

<p>Project Application Form Due to Countywide Forums: March 29, 2013 (Projects to be reviewed by countywide forums for submittal to regional competition)</p> <p>Project Application Form Due to PSRC: May 24, 2013 (Projects selected from the countywide forum for regional competition)</p>
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2013 Rural Town Centers & Corridors Program PSRC Grant Application

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The review and evaluation of all submitted projects will be based on the answers provided in this application. A project's suitability for competing regionally may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Deadlines: Sponsors interested in competing for funds from the regional Rural Town Centers and Corridors (RTCC) Program must first complete this application and submit it to their respective countywide organizations for review and potential selection (Part 1) for participation in the regional competition by **12:00pm Friday, March 29, 2013.**

The twelve (12) projects selected for the regional competition (Part 2) by their respective countywide organizations must then submit their completed application to PSRC by **1:00pm Friday, May 24, 2013** for participation in the regional competition.

Electronic copies of all applications are required. **Email completed applications as attachments to: tipapp@psrc.org** Please enter RTCC in your email's subject line to ensure that these applications can be easily differentiated from other communications received.

It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. **Please note:** the project budget spreadsheet is a required attachment; more information is found at question 13c.

If you are unable to email the application, please mail a paper copy to the address below. **Applications should be no more than 18 pages**, plus maps and/or other required supporting documentation.

For all other correspondence or information related to the RTCC program, contact:

Jeff Storrar
Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104
(206) 587-4817

PROJECT IDENTIFICATION and DESCRIPTION

Questions 1 – 9 required for ALL Applications – CAPITAL applications should also complete question 10

1	<p>PROJECT TITLE: SR 410 Channelization - Mt.Villa Drive to Watson Street</p> <p>Indicate below whether this project application is for a PLANNING or CAPITAL project.</p> <p><input type="checkbox"/> PLANNING <input checked="" type="checkbox"/> CAPITAL</p>	
2	<p>TRANSPORTATION 2040 ID# 361</p> <ul style="list-style-type: none"> Multiple Transportation 2040 projects may be identified, if appropriate. If so, please separate the IDs with a comma. Some projects may be below the threshold for assignment of a Transportation 2040 ID number, and are therefore exempt from this process. Please confirm ID with PSRC staff before entering "N/A" in this field. <p>a. What is the project's Transportation 2040 status? Candidate</p> <p>For assistance in identifying the Transportation 2040 ID number and status, contact Kimberly Scrivner at kscrivner@psrc.org or (206) 971-3281 or refer to www.psrc.org/transportation/t2040/projects-and-approval/.</p>	
3	<p>LEAD AND PARTNERSHIP AGENCIES</p> <p>Lead Sponsor Agency City of Enumclaw</p> <p>List Applicable Partnership Agencies Involved: WSDOT</p> <p>Project sponsors are reminded they are expected to partner with the appropriate county(s), cities, WSDOT, and any other jurisdictions that might have an interest in a proposed corridor study or be directly affected by implementation of the proposed project.</p>	
4	<p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm.</p> <p>If not, which agency will serve as CA sponsor?</p>	
5	<p>PROJECT APPLICATION CONTACT PERSON(S):</p> <p>Primary contact:Chris Searcy Address: 1309 Myrtle Avenue Phone: 360-615-5721 Email: csearcy@ci.enumclaw.wa.us</p>	<p>Alternate Contact:Rand Black Address: 1309 Myrtle Avenue Phone: 360-615-5730 Email: rblack@ci.enumclaw.wa.us</p>
6	<p>PROJECT DESCRIPTION</p> <p>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 the 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>This project will provide for channelization, roadway, and pedestrian facility improvements along a portion of Segment #2 (SR 410 Corridor Study, June 2010) of the SR 410 corridor within the City of Enumclaw. The project will modify and optimize the existing 65-foot wide, variable (2-to-4) lane channelization to a proposed 5-lane configuration; one-through lane and one general purpose (through/right turning) lane for each direction with medians, continuous two-way left turn lanes, or left turn pockets. The project will add or upgrade curb, gutters,</p>	

