

## PSRC's 2023 Rural Town Centers & Corridors Program Application

The following application is intended for sponsors that have been recommended by their countywide forum to compete in PSRC's regional competition for its 2023 Rural Town Centers and Corridors program. If selected to compete in the regional competition, an application must be submitted to PSRC using this online form by **6:00pm on July 28, 2023**.

A [resource document](#) has been developed to direct sponsors to resources available to complete the application, and assist in verifying eligibility for these funds.

For information related to the 2023 Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council  
1011 Western Avenue  
Seattle, WA 98104  
(206) 971-3050 or [DCox@psrc.org](mailto:DCox@psrc.org)

Project Identification and Description

### **Project Title**

Veterans Memorial Drive at Angeline Road Intersection

**Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.**

Capital Project

### **Regional Transportation Plan ID#**

NA

The current list of investments that are required to be on the Regional Transportation Plan Regional Capacity Project List and have a designated ID # can be accessed at Appendix G of the Regional Transportation Plan, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature, or are on local facilities and therefore not required to be on the Project List, is provided [here](#).

For assistance or questions regarding these issues, contact Mitch Koch at (206) 464-7537 or [mkoch@psrc.org](mailto:mkoch@psrc.org).

|                     |  |
|---------------------|--|
| <b>Lead Agency</b>  | <b>List Applicable Partnership Agencies Involved</b> |
| City of Bonney Lake | Pierce County  |

**Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?**  
*More information on certification acceptance and a listing of current CA agencies can be found [here](#).*

Yes

**If not, which agency will serve as your CA sponsor?**

Contact Information

|                                 |                                |
|---------------------------------|--------------------------------|
| <b>Primary Contact Name</b>     | <b>Alternate Contact Name</b>  |
| Doug Budzynski                  | Ken Gill                       |
| <b>Primary Contact Phone</b>    | <b>Alternate Contact Phone</b> |
| (253) 447-4342                  | (253) 447-4336                 |
| <b>Primary Contact Email</b>    | <b>Alternate Contact Email</b> |
| budzynskid@ci.bonney-lake.wa.us | gillk@ci.bonney-lake.wa.us     |

Project Description

**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.**

The intersection of Angeline Road and Veterans Memorial Drive/Sumner-Buckley Highway E in the City of Bonney Lake has been identified for improvements in the City’s current transportation plan. This intersection currently operates poorly under stop control for Angeline Road and generates complaints and accidents. The transportation plan identifies traffic signal control, as well as an eastbound right turn lane and a westbound left turn lane at this location.

In June 2023 the City's traffic consultant SCJ prepared an intersection control evaluation to determine if a traffic signal or a roundabout is the preferred alternative. A roundabout is the preferred alternative. A preliminary design was used to prepare a cost estimate; both are attached.

Grant funds will be used to complete the design and purchase the right-of-way needed to construct a roundabout at Angeline Road and Veterans Memorial Drive/Sumner-Buckley Highway E.

Project Location

**County Location:**

*Please identify the county(s) in which the project is located. Check all that apply.*

Pierce County

**Project Location:**

*For example, please include street, route or trail name, or other identifiable location.*

Angeline Road at Veterans Memorial Drive

**Crossroad/landmark nearest to the beginning of the project:**

Intersection of Veterans Memorial Drive and

**Crossroad/landmark nearest to the end of the project:**

Angeline Road.

Federal Functional Classification

*Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement is provided [here](#).*

**Please select the appropriate functional classification.**

Minor Arterial

Bicycle and Pedestrian Accommodations

*Per US Department of Transportation policy, transportation projects in urbanized areas should include bicycling and walking facilities unless certain conditions are met. For more information on this policy, refer to [FHWA's website](#).*

**Does the project include bicycle and/or pedestrian features and/or paved shoulders?**

Yes

**If yes, please check the classifications below that best reflect the scope of the project.**

Shared-use path, Walkways (pedestrian facilities separate from or part of the roadway), Other (e.g. bike/pedestrian bridge, curb cuts, medians, refuge island, signage)

**If no, please explain why the project does not include bicycle and/or pedestrian facilities.**

Plan Consistency

*All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2050 and the Regional Transportation Plan. 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 PSRC's Plan Review page or contact Liz Underwood-Bultmann at [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).*

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

Yes

**If yes, indicate 1) plan name 2) relevant section 3) page number.**

The project is identified as project I4 on Table 5-11 (Pg. 5-63) in the City's Community Mobility Element of Bonney Lake 2035. The Community Mobility Element serves as the City's Transportation Plan. Project I4 is also listed as a TIF Eligible Improvement Project on Table 6-14 (Pg. 6-50) in the Community Facilities and Services Element of Bonney Lake 2035. The Community Facilities Element serves as the Capital Facilities Element for the City of Bonney Lake and are available at our website.

**If 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.**

Type of Project

**Please select your agency's project type.**

Capital Project

*NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.*

*Capital Project*

Local and Regional Policy Support

*Please address the following:*

**Describe how the project will 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 a copy of the appropriate page(s) from the plan or policies with your application.**

The project will provide multimodal connections between the City's Downtown Center, identified as a Countywide Growth Center per Policy C-39 of the Pierce County Countywide Planning Policies for Pierce (Pg. 35), the City's Midtown Center and the Fennel Creek Trail. The proposed project will support all modes of travel improving non-motorized connections between between these Centers and the Fennel Creek Trail consist with Policies D-3.1, D-3.3, D-3.4, M-3.2, and M-3.4 of the Bonney Lake Centers Plan (Pgs. 49 and 64). As the proposed project will support freight mobility along Veteran's Memorial Blvd/Old Sumner Buckley Highway, the project will also support the development of the City's Eastown Industrial Center as a light industrial area to improve the City's job to housing balance consistent with Goal CD-3 of the Community Development Element (Pg. 2-26).

**Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors 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?**

Veterans Memorial Blvd/Old Sumner Buckley Hwy is located along the same align as the Naches Trail, which was used by tribes to travel from the inland areas of the state to the coastal areas of the state. The Naches Trail was also used by wagon trains for the first settlers within the Puyallup valley. As part of the design of the roundabout, the City will work with local tribes and the historical society to include elements within the center circle of the roundabout to commemorate the cultural significance of the Naches Trail.

**If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components**

A leg of the proposed roundabout is located in Pierce County; we have obtained a letter of support from Pierce County.

**Circulation, Mobility, and Accessibility**

*Please address the following:*

**Describe the issue being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will 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.**

The project will address a missing link in the City's sidewalk system by connecting the existing sidewalks located at the Locust Avenue/Veterans Memorial Blvd. to the existing sidewalk located at the 192nd Ave E/Old Sumner Buckley Highway Intersection. Addressing this missing link will improve circulation and mobility by providing non-motorized connections to the numerous public facilities (Fire Station, Police Station, Justice & Municipal Center, Public Library) located in the Bonney Lake Downtown Countywide Growth Center and to the Midtown Center containing numerous retail and grocery establishments. The project will also provide a non-motorized connection to the Sound Transit Park & Ride, which is a major transit stop as defined in RCW 43.21C.240(3)(e), located in the Downtown Center. The proposed multi-modal path will also support community mobility by provide a connection to the Fennel Creek Trail, which is part of the regional trails network with future connection to the Foothills Trail and Flume Train. The intersection is also a failing intersection impacting both general vehicular circulation and freight mobility on a T-3, almost T-2 freight route. The proposed roundabout will address this failing intersection and support freight mobility. Improving the LOS will allow the development of a multiunit housing project to move forward in the Midtown Center.

**Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor**

The project is multimodal in nature, with a major component being a shared use path that will fill an existing sidewalk gap between 192nd Avenue E and Locust Avenue E. The shared use path will provide a connection between the Downtown and Midtown centers and also improve access to the Fennel Creek trail. Additionally, the proposed roundabout control at Angeline Road E and Veterans Memorial Drive E will improve safety for all users and provide safe crossing opportunities

for pedestrians and bicyclists.

**Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).**

There is currently limited sidewalk connectivity and no bicycle connectivity to support active transportation between the Midtown and Downtown centers. This project will provide a direct connection between the two centers for active transportation users along the Veterans Memorial Drive corridor. The project will also improve access to the Fennel Creek trail for both centers, further enhancing active transportation opportunities.

**Describe how the project contributes to transportation demand management and commute trip reduction opportunities.**

The project will fill an existing gap in the City's sidewalk infrastructure which will increase opportunities for active transportation. Additionally, the roundabout improvement will improve the performance of the Angeline Road E/Veterans Memorial Drive E intersection, bolstering the Veterans Memorial Drive corridor as a more viable alternate route for east/west travel through the community in addition to SR 410.

System Performance and Innovative Solutions

*Please address the following:*

**Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.**

The construction of roundabout control at the Angeline Road E/Veterans Memorial Drive E intersection will improve the projected vehicular performance from LOS F to LOS A. This improvement will result in more reliable and efficient travel flows along Veterans Memorial Drive E, which provide a direct connect between the Downtown and Midtown centers. This corridor is also a T3 freight route and is approaching the T2 threshold. As the Eastown center, which is primary industrial, continues to develop there will be an increase in freight movement between Eastown and points west and the Veterans Memorial Drive E corridor will serve as an important parallel route to SR 410 for freight.

**Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.**

The City has performed a recent long-term evaluation of the Angeline Road E/Veterans Memorial Drive E intersection to identify the projected performance of the intersection and identify potential mitigations. This evaluation has found that the existing control will operate at LOS F with substantial delay and vehicle queuing in the long-term horizon and that the proposed roundabout control will operate at LOS A. Additionally, the shared-use path will provide additional corridor capacity for active transportation modes, further improving the efficiency of the corridor.

**Describe any particularly innovative facilities or traffic operational concepts included in**

**this project.**

While roundabouts are common in parts of the state, this intersection would become the first roundabout-controlled intersection in the City of Bonney Lake.

Equity

*Please address the following:*

**Section 1. Addressing population groups, benefits and disparities – see [PSRC's resources](#) to help answer the questions below.**

**Please identify the population groups in the planning study area.**

(i.e people of color, people with low incomes, older adults, youth, people with disabilities, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations)

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

Current there are no sidewalk or bicycle facilities to provide transportation options to these underserved population. Figure 5-1 of the City of Bonney Lake ADA Transition Plan adopted April 2020 identifies the location of this gap in an area that is considered to be moderately high priority.

**Please describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under Step 1.**

The proposed project includes the development of a multi-use path that will connect to the Fennel Creek Trail, which is part of the Puget Sound Regional Trail network, providing access to recreational opportunities and nature. Additionally, the project includes a connection to the existing sidewalk locate the corner of Locust Avenue and Veteran's Memorial Drive, which will provide a continuous sidewalk connection to the Sound Transit Park & Ride, the East Pierce Fire and Rescue Headquarter Station, Police Station, the Bonney Lake Justice and Municipal Center, and Pierce County Library, located in the Bonney Lake Downtown Center. Finally, the project will provide a connection to the existing sidewalks at 192nd Avenue East and Sumner Buckley Highway provide access to the retail and grocery stores, which contain pharmacies, locate along 192nd Avenue East. Provide non-motorized access to City facilities, transit, and grocery stores/pharmacies has shown to improve health outcomes for these underserved populations. Additional access to green space and recreational trails as been shown to support improved cardiovascular health and mental health outcomes.

