

Project Title SR410 and Veterans Memorial Drive Intersection Improvements
Agency City of Bonney Lake

TCC TECHNICAL APPLICATION
2014
PIERCE COUNTY REGIONAL COUNCIL
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
APPLICATION FORM TO REQUEST INCLUSION OF A PROJECT IN THE FFY 2015-2017 TIP

Supplementary information can be found in the Call for Projects. Incomplete or missing answers will be scored zero. Please respond to all unrelated questions with N/A.

APPLICANT INFORMATION

1. Please select an application type:

- Other
(Please answer Questions 1-23 and 55-63)
Potential score of 100
- Non-Motorized
(Please answer Questions 1-23 and 49-54)
Potential score of 100
- Preservation – Funding requests are limited to \$750,000 per agency
(Please answer Questions 1-23 and 38-48)
Potential score of 100
- Rural
(Please answer Questions 1-23 and 73-81)
Potential score of 100
- Transit
(Please answer Questions 1-23 and 64-72)
Potential score of 100
- Roadway application type not listed above
(Please answer Questions 1-23 and 24-37)
Potential score of 100

1a. Agency Contact Person

Name: John Woodcock Address: 19306 Bonney Lake Blvd, Bonney Lake, WA 98391
Title: City Engineer Telephone: 253-447-4336
Email: Woodcockj@ci.bonney-lake.wa.us

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2. **Improvement Type:** Please select ONE primary Improvement Type. Please indicate one Primary Improvement (PI) and any number of Secondary Improvements (SI).

ROADWAY			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway		Multiple Intersections – Roadway
	Environmental Improvement – Roadway	PI	Single Intersection – Roadway
	Major Widening – General Purpose	SI	Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
SI	Minor Widening – New capacity		Major Interchange – HOV
SI	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
SI	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
SI	Sidewalk	SI	Bike Lanes
	Regional Trail (Separate Facility)		Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	New/Relocated Transit Alignment		New ferry route
	Transit Center or Station – new or expansion		Service Expansion – Ferry
	Flyer Stop		New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance		Terminal Preservation
	Park and Ride (new facility or expansion)		New/Replacement Vessels – Passenger Only
	Vehicle Expansion		New/Replacement Vessels – Car/Pass
	Vehicle Replacement		Vessel Preservation/Rehabilitation
	Operations – Transit		Operations – Ferry
	Service Expansion – Transit		Other – Ferry
	Other – Transit		

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PROJECT LOCATION INFORMATION

(Roadway projects without a federal route number or a federal functional class may be ineligible for federal funds.)

- 3. **Project Location:** SR410 Hwy and Veterans Memorial Highway Intersection
From: SR410 Hwy and Myers Road To: SR410 Hwy and Main Street E
Or, other appropriate locating information: _____
Project Length: 1,500 (feet)
- 4. **Federal Route Number** 410
- 5. **Federal Functional Class:** Minor Arterial see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass
- 5a. **Posted Speed Limit:** 40mph
- 5b. **Average Daily Traffic Volume:** 48,000

PROJECT DESCRIPTION

- 6. **Funding Request: What is the proposed funding source?** STP X CMAQ _____
- 7. **Is this project included in a locally adopted plan or program?**
(This is a threshold requirement to compete in this funding process. Projects not shown in the applicants adopted local TIP or Transportation Element of its Comprehensive Plan are not eligible. Please provide a copy of the necessary documentation).
Yes X No _____

If yes, cite document, page(s) and adoption date: R17 – SR410/Sumner Buckley Hwy of Table 10 – Bonney Lake Transportation Improvement Projects and Programs, page 37.

- 8. **Brief Project Description - Include a 8 1/2 x 11 detailed vicinity map and a cross-section detail of the project, if applicable (100 words maximum):**
Improve traffic flow through the City of Bonney Lake and expand non-motorized pathways. The City has partnered with WSDOT and the Tehaleh development owners to make improvements to the intersection of SR410 and Veterans Memorial Drive. In the northern leg of the intersection, the number of lanes will increase from three to five. A right turn pocket will be added on westbound SR410, and a left turn lane will be added on eastbound SR410. In addition, the City will be adding sidewalks on both arterials and bicycle lanes on Veterans Memorial Drive. Street lighting improvements are added.