	<p>sidewalks, driveways, storm drainage, illumination, and curb ramps along the SR 410 corridor between mileposts 24.34 to 24.81. The requested grant funds will fully complete the construction phase of this project.</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>This project is the first implementation of the SR 410 Corridor Study recommendations that were completed and adopted in June 2010 by the Enumclaw City Council. This segment is discussed on pages 46-55 of said study. The project improves freight and general mobility at an unsignalized intersection (Blake St) by adding left turn lanes where a two-lane configuration currently exists, thus reducing through traffic delay and improving safety for left-turn movements. The project also addresses access management of commercial driveways in conflict with existing channelization and provides for improved right-turn access into commercial businesses. Finally, the project includes non-motorized improvements via the completion of gaps in the existing sidewalks, providing access to signalized intersection crossings and improving illumination throughout.</p>									
<p>7</p>	<p>PROJECT LOCATION DATA</p> <p>Project Location and Length:</p> <p>a. County: KING</p> <p>b. Crossroad/landmark nearest to beginning of project: Mt. Villa Drive / Monroe Avenue</p> <p>c. Crossroad/landmark nearest to end of project: Griffin Avenue (SR 164)</p> <p>d. Length of project in miles: 0.47</p> <p>e. Do sidewalks exist in center(s)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Safety Data:</p> <p>f. Is corridor or any portion(s) of the corridor listed by WSDOT as High Accident Corridor (HAC)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>g. IF YES, indicate corridor's history of number of accidents for latest three year period by type of accident: (please attach applicable accident records)</p> <table border="0"> <tr> <td># of property damage-only accidents:</td> <td># of Injuries:</td> <td># of fatalities:</td> </tr> </table> <p><i>If needed, list additional accident data for another HAC in overall corridor:</i></p> <table border="0"> <tr> <td># of property damage-only accidents:</td> <td># of Injuries:</td> <td># of fatalities:</td> </tr> </table> <p>h. Is proposed location of CAPITAL project listed by WSDOT as High Accident Location (HAL)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>i. If Yes, indicate history of location's accidents for latest three year period by type of accident:</p> <table border="0"> <tr> <td># of property damage-only accidents:</td> <td># of Injuries:</td> <td># of fatalities:</td> </tr> </table> <p>Traffic Volumes:</p> <p>If data is available, indicate average daily traffic (ADT) for proposed project by:</p> <p>j. Highest ADT in corridor/corridor segment (If weekday volumes NOT higher than weekend, note both, i.e., #weekday/#weekend): 9000</p> <p>k. Highest ADT in project center (if more than one center, use volume of highest center and note center's name): 9000</p>	# of property damage-only accidents:	# of Injuries:	# of fatalities:	# of property damage-only accidents:	# of Injuries:	# of fatalities:	# of property damage-only accidents:	# of Injuries:	# of fatalities:
# of property damage-only accidents:	# of Injuries:	# of fatalities:								
# of property damage-only accidents:	# of Injuries:	# of fatalities:								
# of property damage-only accidents:	# of Injuries:	# of fatalities:								
<p>8</p>	<p>MAP</p> <p>1. Include a legible 8½" x 11" map of the proposed study corridor (if PLANNING project) or a map indicating project limits (if CAPITAL project).</p> <p>2. Include a legible vicinity map of general area of study or construction project.</p>									
	<p>FEDERAL FUNCTIONAL CLASSIFICATION CODE</p>									

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Please select only one code using the table below the explanation.

Important: A roadway must be confirmed as being on the approved federally classified roadway system before a CAPITAL project proposing improvements on such roadway may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a “local” functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless one of the exceptions below applies. If your project is an exception, identify its functional class code as “00.”

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Any transit project, including equipment purchase and park-and-ride lot projects

For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm. For assistance determining functional classification, contact Stephanie Rossi at rossi@psrc.org or 206-971-3054.

Rural Functional Classifications
“Under 5,000 population”

(Outside federal-aid urbanized and federal-aid urban areas)

00 Exception

01 Principal Arterial - Interstate

02 Principal Arterial

06 Minor Arterial

07 Major Collector

08 Minor Collector

09 Local Access

21 Proposed Principal Arterial – Interstate

22 Proposed Principal Arterial

26 Proposed Minor Arterial

27 Proposed Major Collector

28 Proposed Minor Collector

29 Proposed Local Access

Urban Functional Classifications
“Over 5,000 population”

(Inside federal-aid urbanized and federal-aid urban areas)

00 Exception

11 Principal Arterial – Interstate

12 Principal Arterial – Expressway

14 Principal Arterial

16 Minor Arterial

17 Collector

19 Local Access

31 Proposed Principal Arterial – Interstate

32 Proposed Principal Arterial – Expressway

34 Proposed Principal Arterial

36 Proposed Minor Arterial

37 Proposed Collector

39 Proposed Local Access

PLAN CONSISTENCY and COMPATIBILITY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Yorik Stevens-Wajda at (206) 464-6179 or YStevens-Wajda@psrc.org.

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Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
 Enumclaw Comprehensive Plan (Amended 2012), Ch. 5 Transportation, page 22 Project R4a
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing 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.

ADDITIONAL PROJECT EVALUATION INFORMATION

Indicate below whether this project application is for a **PLANNING** or **CAPITAL** project and follow the

corresponding instructions:

Planning Project: Complete section 11 and proceed to section 13.

Capital Project: Complete section 12 and proceed to section 13.