**Section 2. Addressing outreach**

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

The City has not completed the public outreach process for this project. The City is in the process of completing an intersection control evaluation for this project and will be doing community engagement during the early fall of 2023. This public engagement will include the development of a public website and open house to discuss the current challenges with the intersection and the alternatives.

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

As the public engagement will occur this fall, it is unknown how the reach will influence the development of the project.

**Section 3. Addressing displacement – see [PSRC's displacement risk map](#)**

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

Low

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

NA

Safety

*Please address the following:*

**Please describe the safety and/or security issue(s) that the project will address.**

Over the last five years there have been 24 reported crashes at the Angeline Road E/Veterans Memorial Drive E intersection, with 33% of them resulting in an injury. The implementation of roundabout control would be expected to reduce crashes by 88%. Additionally, the existing sidewalk gap along this segment of Veterans Memorial Drive E create an unsafe and uninviting environment for pedestrians and bicyclists. The proposed shared use path will provide a safe facility for these travel modes.

**Please explain how the project will help protect vulnerable users of the transportation system.**

Pedestrians and bicyclists are traditionally some of the most vulnerable users of a transportation system. The proposed shared use path will provide a safe facility for all active transportation users. Additionally, the roundabout will provide a safe crossing opportunity for pedestrians and bicyclists travelling to/from Angeline Road E and the new shared use path.

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

Roundabouts are designed specifically to control travel speeds at each approach, which greatly influence the overall safety benefits they provide. The travel speeds on Veterans Memorial Drive E will be reduced and controlled by the addition of a roundabout at Angeline Road E, which will



reduce reliance on enforcement for the corridor.

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

The City has adopted Policy CM-2.4, which provides that the City will "[I]mprove the safety of pedestrians and bicyclists throughout Bonney Lake through design, signage, capital projects, pavement maintenance, street sweeping, pavement striping, and public education." In order to implement this policy, the proposal includes a joint use access path for both pedestrians and bicyclist to support connections between Midtown, Downtown, and the Fennel Creek Trail as there are no pedestrian or bicycle infrastructure along this portion of the corridor.

**Project Readiness & Financial Plan**

*In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. \$3.045 million is available for each of the 2025 and 2026 federal fiscal years. Sponsors should be aware of the following information before completing this section:*

*Funding Request: Sponsors may request up the total annual award for one program year (up to \$3,045,000). Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary, i.e, a sponsor may request funding for both preliminary engineering and right-of-way phases, or preliminary engineering and construction phases, but not both right-of-way and construction phases.*

*Funding Requirements: A minimum of 13.5% of local matching funds is required for the FHWA funding being distributed through the RTCC competition. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.*

*Obligation Requirements: Sponsors must select 2025 or 2026 as the expected year of obligation. In order to align with annual delivery expectations, all project phases awarded PSRC's FHWA funds must obligate the funds by June 1 of the program year selected. Funds may be obligated beginning October 1 prior to the program year. The earliest the RTCC funds will be available is the 2025 federal fiscal year (beginning October 1, 2024). If a sponsor plans to begin work for the phase awarded prior to this date, they will need to utilize Advanced Construction (AC). For more information on this topic, contact Jennifer Barnes at (206) 389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org).*

*Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies.*

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

| Phase                          | Year | Amount Requested (i.e - for \$1,000.00, enter "1000") |
|--------------------------------|------|---|
| Preliminary Engineering/Design | 2025 | \$519000  |
| Right-of-Way                   | 2026 | \$43250   |

**Total PSRC Funding Request:**

\$562250

**Has the project received PSRC funds previously?**

No

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

**Financial Plan**

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecured. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

| Funding Source           | Funding Status | Funding Amount |
|--------------------------|----------------|----------------|
| City Traffic Impact Fees | Secured        | \$81000        |
| PSRC                     | Unsecured      | \$519000       |
|                          |                | \$             |

|  |  |    |
|--|--|----|
|  |  | \$ |
|  |  | \$ |

**Total Preliminary Engineering/Design Phase Cost**

\$600000

**Actual or estimated date of completion (month and year):**

December 2025

Right-of-Way Phase

| <b>Funding Source</b>    | <b>Funding Status</b> | <b>Funding Amount</b> |
|--------------------------|-----------------------|-----------------------|
| City Traffic Impact Fees | Secured               | \$6750                |
| PSRC                     | Unsecured             | \$43250               |
|                          |                       | \$                    |
|                          |                       | \$                    |
|                          |                       | \$                    |

**Total Right-of-Way Phase Cost:**

\$50000

**Actual or estimated date of completion (month and year):**

December 2026

Construction Phase

| <b>Funding Source</b>    | <b>Funding Status</b> | <b>Funding Amount</b> |
|--------------------------|-----------------------|-----------------------|
| City Traffic Impact Fees | Secured               | \$1350000             |

|                        |           |           |
|------------------------|-----------|-----------|
| PSRC                   | Unsecured | \$2000000 |
| TIB                    | Unsecured | \$2000000 |
| Local Road Safety Plan | Unsecured | \$0       |
| N/A                    |           | \$        |