Confirm word count (97 words).

9. Purpose and Need – Please provide a clear and concise narrative describing the project’s existing and proposed conditions. If available, provide pictures, technical data and/or other supporting studies or analysis (400 words maximum):

SR 410 serves as both the principal route for commuters traveling into and out of the metropolitan and outlying areas for work as well as the principal route to Mt Rainier National Park. As you enter Bonney Lake, SR 410 is a four-lane state highway. As you reach the plateau, Veterans Memorial Drive is the first of several traffic signals, which intersect the highway. At a local level, this intersection lies at the gateway of our commercial district and serves as an integral part of our downtown development plan is a Center of Local Interest.

As development continues to add growth in and around the City of Bonney Lake, the roadways through Bonney Lake continue to decline in level of serviceability. Currently, Tehaleh, by WSDOT traffic mitigation, is to add new turn lanes on SR410 and Veterans Memorial Drive (VMD) with corresponding traffic signal improvements. As part of this effort, the City will remove a safety issue with a conflicting intersection and provide a more pedestrian friendly corridor to the City’s downtown area.

This project will add one new East bound and one new West bound turn lanes from SR410 (a Minor Arterial) onto Veterans Memorial Drive (VMD), a Minor Arterial. In addition, the City will be adding sidewalks and street lighting to both arterials with bicycle lanes added to VMD. WSDOT reviewed and issued a PAF for this intersection improvement on 14 November 2008. Design documents have now been completed for construction. The City is will update the plans to the 2014 standards by July of 2014.

The City has completed the acquisition of eight of nine ROW takes needed for this project. The final ROW acquisition is a small take of less than 900 square feet at the Dairy Queen corner of this intersection. The City is currently in the final stages of completing this acquisition and anticipates all ROW acquisitions and WSDOT ROW certification will be completed by June of 2014.

The intersection improvement at SR410 and VMD, is phase II of a two phase improvement plan. Phase I of the plan was completed with road widening and ROW improvements along Veterans Memorial Drive from 182nd Avenue to Locust Avenue and added a new traffic signal at Main Street (184th Avenue E). Phase I of the project was completed in 2010 using the City’s traffic impact fees and a federal safety grant of \$382,000.

Confirm Word count (397 words)

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PROJECT TRACKING AND FUNDING

NOTE: Sponsors may request funding for any single phase of the project, but requests for multiple phases is limited to preliminary engineering plus the subsequent phase necessary. For instance, requests for multiple phases are limited to the combination of (1) preliminary engineering and right-of-way or (2) preliminary engineering and construction (no right-of-way and construction requests will be considered).

Required Match: A minimum of 13.5% of local matching funds is required for PSRC's FHWA funding. The following formula may be used to calculate the projects match:

To calculate the amount of matching funds, divide the federal funds requested by .865 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

$$\$100,000 / .865 = \$115,607$$

$$\$115,607 - \$100,000 = \$15,607 \text{ local match required}$$

Please note: 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 cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

10. Grant Funds Requested

Phase (e.g., Planning Study/Project, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Planning	2003	\$0
[Design]	2014	\$0
ROW	2014	\$0
Construction	2015	\$1,400,000
		\$
		\$1,400,000

IMPORTANT: Please select 2015, 2016 or 2017 for estimated obligation year. Per PSRC's adopted project tracking policies, the deadline for obligating funds is June 1 of the selected obligation year. For more information, see:

<http://www.psrc.org/transportation/tip/tracking>

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11. Total Project Cost (\$6,606,00)

Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:

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

A Fund Source	B Secured, reasonably Expected, or Unsecured?	C Obligation Date (Yr Only)	D \$ Amount by Funding Source	Project Phase			
				E Planning	F Prelim. Eng/ Design	G Right-of-Way	H Construction Implementation
Local TIF	Reasonably Expected	2014	439,187			378,000	61,187
(name) Co-op Jurisdiction							
Cascadia Mitigation Private Funds	Secured	2006	\$210,000		\$210,000		
WSDOT Grant	Secured	2006	\$382,000		\$382,000		
Sky Island Mitigation	Secured	2003	\$111,000	\$111,000			
Tehalleh Mitigation	Reasonably Expected	2015	\$4,063,813				\$4,063,813
Other							
Grant Request	Unsecured	2015	\$1,400,000				\$1,400,000
TOTAL			6,606,000	111,000	592,000	378,000	\$5,525,000

If unable to completely fill out Tables #10-12, please explain why: _____

11a. Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year 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, reasonably expected, and unsecured funds, refer to:

<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>

Local Funds for ROW acquisitions have been secured. Local Funds for construction are beyond a current approved budget but consistent with historic level of funding sources.
Tehaleh funds to comply with WSDOT required SEPA mitigation are identified for the project from the co-sponsor and the City has received a written a letter of commitment from the Tehaleh development owners.

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THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT PRIORITIZATION.

PROJECT READINESS

12. Cooperating Jurisdictions and Private Sector Support, if any: Provide names of all jurisdictions and private parties, contributing funds would be applied, and the percentage of total project funds provided. The percentage shall be expressed based on the costs of the requested phases under the current application. Contributing funds for prior phases shall not be considered. Applicants that have been previously awarded grant funding for their project CANNOT use the grantor as a cooperating jurisdiction.

Letters of Commitment from all cooperating jurisdictions and private sector support must be attached to receive points: Yes No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
WSDOT	Design	\$382,000	0% of Construction
Total:			0% of Construction

- 5 % or more 3 points
- 3 to 4 % 2 points
- 1 or 2 % 1 point

COMMITTEE SCORE _____
(Max. score of 3)

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
Tehalleh	Construction	\$4,000,000	73%
Total:			73%

- 5 % or more of total project costs 3 points
- 3 to 4 % of total project costs 2 points
- 1 or 2 % of total project costs 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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17. Is the project or phase ready for implementation? (One point per box. Please check all that apply)

Obligate funds in 2015 (receives 2 points)	X	Environmental process complete* (must provide a signed ECS by FHWA or WSDOT H&LP)	X
Obligates funds in 2016 (receives 1 point)		Funding requested here completes project or fully implements the project	X
ROW plans approved by WSDOT	X	Purchase of ROW certified or not required	June 2014

*Note: NEPA will NOT be finalized until the "next" project phase is funded in the STIP.

COMMITTEE SCORE _____
(Max. score of 6)

Please provide information on your project readiness to proceed:

Design Status (% complete): Choose an item.

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Complete	4/21/2014
Environmental Approval	Complete	4/21/2014
Right-of-Way Certification	Not complete	7/1/2014

If construction funds are being requested, please describe any ROW needs for the project, including the number of parcels needed, whether property owners are expected to cooperate (and your agency's experience with condemnation and/or whether it is willing to go to condemnation if needed). The City has completed purchases of 8 of 9 ROW acquisitions. The final acquisition is in process at the time of this application with expectation that the owner will be accepting the City's offer by June 2014. This is a "friendly" ROW acquisition.

17a. Will other secured or reasonably secured funding benefits be missed if the project remains unfunded in 2015, 2016 or 2017?

Yes X No _____ (Include information about other funding benefits.)

Please explain:

Grant funding the applicant received for design by WSDOT and mitigation has a term life for completing the project in whole. If the construction phase of the project is not completed by 2017, the City will be required to return the \$382,000 grant funding received.

COMMITTEE SCORE _____
(Max. score of 1)

18. Pierce County Regional Growth Centers Hierarchy and Connecting Corridors criteria: Is the project located in (1-3) or serving (4-6) any of the following? (Please check all that apply).