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Planning Projects: Please answer the following questions:

a) Local and Regional Policy Support

- How does the study either 1) support adopted policies for the rural town center(s) in the comprehensive plans of the respective local jurisdiction(s) or 2) advance the current vision for the rural town center(s)? If supporting adopted policies, please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.
- What steps will be taken in the planning process to ensure that the project fits the intended character of the rural town center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, will a context sensitive design approach be used that considers preserving the aesthetic, cultural, and environmental resources of the subject area?
- If the project is interjurisdictional in nature, have the appropriate partners been identified and the actions to work together and coordinate on project components been developed?

b) Mobility, Accessibility, and Safety

- What is being addressed by the planning study and what intended impact is it to have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor?
- Does the planning project propose to study improvements or strategies that provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility?
- Will the planning project address the provision of multimodal improvements that benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?
- Will the planning project study improvements that provide an improved or enhanced pedestrian-oriented environment in the center or along the corridor to the center (s)?
- Will the planning project cover improvements or strategies that contribute to transportation demand management and commute trip reduction opportunities?

c) System Performance and Innovative Solutions

- Will the improvements or strategies in the planning study include improvements that work to increase system reliability and efficiency of travel flows in the center, along a corridor, or both? If yes, will this address time savings for moving freight and goods?
- What will be the timeframe associated with the planning study? Specifically, will the study

	<p>provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?</p> <ul style="list-style-type: none"> Does the planning project propose to include studying any particularly innovative facilities or traffic operational concepts? <p><u>d) Environmental Justice benefits</u></p> <ul style="list-style-type: none"> To the degree applicable, please add a brief comment describing how the planning study would address providing access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice. (5 points)
12	<p><u>Capital Projects:</u> Please answer the following questions:</p> <p><u>a) Local and Regional Policy Support</u></p> <ul style="list-style-type: none"> How will the project help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s)? Please provide citations and copy of the appropriate page(s) from the plan or policies with your application. <p>The project implements recommendations of the SR 410 Corridor Study (June 2010). For Mt. Villa Drive/Monroe Ave. area: "Advantages: Improved pedestrian safety and convenience. Facilitates right-turn access into business driveways and Mt. Villa Drive without causing vehicle delay. Improved traffic flow." For Garrett St. Intersection area: "Advantages: Facilitates right-turn access into business driveways without causing vehicle delay. Improved traffic flow." For Stevenson Avenue intersection area: "Advantages: Maximizes traffic level-of-service. Maximizes traffic safety by eliminating left-turns exiting Stevenson Avenue." For Blake Street intersection area: "Advantages: Provides improved traffic level-of-service (decreases delay). Improves safety for left-turning vehicles. Facilitates right-turn access into business driveways and Blake Street without causing vehicle delay."</p> <ul style="list-style-type: none"> Will the project fit the intended character of the local center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural, and environmental resources of the subject area? <p>Yes, the adopted SR 410 Corridor Study recognizes three distinct segments of SR 410 within Enumclaw and has characterized the project area as the "Central" segment with the most intensive streetscape elements.</p> <p><u>b) Mobility, Accessibility, and Safety</u></p> <ul style="list-style-type: none"> What is the project addressing within the rural town center or along the corridor, and what impact will the project have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor (e.g., vehicular, pedestrian or bicycle safety, congestion, incomplete nonmotorized system, inadequate stops/pullouts for transit service or facilities, etc). <p>Addresses an incomplete nonmotorized system, improves pedestrian crossings, improves access to adjacent commercial driveways and reduces vehicle delay for through traffic.</p> <ul style="list-style-type: none"> Will the project provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility? <p>Yes, the completion of the sidewalk system with appropriate ramps and pavement markings will effectively remove a barrier to mobility from residential areas on the south side of SR 410 to the downtown business district.</p> <ul style="list-style-type: none"> Will the project be multimodal in nature and benefit a range of travel modes and user groups

	<p>either accessing the center(s) or using the corridor?</p> <p>The project will benefit pedestrians. No specific facilities for transit are included as no transit stops currently exist within the project area.</p> <ul style="list-style-type: none"> • Will the project help improve or enhance a pedestrian-oriented environment in the center or along the corridor to the center(s)? <p>Yes, the completion of the gaps in the sidewalk system will benefit pedestrians along the corridor and improve access to the center.</p> <ul style="list-style-type: none"> • Does the project provide alternatives to driving alone, contributing to transportation demand management and commute trip reduction opportunities? <p>No.</p> <p><u>c) System Performance and Innovative Solutions</u></p> <ul style="list-style-type: none"> • Will the project result in more reliable and efficient travel flows in the center, along a corridor, or both? If yes, will the project result in time savings for moving freight and goods? <p>Yes, the 5-lane section will reduce delays currently experienced in the two or three-lane section due to right-turns into businesses. Left-turn lanes at Blake Street will improve travel time for forest and aggregate products transported from rural lands east of the center.</p> <ul style="list-style-type: none"> • Will the project provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor? <p>Yes, although level of service is not currently deficient, it is projected to be in 2030 without this project.</p> <ul style="list-style-type: none"> • Does the project include any particularly innovative facilities or traffic operational concepts? <p>One U-turn pocket at Mt. Villa Drive to address the access control restrictions.</p> <p><u>d) Environmental Justice benefits</u></p> <ul style="list-style-type: none"> • To the degree applicable, please add a brief additional comment describing how the project provides access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice. <p>Several apartment complexes are located southeast of the project area. The improvements to the sidewalk system will provide for safer pedestrian connectivity to the central business district.</p>
PROJECT READINESS AND FINANCING	
	<p>There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. 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 <u>must</u> be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:</p> <ul style="list-style-type: none"> • When the sponsor can complete all prerequisites needed to obligate the 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.
13	<p>Financial Plan (<i>APPLICABLE TO BOTH CAPITAL AND PLANNING PROJECTS</i>)</p> <p>Identify the amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation date. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace</p>