**Total Construction Phase Cost**

\$5350000

**Actual or estimated date of completion (month and year):**

December 2026

**Other Phase**

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
| N/A            |                | \$             |
| N/A            |                | \$             |
| N/A            |                | \$             |
| N/A            |                | \$             |
| N/A            |                | \$             |

**Total Other Phase Cost**

\$0

**Actual or estimated date of completion (month and year):**

Project Summary

*The calculated total project cost below is based on the entries completed above. Please review for*

*accuracy before proceeding to ensure all funding is reflected.*

**Total Estimated Project Cost:**

\$6000000

**Estimated Project Completion Date (month and year):**

December 2026

Financial Documentation

*Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.*

f-131-475-18618706\_gXpCdh6C\_Angline-VMD\_Budget\_Doc.pdf

**Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.**

**For more information, refer to PSRC's financial constraint guidance.**

In the attached 2023/2024 budget excerpt funds are shown in the line item labeled "Misc Improvements. Funding is highlighted in yellow. \$710K is shown for 2023; \$900K is shown for 2024. These are traffic impact fees used for capacity upgrades. If funded, city staff (September 2024) will include these in the 2025/2026 budget for the 13.5% matching funds.

**Project Readiness**

*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 be obligated. The questions in this section are designed to 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 following section, sponsors will be asked a series of questions about the project. 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 by June 1 of the funding year, 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.*

*NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.*

Project Readiness

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

No

**Is preliminary engineering/design for the project complete?**

No

**Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).**

December 2025

**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.**

October/November 2023-TIP/STIP Amendment Process

December 2023-Advertise for PE and ROW consultant & submit PE obligation package to WSDOT LP

January 2024-Consultant interviews

February 2024-Council award PE and ROW contract to most qualified consultant

October 2024-PE obligation letter from WSDOT LP in hand & begin PE

December 2024-Begin ROW

December 2025-Finish PE

Project Readiness

**What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

Documented Categorical Exclusion (DCE)

**Has the NEPA documentation been approved?**

No

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

February 2025

Project Readiness

**Will right of way be required for the project?**

Yes

**How many parcels do you need, if applicable?**

One

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

Pierce County zone "Rural 5". The Rural 5 zone classification is intended to provide lands for rural uses at a rural density and provide a buffer between urban zone classifications and other lower density rural areas.

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

Condemnation unlikely as we have letter of project support from the property owner (Kelley Farms) and Pierce County Public Works.

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

No

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

March 2024

**In the box below, please identify all relevant right-of-way milestones, including the current status and estimated completion date of each. For example:**

- True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way
- Stamped right-of-way plans (stamped)
- Approved relocation plan, if applicable
- Right-of-way certification
- Right-of-way acquisition

January 2025-Consultant preliminary ROW plan preparation/schedule/cost estimate

Relocation plan not applicable

February 2025-NEPA Approved

March 2025-TCE and ROW plan prepared for submittal with ROW obligation package to WSDOT LP

May 2025-ROW obligated.

May 2026-ROW acquisition completed.

Project Readiness

**Are funds being requested for construction?**

No

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

Please upload a copy of your engineer's estimate below.

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

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

Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).

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

*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.*

Other Considerations

**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. Note, no points will be given to this section.**

The intersection operates at LOS D in the AM peak and F in PM peak now; a roundabout operates at LOS A for both AM and PM in 2049. This long-term solution to improves traffic flow, provides a sidewalk (where there is none) between the downtown and midtown centers and connects to the Fennel Creek Trail.

