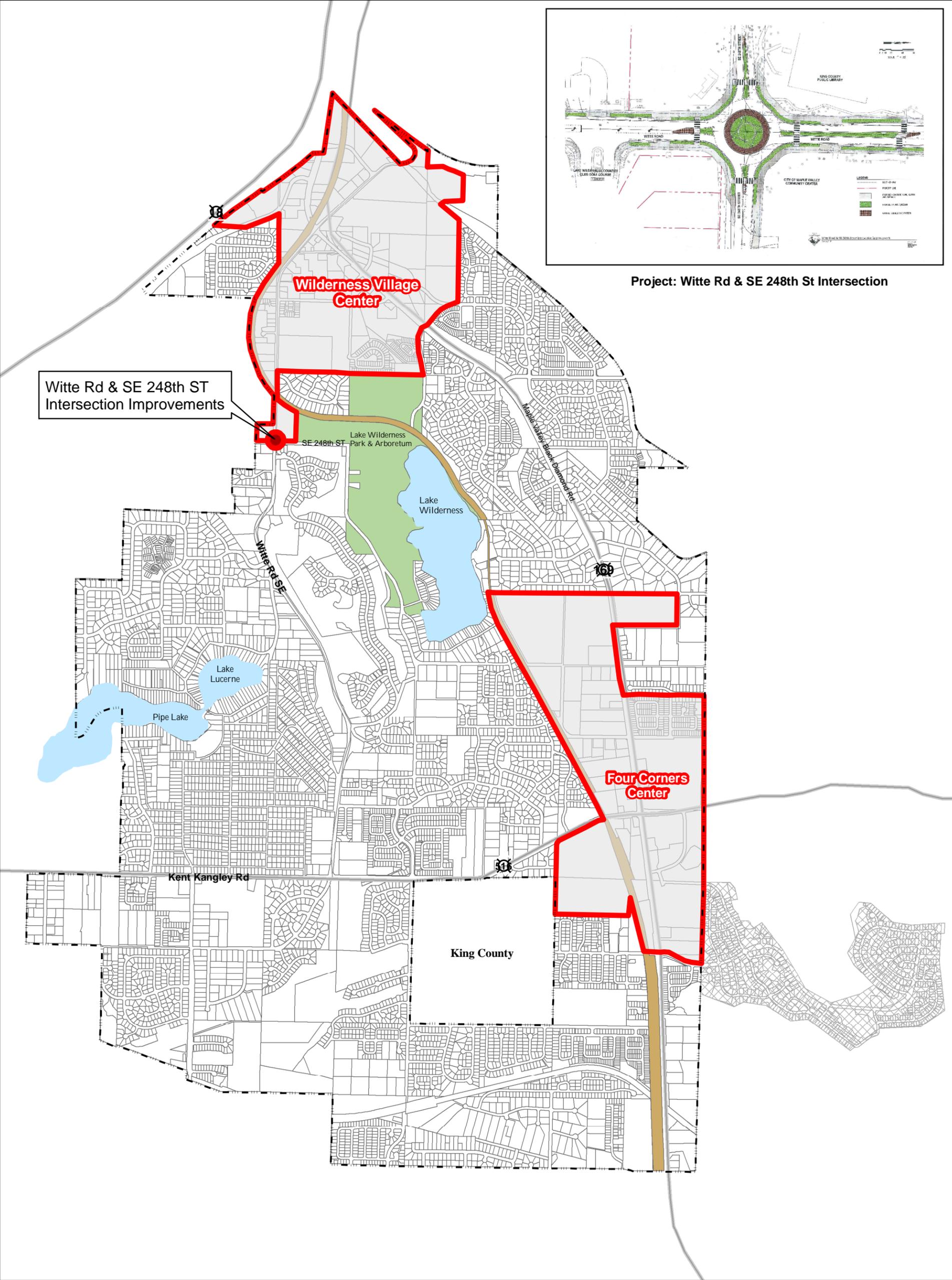
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Miles
Created by: C.Crook
Last Revised: 04-29-2009

LEGEND

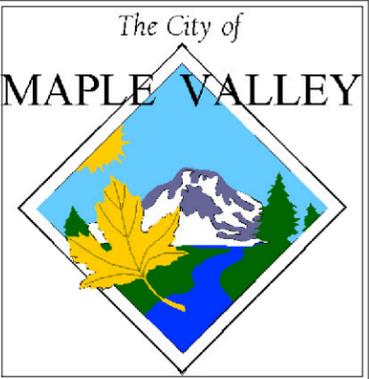
- Activity Center
- Green to Cedar Rivers Trail
- Project Limits



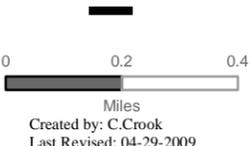
Project: Witte Rd & SE 248th St Intersection



Witte Rd & SE 248th ST Intersection Improvements



Witte Rd & SE 248th St Intersection Improvements Vicinity Map



LEGEND

- Activity Centers
- Green to Cedar Rivers Trail