period beyond the year designated. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for Surface Transportation Program funds.

13a. Identify the amount requested by phase, and identify the estimated date of obligation.

<u>Phase</u>	<u>Amount</u>	<u>Estimated Date of Obligation</u>
Construction	\$1,300,000.00	12/31/13
[select phase]		
[select phase]		

13b. Identify the project phases that will be fully completed if requested funding is obtained:

Construction phase will be fully completed if requested funding is obtained.

13c. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website at www.psrc.org/funding/rural. Attach the completed spreadsheet, along with this application, to the email submitted to countywide forums and PSRC, if selected to compete in the regional competition.

Please provide information on the financial budget and schedule for the entire project, with amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above (13a) must also be reflected in the table. Use as many rows per phase as necessary to reflect the financial plan for each phase.

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Project Readiness (APPLICABLE TO CAPITAL PROJECTS ONLY)

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

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

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

14a. If funds are requested for Right of Way:

14a-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No

- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)
 - Documented Categorical Exclusion (DCE)
 - Categorical Exclusion (CE)
 - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. Was submitted MAR 2013 with approval anticipated by JUL 2013
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? YES and Channelization Plan has been approved by HQ. PS&E is 95% complete.
 - If not, when is this milestone scheduled to be complete?
 - When are Preliminary Plans expected to be approved? JUL 2013
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

14a-2: What is the status of Right of Way?

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? COMMERCIAL
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. No easement or parcel acquisition is necessary
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? N/A
- If not, when do you expect a consultant to be selected, under contract, and ready to start? N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way N/A
 - Right of Way Plans (stamped) N/A
 - Relocation Plan (if applicable) N/A
 - Right of Way Certification JUL 2013
 - Right of Way Acquisition N/A
 - Certification Audit by WSDOT Right of Way Analyst AUG 2013
 - Relocation Certification, if applicable N/A

14b. If funds are requested for Construction:

Complete sections 14a-1 and 14a-2 above, and complete 14b below.

14b: What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. YES
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. Local Clearing & Grading Permit JULY 2013, NPDES Construction Stormwater Permit, OCT 2013

	<ul style="list-style-type: none"> ○ Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. NO, JULY 2013 ○ When is the project scheduled to go to ad? JAN 2014 <p>Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.</p>
OTHER CONSIDERATIONS (NO POINTS)	
15	<p>Please describe any <u>additional</u> 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 rural town centers and corridors. Note: no points will be given to this section.</p> <p>This project was previously awarded funding for the construction phase through the 2010 RTCC program. The award amount was not sufficient to complete the phase once preliminary design estimates were prepared, and those funds were redistributed. The reason for this was the amount of existing asphalt pavement that must be removed and reconstructed to a 50-year design life is much greater than originally anticipated. The attached cost estimate reflects the comments of the WSDOT design review.</p>

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 13d, 13e and 13f.

Project Sponsor:	CITY OF ENUMCLAW
Project Title:	SR 410 CHANNELIZATION - MT. VILLA DRIVE TO WATSON STREET

13d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	STP(U)	SECURED	\$ 168,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">7/31/13</div>
Preliminary Engineering / Design	LOCAL	SECURED	\$ 26,219	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 194,219	
Right of Way				Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ -	
Construction	RTCC	UNSECURED	\$ 1,300,000	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">12/31/14</div>
Construction	LOCAL	UNSECURED	\$ 202,890	
Construction				
Construction				
Construction				
Construction TOTAL			\$ 1,502,890	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 1,697,109	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px;">6/30/15</div>