File Submission

**Please provide any additional supporting documents, including maps, through the upload functions below.**

f-131-107-18618706\_yUuk2Yxe\_Angeline\_RAB\_w12ft\_SW.pdf

f-131-477-18618706\_vtVBoUaz\_Comprehensive\_Plan\_\_Policies.pdf

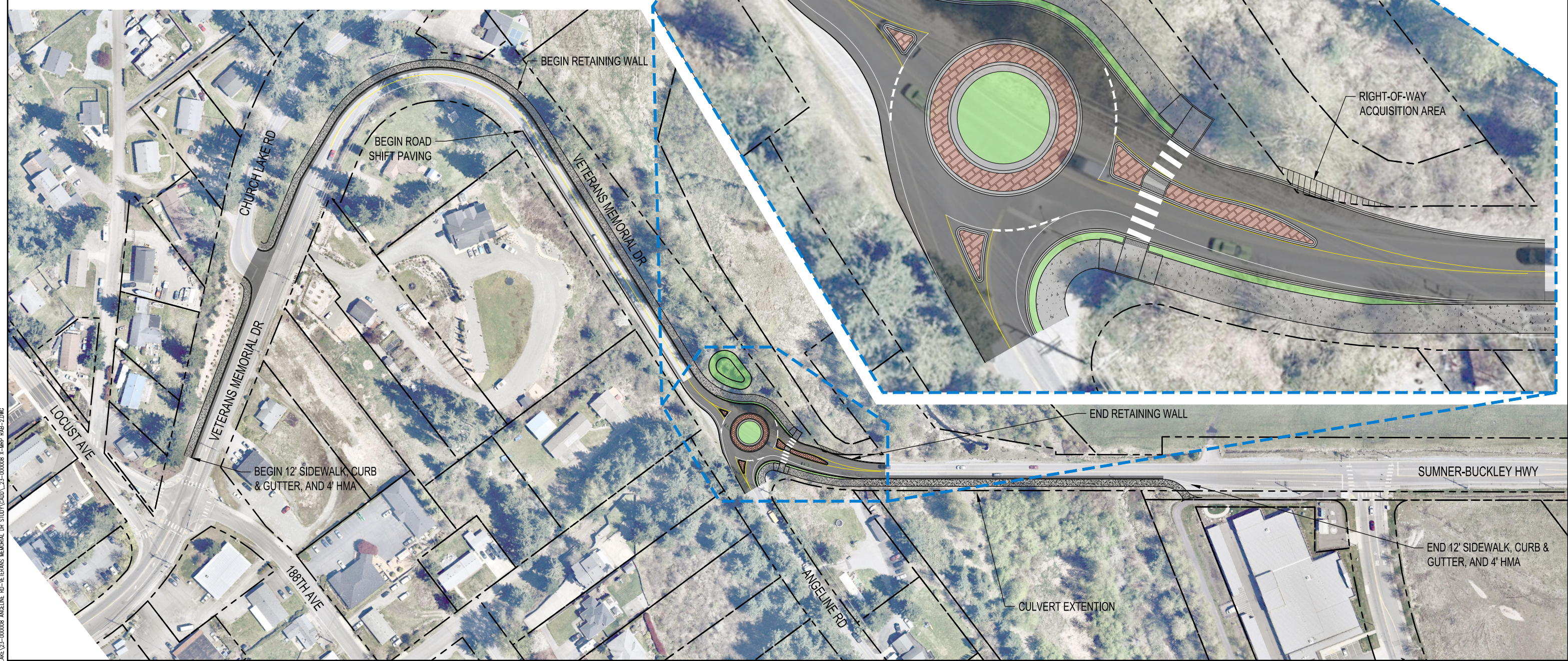
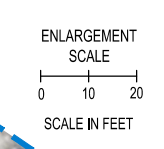
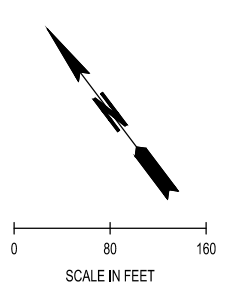
f-131-478-18618706\_gUeMrPNr\_Pre\_Design\_Cost\_Estimate\_RAB\_Angeline.pdf

Final Review

*Please review all application form questions to ensure you have completed all fields. An email copy of the project application will be sent to the project contact upon submission.*

*NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the July 28, 2023 deadline. After the deadline has passed, the form site will close.*





User: mlf@scj.com  
 PROJECT: 0610 CITY OF BONNEY LAKE 23-000008 ANGELINE RD-VETERANS MEMORIAL DR STUDY(CADD)\_23-000008 X-MRP RAB-2.DWG

  
**SCJ ALLIANCE**  
 CONSULTING SERVICES  
 8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516  
 P: 360.352.1465  
 SCJALLIANCE.COM

|                   |                            |
|-------------------|----------------------------|
| HORIZONTAL SCALE: | AS SHOWN                   |
| DATE:             | JULY, 2023                 |
| JOB No.:          | 23-000008 (0610)           |
| DRAWING FILE No.: | _23-000008 X-MRP RAB-2.DWG |

ANGELINE RD E/SUMNER-BUCKLEY HWY  
 ROUNDABOUT AND PEDESTRIAN PATH

EXHIBIT No:  
**EX-1**  
 SHEET No:  
**1 of 1**



## Resource Summary

| RESOURCE SUMMARY:<br>Street CIP Fund 301 | Actual       |              | Projected  | Budget       |              |
|--|--------------|--------------|------------|--------------|--------------|
|  | 2020         | 2021         | 2022       | 2023         | 2024         |
| Revenues:                                |              |              |            |              |              |
| Real Estate Excise Tax                   | \$ 786,033   | \$ 938,707   | \$ 580,000 | \$ 650,000   | \$ 650,000   |
| Impact Fees                              | \$ 598,906   | \$ 339,242   | \$ 300,000 | \$ 300,000   | \$ 300,000   |
| Interest:                                | 36,422       | 8,085        | 15,000     | 15,000       | 15,000       |
| Grant Revenue                            | -            | -            | -          | 600,000      | 2,000,000    |
| Capital/Bond Contributions               | -            | -            | -          | -            | -            |
| Special Assessment                       | -            | -            | -          | -            | -            |
| Revenues                                 | \$ 1,421,362 | \$ 1,286,034 | \$ 895,000 | \$ 1,565,000 | \$ 2,965,000 |
| Capital Outlay/Construction Projects     |              |              |            |              |              |
| Prior period correction                  | -            | -            | -          | -            | -            |
| Pedestrian Improvements                  | 31,187       | 18,193       | 498,000    | 1,100,000    | 2,500,000    |
| Misc Improvements                        | -            | 7,139        | -          | 710,000      | 900,000      |
| Chip Seal Program                        | 198,866      | 170,430      | 191,000    | 275,000      | 280,000      |
| Overlay Maintenance                      | 163,590      | -            | 350,000    | 451,000      | 136,000      |
| 214th Ave Intersection Improvements      | 36,915       | 127,396      | 660,000    | -            | -            |
| SR410& 204th Intersection Construction   | -            | -            | -          | -            | -            |
| Curbing                                  | -            | 2,967        | -          | -            | -            |
| Roundabouts                              | 102,538      | 3,558        | -          | -            | -            |
| Guardrail                                | -            | -            | -          | 14,000       | -            |
| Total Operating & Capital Expenses       | 533,095      | 329,682      | 1,699,000  | 2,550,000    | 3,816,000    |
| Change in Fund Balance                   | 888,267      | 956,352      | (804,000)  | (985,000)    | (851,000)    |
| Beginning Fund Balance                   | 6,604,465    | 7,492,732    | 8,449,083  | 7,645,083    | 6,660,083    |
| Ending Fund Balance                      | 7,492,732    | 8,449,083    | 7,645,083  | 6,660,083    | 5,809,083    |

## Trends & Future Issues

As growth in the city continues the Public Services Department will explore all possible revenue sources to meet the inevitable improvements. With this continued growth we are expecting an increase in Real Estate Excise Tax (REET) collections.

With the increase in development activity in Eastown, the Public Services Department will focus on the interconnection of frontage roads that will increase the mobility within that transportation link within the city.

The City continues to see increased traffic during peak times on Veterans Memorial Drive and Church Lake Road. The Public Services Department will look at key intersections like Angeline Road, West Tapps, Locust Ave.

- C-36 Countywide Growth Centers should be developed as complete neighborhoods to allow residents and workers in the centers to walk to daily necessities, amenities and services.
- C-37 Encourage focused growth and infill in Countywide Growth Centers by streamlining development standards and regulations for residential and commercial development and public projects, especially around high-capacity transit station areas.
- C-38 A jurisdiction may apply for status as a Candidate Countywide Center if it satisfies all required criteria included below, has a minimum of 7 activity units per acre, and is planning for at least 16 activity units per acre. The application for Countywide Center would not be regionally designated until the Center achieves at least 10 activity units per acre. Activity units means the sum of population and job units per gross acre, per PSRC.
- C-39 Countywide Centers are potential candidates for designation as Regional Centers.

Pierce County has the following Countywide Growth Centers:

|   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Sumner Town Center</li> <li>• 6<sup>th</sup> Avenue (Tacoma)</li> <li>• Lincoln (Tacoma)</li> <li>• Lower Pacific (Tacoma)</li> <li>• McKinley (Tacoma)</li> <li>• Narrow (Tacoma)</li> <li>• James Center (Tacoma/Fircrest/University Place)</li> </ul> | <ul style="list-style-type: none"> <li>• Proctor (Tacoma)</li> <li>• South Tacoma Way (Tacoma)</li> <li>• Tacoma Central (Tacoma)</li> <li>• Upper Pacific (Tacoma)</li> <li>• Upper Portland Avenue (Tacoma)</li> <li>• Ruston Point (Tacoma/Ruston)</li> <li>• Downtown Bonney Lake</li> </ul> |
|---|--|

- C-40 To be designated as a Countywide Center, the following criteria shall be met.

| <b>Countywide Growth Center</b>   | <b>Countywide Industrial Center</b>   |
|---|---|
| <p>Center must meet each of the following criteria:</p> <ul style="list-style-type: none"> <li>• Identified as a Center in the local Comprehensive Plan and adopted regulations.</li> <li>• Identified as a Countywide Center in the Countywide Planning Policies.</li> <li>• Located within a city, multiple adjacent cities, or unincorporated urban area.</li> </ul> | <p>Center must meet each of the following criteria:</p> <ul style="list-style-type: none"> <li>• Identified as a Center in the local Comprehensive Plan and adopted regulations.</li> <li>• Identified as a Countywide Center in the Countywide Planning Policies.</li> <li>• Located within a city, multiple adjacent cities, or unincorporated urban area.</li> </ul> |
| <p>Demonstration that:</p> <p>The Center is a local planning and investment priority:</p> <ul style="list-style-type: none"> <li>• Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended</li> <li>• Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure.</li> </ul>             | <p>Demonstration that:</p> <p>The Center is a local planning and investment priority:</p> <ul style="list-style-type: none"> <li>• Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended</li> <li>• Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure.</li> </ul>             |

**Policy D-1.6** Develop the Downtown with the highest level of land use diversity, architectural interest, pedestrian orientation, and human-scale design. New buildings should have their facades at the sidewalk edge except in certain cases along SR 410.

## **GOAL D-2: Public spaces in Downtown are attractive and welcoming.**

**Policy D-2.1** Plan and develop a community gathering space in the Downtown Core that can host community events.

**Policy D-2.2** Program the community gathering space year-round with events, activities, and festivals that draw residents and visitors.

**Policy D-2.3** Sidewalks, as important public spaces, should be designed with trees, landscaping, and street furniture to make them comfortable and attractive.

**Policy D-2.4** Use design guidelines to support new development that is oriented toward the street to encourage pedestrian activity.

## **GOAL D-3: The Downtown Center street network supports all modes of travel.**

**Policy D-3.1** Develop a complete streets network in the Downtown Center to support safe travel for bicycles, pedestrians, and automobiles.

**Policy D-3.2** Develop the Downtown Core with a street grid to support additional transportation connections.

**Policy D-3.3** Improve non-motorized connections to the residential neighborhoods adjacent to the Downtown.

**Policy D-3.4** Connect Downtown to the Fennel Creek Trail.

## **Goal M-2: Midtown supports a variety of uses.**

**Policy M-2.1:** Reserve the core area between 192nd Avenue East and 214th Avenue East for future commercial development to maintain Midtown as a regional commercial destination.

**Policy M-2.2:** Allow residential development in areas adjacent to the commercial core.

**Policy M-2.3:** Develop a Mixed Residential zone that allows a mix of multi-family and single-family uses.

## **Goal M-3: Circulations systems in Midtown support automobile, pedestrian, and bicycle traffic.**

**Policy M-3.1:** Support the safe and efficient flow of automobile traffic on SR 410.

**Policy M-3.2:** Provide local access to Midtown through a network of local access streets, sidewalks, and trails that connect the commercial core with nearby residential development and civic amenities.