13e. Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

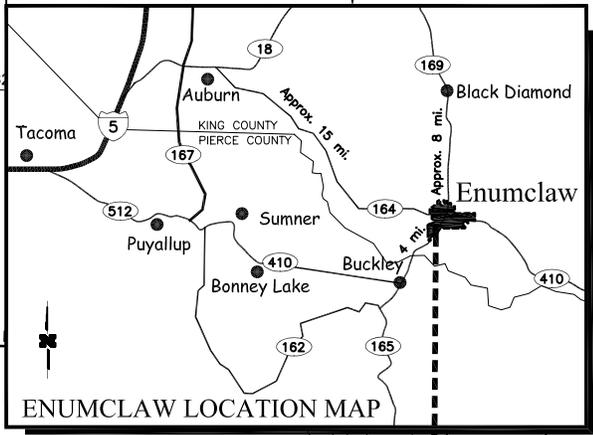
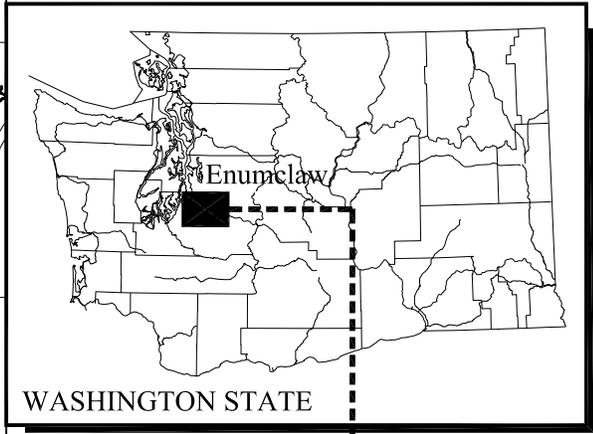
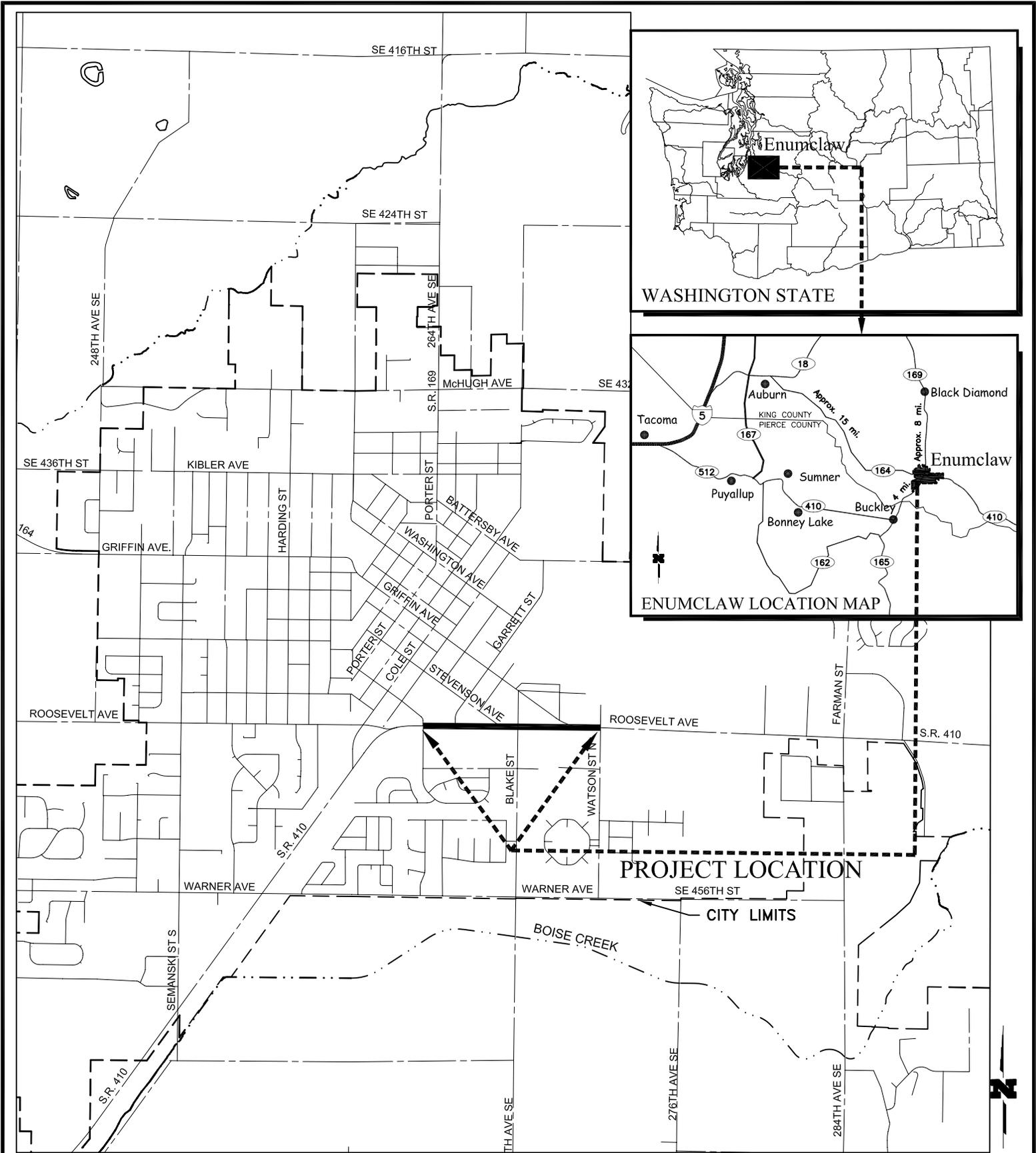
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