**Policy M-3.3:** Reserve land for the development of local access streets in accordance with the Bonney Lake Municipal Code.

**Policy M-3.4:** Design multi-modal local access streets that include street trees, median plantings, lighting, buffered sidewalks, prominent crosswalks, and decorative paving patterns.

**Goal CD-3: Develop Easttown as a light-industrial area to increase the number and diversity of jobs available to the citizens of Bonney Lake and to diversify the City's tax base.**

*Policy CD-3.1: Develop Easttown with 1) architectural detail suitable for automobile orientation along SR-410, 2) internal and, if possible external pedestrian connections, and 3) preference for business park or campus-scale development.*

*Policy CD-3.2: Encourage parcel consolidation to provide infill sites for redevelopment and expansion opportunities.*

*Policy CD-3.3: Encourage best management practices for site planning and design related to, but not limited to, building placement and orientation, vehicular and pedestrian circulation patterns, open space, landscaping, lighting, stormwater management, interfacing with adjacent neighborhoods and developments, and appropriate accommodation of the site's natural features.*

*CD-3.4: Improve services to the area to support redevelopment opportunities primarily the development of sanitary sewer.*

## 7.3 RESIDENTIAL NEIGHBORHOODS

Vibrant neighborhoods that are inclusive and supportive of all people at all stages of life including families, young people, and older adults are fundamental to the health and vitality of Bonney Lake and its residents. Neighborhoods should include amenities for recreation, culture, and social interaction while providing opportunities to connect with the community and nature. These amenities and spaces include parks, natural lands, schools, libraries, place of worship and civic buildings. It is important that these resources are located within neighborhoods, close to residents and accessible by walking and bicycling.

**Goal CD-4: Provide healthy, livable, well maintained, walkable, and safe residential neighborhoods that provide opportunities for social interaction in a manner that harmoniously blends the natural and built environments.**

*Policy CD-4.1: Planning and land use decisions should recognize residential neighborhoods as the basic "building blocks" of the community, ensure compatibility with existing detached homes, protect neighborhoods from incompatible uses, and maintain a range of residential zones corresponding to the prevailing neighborhood densities.*

*Policy CD-4.2: Allow home occupations in Bonney Lake's residences, if impacts are mitigated and the business does not alter the residential character of the neighborhood.*

*Policy CD-4.3: Allow schools, day care centers, senior centers, group homes, public and semi-public facilities (e.g., churches), and nursing care facilities in residential areas, subject to conditions which limit the impacts of these uses on nearby properties. To the extent permitted by state and federal law, conditions of approval may be placed on such uses to ensure that they are operated in a manner that is sensitive to neighborhood concerns, and that maintains residents' quality of life. In addition, such*