2006 COUNTYWIDE STP \$40,000
http://www.psrc.org/assets/128/2007STPCMAQTables.pdf
2008 COUNTYWIDE STP CONTINGENCY \$128,000
http://www.psrc.org/assets/130/2008STPCMAQContingency.pdf
2011 CITY OF ENUMCLAW ADOPTED BUDGET, PAGE 57
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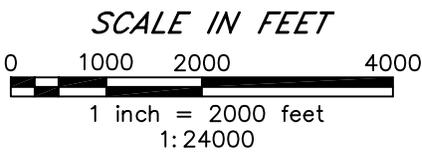
13F. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

The local unsecured funds of \$202,890 are available within the city's Real Estate Excise Tax (REET) funds. If this project is selected, the project schedule allows for the appropriation of these funds during the city's normal budget process for 2014. The funds would be available as of January 1, 2014 at the time scheduled for bid advertisement.



City of Enumclaw
 Dept. of Public Works
 1309 Myrtle Ave., Enumclaw, WA 98022



**STATE ROUTE 410
 CHANNELIZATION**
 (M.P. 24.40 to M.P. 24.92)

**ROOSEVELT AVENUE
 MT. VILLA DR. TO WATSON ST. N.**

Sec. 24 T. 20 N. R. 6 E. W.M.
 Date: 05/26/2006

- Facilitate pedestrian access to and across Roosevelt Avenue approach.

Concepts Developed

Future improvement concepts which are presented for consideration at this intersection are represented in Figures 19 through 22. Special features and considerations include:

- Eastbound access onto SR 410 from Roosevelt Avenue is eliminated. Vehicles which now turn left onto SR 410 from Roosevelt Avenue are re-directed to the new round-about at SR 410 / Cole Street.
- Roosevelt Avenue becomes two lanes westbound to receive increased traffic volumes turning right and left from SR 410.
- A partial eastbound lane remains on Roosevelt Avenue to facilitate ingress for Bank customers at 955 Cole Street.
- Sidewalks and crosswalk on north side of SR 410 connecting Roosevelt Avenue to Cole Street and Monroe Avenue.
- *Advantages:* Improves traffic operations (future congestion) and safety. Pedestrians crossing Roosevelt Avenue are subject to vehicle traffic from only one direction.
- *Disadvantages:* Reroutes east bound Roosevelt Avenue through-traffic to the SR 410 / Cole Street intersection.

Mountain Villa Drive / Monroe Avenue Intersection (M.P. 24.29)

Current Site Conditions

SR 410 is oriented west-east at this location. Channelization consists of one through-lane of traffic heading eastbound, two through-lanes heading westbound, and a center two-way left-turn lane approaching from the east and west. The outside westbound lane turns into a dedicated right-turn only lane west to the Roosevelt Avenue intersection.

Monroe Avenue is oriented north to northwest and tees into the northern side of SR 410. Channelization consists of a single lane in each direction. There are no dedicated turn lanes.

Mountain Villa Drive is oriented south and tees into the southern side of SR 410. Channelization consists of one southbound lane, one northbound dedicated left-turn lane, and one through/right-turn lane. Raised sidewalks exist on the southwest and southeast intersection corners, and curb ramps and an west-east crosswalk exists for the Foothills Trail along the southern edge of SR 410.

Monroe Avenue and Mountain Villa Drive are stop-sign controlled approaching SR 410 (two-way stop); with traffic free-flowing along SR 410.

There are no facilities for pedestrians crossing SR 410. Raised sidewalks, curb ramps, and crosswalk exist on the south side of the intersection (crossing Mountain Villa Drive). A pedestrian pathway connects to and crosses the northern approach (Monroe Avenue) with no marked crosswalk.

Issues to Consider

Collisions at this intersection are approaching a relatively high level (nearly 1.0 MEV). The primary cause of identified angle collisions is most likely stop-sign controlled side-street traffic not yielding to approaching vehicles on SR 410.

Residents have identified the need/desire for a controlled pedestrian crossing of SR 410 at Mountain Villa Drive/Monroe Avenue to facilitate foot traffic from residential neighborhoods located south of the intersection traveling to shopping areas (grocery and retail) located north of SR 410. Residents must currently travel roughly about 500 feet to the east, about one-third mile out of their way (per round trip) to use the nearest existing signalized crossing and marked crosswalk of SR 410 located at Garrett Street.

Frequent pedestrian crossings of SR 410 are reported at Mountain Villa Drive. As traffic on SR 410 increases, this pedestrian activity will become increasingly unsafe.