**Project Name:** Angeline Rd-Veterans Memorial Dr RAB

**Client Name:** City of Bonney Lake

**SCJ Project No.:** 23-000008

**Estimate Level:** Concept

**Date:** 7/24/2023



| BID ITEM NO.                                 | WSDOT STD ITEM NO. | ITEM DESCRIPTION  | UNIT | UNIT PRICE    | TOTAL QUANTITY | Schedule A Roundabout | TOTAL             |
|--|--------------------|---|------|---------------|----------------|-----------------------|-------------------|
| <b>PREPARATION</b>                           |                    |   |      |               |                |                       |                   |
| 1  | 0001               | MOBILIZATION  | L.S. | \$ 279,000.00 | 1.0            | 1.0                   | \$ 279,000        |
| 2  | 0035               | CLEARING AND GRUBBING                                   | L.S. | \$ 50,000.00  | 1.0            | 1.0                   | \$ 50,000         |
| 3  | 0050               | REMOVAL OF STRUCTURES AND OBSTRUCTIONS                  | L.S. | \$ 10,000.00  | 1.0            | 1.0                   | \$ 10,000         |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 339,000</b> |
| <b>GRADING</b>                               |                    |   |      |               |                |                       |                   |
| 4  | 0310               | ROADWAY EXCAVATION INCL. HAUL                           | C.Y. | \$ 30.00      | 1500.0         | 1500.0                | \$ 45,000         |
| 5  | 0408               | SELECT BORROW INCL. HAUL                                | TON  | \$ 25.00      | 6270.0         | 6270.0                | \$ 156,750        |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 201,750</b> |
| <b>STORM SEWER</b>                           |                    |   |      |               |                |                       |                   |
| 6  | 3091               | CATCH BASIN TYPE 1                                      | EACH | \$ 3,000.00   | 22.0           | 22.0                  | \$ 66,000         |
| 7  | 3105               | CATCH BASIN TYPE 2 48 IN. DIAM.                         | EACH | \$ 5,500.00   | 3.0            | 3.0                   | \$ 16,500         |
| 8  | 3541               | SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.                | L.F. | \$ 75.00      | 3220.0         | 3220.0                | \$ 241,500        |
| 9  | NS-276             | STORM POND  | L.S. | \$ 35,000.00  | 1.0            | 1.0                   | \$ 35,000         |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 359,000</b> |
| <b>STRUCTURE</b>                             |                    |   |      |               |                |                       |                   |
| 10   | 7169               | STRUCTURAL EARTH WALL                                   | S.F. | \$ 80.00      | 8270.0         | 8270.0                | \$ 661,600        |
| 11   | NS-450             | BRIDGE WIDENING   | S.F. | \$ 275.00     | 550.0          | 550.0                 | \$ 151,250        |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 812,850</b> |
| <b>SURFACING</b>                             |                    |   |      |               |                |                       |                   |
| 12   | 5100               | CRUSHED SURFACING BASE COURSE                           | TON  | \$ 70.00      | 740.0          | 740.0                 | \$ 51,800         |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 51,800</b>  |
| <b>CEMENT CONCRETE PAVEMENT</b>              |                    |   |      |               |                |                       |                   |
| 13   | NS-600             | STAMPED/PIGMENTED CEMENT CONC. PAVING (SPLITTER ISLAND) | S.Y. | \$ 250.00     | 75.0           | 75.0                  | \$ 18,750         |
| 14   | NS-601             | STAMPED/PIGMENTED CEMENT CONC. PAVING (TRUCK APRON)     | S.Y. | \$ 350.00     | 150.0          | 150.0                 | \$ 52,500         |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 71,250</b>  |
| <b>HOT MIX ASPHALT</b>                       |                    |   |      |               |                |                       |                   |
| 15   | 5767               | HMA CL. 1/2 IN. PG 58H-22                               | TON  | \$ 180.00     | 1200.0         | 1200.0                | \$ 216,000        |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 216,000</b> |
| <b>EROSION CONTROL AND ROADSIDE PLANTING</b> |                    |   |      |               |                |                       |                   |
| 16   | 6488               | EROSION CONTROL AND WATER POLLUTION PREVENTION          | L.S. | \$ 50,000.00  | 1.0            | 1.0                   | \$ 50,000         |
| 17   | NS-734             | LANDSCAPING   | L.S. | \$ 50,000.00  | 1.0            | 1.0                   | \$ 50,000         |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 100,000</b> |
| <b>TRAFFIC</b>                               |                    |   |      |               |                |                       |                   |
| 18   | 6698               | ROUNDBOUT SPLITTER ISLAND NOSING CURB                   | EACH | \$ 1,500.00   | 3.0            | 3.0                   | \$ 4,500          |
| 19   | 6699               | ROUNDBOUT CEMENT CONCRETE CURB AND GUTTER               | L.F. | \$ 60.00      | 930.0          | 930.0                 | \$ 55,800         |
| 20   | 6700               | CEMENT CONC. TRAFFIC CURB AND GUTTER                    | L.F. | \$ 40.00      | 2750.0         | 2750.0                | \$ 110,000        |
| 21   | 6708               | ROUNDBOUT CENTRAL ISLAND CEMENT CONCRETE CURB           | L.F. | \$ 130.00     | 140.0          | 140.0                 | \$ 18,200         |
| 22   | 6709               | ROUNDBOUT TRUCK APRON CEM. CONC. CURB AND GUTTER        | L.F. | \$ 80.00      | 210.0          | 210.0                 | \$ 16,800         |
| 23   | 6757               | BEAM GUARDRAIL TYPE 31                                  | L.F. | \$ 50.00      | 260.0          | 260.0                 | \$ 13,000         |
| 24   | 6807               | PLASTIC LINE  | L.F. | \$ 5.00       | 3900.0         | 3900.0                | \$ 19,500         |
| 25   | 6828               | PLASTIC WIDE LANE LINE                                  | L.F. | \$ 10.00      | 60.0           | 60.0                  | \$ 600            |
| 26   | 6890               | PERMANENT SIGNING                                       | L.S. | \$ 35,000.00  | 1.0            | 1.0                   | \$ 35,000         |
| 27   | 6904               | ILLUMINATION SYSTEM                                     | L.S. | \$ 125,000.00 | 1.0            | 1.0                   | \$ 125,000        |
| 28   | 6971               | PROJECT TEMPORARY TRAFFIC CONTROL                       | L.S. | \$ 250,000.00 | 1.0            | 1.0                   | \$ 250,000        |
| 29   | 6847               | PLASTIC WIDE DOTTED ENTRY LINE                          | L.F. | \$ 10.00      | 100.0          | 100.0                 | \$ 1,000          |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 649,400</b> |
| <b>OTHER ITEMS</b>                           |                    |   |      |               |                |                       |                   |
| 30   | 7038               | ROADWAY SURVEYING                                       | L.S. | \$ 60,000.00  | 1.0            | 1.0                   | \$ 60,000         |
| 31   | 7055               | CEMENT CONC. SIDEWALK                                   | S.Y. | \$ 70.00      | 3600.0         | 3600.0                | \$ 252,000        |
| 32   | 7736               | SPCC PLAN   | L.S. | \$ 2,500.00   | 1.0            | 1.0                   | \$ 2,500          |
|  |                    |   |      |               |                | <b>Subtotal:</b>      | <b>\$ 314,500</b> |

|   |                    |           |                  |
|---|--------------------|-----------|------------------|
| <b>Subtotal Construction:</b>             | <b>\$3,115,550</b> | <b>\$</b> | <b>3,115,550</b> |
| <b>Contingency @ 30%</b>                  | <b>\$934,665</b>   | <b>\$</b> | <b>934,665</b>   |
| <b>TOTAL CONSTRUCTION:</b>                | <b>\$4,050,215</b> | <b>\$</b> | <b>4,050,215</b> |
| <b>Preliminary Engineering (PE) @ 15%</b> | <b>\$607,532</b>   | <b>\$</b> | <b>607,532</b>   |
| <b>Construction Management (CM) @ 12%</b> | <b>\$486,026</b>   | <b>\$</b> | <b>486,026</b>   |
| <b>Federal Funds Management @ 25%</b>     | <b>\$1,012,554</b> | <b>\$</b> | <b>1,012,554</b> |