It may be desirable at some future time to introduce westbound U-turn capability (on SR 410) at the intersection if access control measures, such as restrictive medians, are established east of the intersection.

Intersection Priorities

Priorities established by the City of Enumclaw for selection of improvement concepts presented at this intersection include:

- Maintain future-year (2030) level of service operations at D or better.
- Facilitate safe pedestrian crossings of SR 410.

Concepts Developed

Future improvement concepts which are presented for consideration at this intersection are represented in Figures 19 through 22. Special features and considerations include:

Pedestrian Focused

- Pedestrian signal and crosswalk across SR 410.
- *Advantages:* Improved pedestrian safety and convenience.
- *Disadvantages:* Potential decrease in SR 410 traffic level of service (increased delay and congestion).

Vehicle Focused

- Additional eastbound through-lane approaching on SR 410.
- *Advantages:* Facilitates right-turn access into business driveways and Mountain Villa Drive without causing vehicle delay. Improved traffic flow.
- *Disadvantages:* No improvement for pedestrians.

Garrett Street Intersection (M.P. 24.49)

Current Site Conditions

SR 410 is oriented west-east at this location. Channelization consists of one through-lane of traffic heading eastbound, an eastbound left-turn lane (turning onto Garrett), two through-lanes heading westbound, and a westbound left-turn lane (turning into the adjacent car dealership).

Garrett Street is oriented north to northeast and tees into the northern side of SR 410. Southbound channelization consists of a right-turn lane and a single shared through/left-turn lane.

The adjacent car dealership intersection access is oriented south and tees into the south side of SR 410. Channelization consists of a single lane in each direction. There are no dedicated turn lanes.

All approaches to the intersection are traffic signal controlled.

Sidewalks surround the intersection, and crosswalks exist at all four intersection approaches. This intersection is the main pedestrian crossing for the central "Segment 2".

Issues to Consider

This intersection is predicted to continue functioning efficiently and safely under future traffic conditions. As a future wayfinding and tourism signage project is implemented city wide, the Garrett Street Corridor may function as a downtown large truck/commercial traffic alternative to SR 164 (Griffin Avenue) and to SR 169 (Porter Street).

In the future, it will be necessary to re-stripe SR 410 eastbound to include one additional through-lane of traffic, similar to and in support of other surrounding intersections.

Intersection Priorities

Priorities established by the City of Enumclaw for selection of improvement concepts presented at this intersection include:

- Maintain future-year (2030) level of service operations at D or better.
- Support two lanes in each direction along SR 410.

Concepts Developed

Future improvement concepts which are presented for consideration at this intersection are represented in Figures 19 through 22. Special features and considerations include:

- Additional through lane eastbound on SR 410.
- *Advantages:* Facilitates right-turn access into business driveways without causing vehicle delay. Improved traffic flow.
- *Disadvantages:* Westbound traffic would have to continue onward to the Monroe/Mountain Villa Drive to the U-Turn pocket at the southeast corner of that intersection.

The proposed five lane concept along Segment 2 is illustrated below in a visualization prepared looking east at the Stevenson Avenue intersection. The improvements discussed for Blake Street, Griffin Avenue (SR 164), and Watson Street N all may assume a similar cross-section. This visualization represents a “restrictive” median concept, which will likely be warranted by the end of the 2030 corridor study planning horizon. In the meanwhile, a combination two-way left turn lane (TWLTL) “non-restrictive” median option together with “restrictive” medians at limited locations may be more appropriate and cost effective.

Figure 23. Segment 2 Improvement Concept Visualization



Stevenson Avenue Intersection (M.P. 24.63)

Current Site Conditions

SR 410 is oriented west-east at this location. Channelization consists of one through-lane of traffic in each direction, and an eastbound left-turn lane (turning onto Stevenson).

Stevenson Avenue is oriented northwest and tees into the north side of SR 410 at a non-standard 36° angle. The approach channelization consists of a single lane in each direction. Stevenson Avenue is stop-sign controlled approaching SR 410.

Sidewalks surround the intersection on all except the northwest corner. There are no marked crosswalks at the intersection.

Issues to Consider

This intersection is predicted to continue functioning efficiently under future traffic conditions.

In the future, it will be necessary to re-stripe SR 410 eastbound to include one additional through-lane of traffic, similar to and in support of other surrounding intersections.

To maximize intersection safety and level-of-service operations, it may be desirable to limit side-street access at Stevenson to right-in and right-out. Vehicles desiring to make left-turns in or out can accomplish this at Garret Street, which is signalized, with minimal inconvenience.

Intersection Priorities

Priorities established by the City of Enumclaw for selection of improvement concepts presented at this intersection include:

- Maintain future-year (2030) level of service operations at D or better.
- Maintain intersection traffic safety.
- Support two through-lanes in each direction along SR 410.

Concepts Developed

Future improvement concepts which are presented for consideration at this intersection are represented in Figures 24 to 28. Special features and considerations include:

- Additional through-lane in each direction along SR 410. This decreases traffic congestion on SR 410 and also provides gaps in traffic to decrease delay for vehicles entering SR 410 from Stevenson Avenue.
- Center, landscaped median island to provide access management along the corridor.
- *Advantages:* Maximizes traffic level-of-service. Maximizes traffic safety by eliminating left-turns exiting Stevenson Avenue.
- *Disadvantages:* Traffic would use Garrett Street for left-turns in and out of the surrounding businesses.

Blake Street Intersection (M.P. 24.68)

Current Site Conditions

SR 410 is oriented west-east at this location. Channelization consists of one through-lane of traffic in each direction. There are no turn lanes and left-turning vehicles turning off SR 410 onto Blake Street cause queuing, backups and delay.

Blake Street is oriented north-south and tees into the north and south sides of SR 410. Both the northern and southern approach channelization consists of a single lane in each direction. There are no dedicated turn lanes. There is a utility pole at the southeast corner of the intersection that presents a safety hazard and should be relocated with any future project.

Blake Street is stop-sign controlled approaching SR 410 on both the north and south intersection approaches (two-way stop); with traffic free-flowing along SR 410.

Sidewalks surround the intersection on all except the northeast corner. There are no marked crosswalks at the intersection.

Issues to Consider

The intersection is predicted to operate at LOS D in 2030. The LOS D intersection operations are due mainly to the Blake Street approaches being stop-controlled, competing against high traffic volumes along SR 410. With only one lane of traffic in each direction along SR 410, there few available gaps in traffic that allow vehicles to enter or cross SR 410.

Intersection Priorities

Priorities established by the City of Enumclaw for selection of improvement concepts presented at this intersection include:

- Maintain future-year (2030) level of service operations at D or better.
- Establish sidewalk connectivity at the northeast corner of the intersection heading north and east.

Concepts Developed

Future improvement concepts which are presented for consideration at this intersection are represented in Figures 24 through 28. Special features and considerations include:

- Additional through-lane in each direction along SR 410. This decreases traffic congestion on SR 410 and also provides gaps in traffic to decrease delay for vehicles entering and crossing SR 410 from Blake Street. It also provides easier movement into and out of the numerous business driveways along this segment of the corridor.
- Added left-turn lane in each direction on SR 410 (turning onto Blake Street) to facilitate and shelter left-turning vehicles, and decrease delays for through traffic.
- *Advantages:* Provides improved traffic level-of-service (decreases delay). Improves safety for left-turning vehicles. Facilitates right-turn access into business driveways and Blake Street without causing vehicle delay.

Griffin Avenue (SR 164) Intersection (M.P. 24.82)

Current Site Conditions

This is a state route to state route intersection with SR 410 oriented west-east at this location. Channelization consists of two through-lanes of traffic heading east, one through lane heading west, a westbound left-turn lane (turning into Safeway), and a westbound right-turn lane (turning northwesterly onto Griffin). Left turns are not permitted eastbound.

Griffin Avenue (SR 164). is oriented north to northwest and tees into and terminates at the north approach to SR 410. Channelization consists of a single lane in each direction. There are no dedicated turn lanes. The current private parking lot access aisle configuration is disorganized and does not channelize safe access from the private parking areas to the intersection.

Safeway/Rite-Aid intersection approach is oriented south and tees into the south side of SR 410. Channelization consists of a single lane in each direction. There are no dedicated turn lanes.

All approaches to the intersection are traffic signal controlled. There is currently raised "C-barrier curbing" on the SR 410 approaches to discourage and restrict turning movements.

Sidewalks surround the intersection, and marked crosswalks exist at all four intersection approaches.

Issues to Consider

Future year (2030) traffic at the intersection is predicted to become non-standard, operating at LOS E. Poor future intersection operations are due mainly to high traffic volumes along both SR 410 and Griffin Avenue, with too few through lanes and turn lanes to clear queues during each signal cycle. In addition, Griffin Avenue and Safeway/Rite-Aid intersection approaches are "split-phased", causing inefficient traffic signal operations. Due to heavy southeast to eastbound left-turning volumes (from Griffin Avenue), these two approaches must likely remain split-phased.

The angle of the intersection is non-standard (25 degrees from perpendicular). This is mainly an issue for large trucks and buses turning right from Griffin Avenue onto westbound SR 410. Large vehicles must pull far out into the intersection at very slow speeds to navigate this turn while avoiding the traffic signal pole at the northwest corner. Because of this, the western centerline approach of SR 410 is tapered further south, causing inefficient utilization of the available street right-of-way.

The intersection is surrounded by commercial properties and access points on all sides. Therefore, options for widening these roadways to provide additional through and turn lane capacity will impact existing properties and access points.