1. Metropolitan Center (scores 1 point)		4. Corridor Supporting one (1) or more Regional Manufacturing/Industrial or Candidate Center (scores 2 point)	
2. Regional or Candidate Growth Center Manufacturing/Industrial or Candidate Center (scores 2 points)		5. Corridor Supporting one (1) or more Centers (scores 1 point)	X
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)	X	6. Corridor Supporting two (2) or more Centers (scores 1 point)	

Local city and town centers provide local job, service, cultural, and housing areas for their communities. They serve as focal points where people come together for a variety of activities, including shopping and recreation. These central places must be identified in local comprehensive plans, or should be advancing towards that goal. These areas are to become priority areas for future investments and growth at the local level.

List and describe centers and attach map.
City of Bonney Lake's Local Downtown Center.

COMMITTEE SCORE _____
 (Max. score of 8)

19. Is the project on a transit route? (Transit routes that "intersect" are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
 Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Yes, full project length _____ 2 points
 Yes, partial or intersection X 1 point
 No _____ 0 points

If yes, provide route number(s) Sound Transit Express Bus #596 – Shuttle bus from downtown Bonney Lake to Downtown Sumner for Sound Transit train riders.

COMMITTEE SCORE _____
 (Max. score of 2)

20. What is the peak number of transit vehicles per hour within the project limits? (Transit routes that "intersect" are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at <http://www.soundtransit.org/Schedules>
 Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Peak number of transit vehicles per hour _____ (see pages 26 and 27 of the call for projects)

4 or more transit vehicles _____ 2 points
 1 to 3 transit vehicles X 1 point

COMMITTEE SCORE _____
 (Max. score of 2)

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21. Does this project specifically improve non-motorized access for trips to any of the following (check all that apply). Provide a map showing all checked items.

Transit locations (0-2 trips/day)	X	Schools		Household/Retail	X	Commercial Areas	X
Transit locations (0-5 trips/day)	X	Grocery Store	X	Parks and Recreation		Cultural Facilities (museums, libraries, etc.)	X
Transit locations (0-5+ trips/day)		Medical	X	Employment Centers	X	*Other	X

1 point each item

*Please describe:

The new sidewalk along SR410 will provide a safe route for pedestrians from the north to the local Downtown Center which includes the Pierce County Library, townhouses/apartments/single family homes, transfer station for commuters using the Sound Transit shuttle service to the Sumner train station, Prime Fitness recreation center, grocery and other retail stores, three gas stations, the Franciscan Medical Center, the City's new Municipal and Justice Center, the City's police Department Headquarters, U.S. Post Office, and the East Pierce Fire & Rescue District headquarters and local fire station.

COMMITTEE SCORE _____
(Max. score of 12)

22. Does this project provide contiguous gap-closure to a previously funded transportation route?

(Gap closure projects may improve the facility to a standard equal to those sections on either end of the project. Gap closure project may provide a missing link of a facility that leads to a single connected facility. Gap closure projects are not limited to roadway sections and may include pedestrian paths, bicycle paths, trails, bridges, or any other transportation project which completes the system.)

Yes, Final Section _____ 3 points
Yes, Next Section X 2 point
No _____ 0 points

If yes, please name adjacent segments; provide their funding source, and completion date: _____

Construction of this project will complete the 2nd phase of the SR410/VMD improvements. Phase 1 was completed in 2009 with improvement along VMD to Main Street, east of the SR410 intersection. Also, this will be the third project in the City's downtown Local Center to improve the traffic movement and pedestrian pathways. In 2013, The City completed construction of the \$3,000,000 SR410/Main Street intersection that is just east of and interconnects to this project. The traffic signals at these two SR410 intersections will be connected with an Intelligent Transportation System included in this project.

COMMITTEE SCORE _____
(Max. score of 3)

23. Describe how the project has the potential to reduce emissions?

Guidance: The application process will walk project sponsors through specific questions designed to determine the potential emissions reductions of their project. For example, projects involving fuel or vehicle conversions will be asked to provide information on the total number of vehicles affected, the current fuel and vehicle usage conditions, as well as the conditions after the project is implemented. Projects expected to result in an increase in transit usage will be asked to provide information on the current transit ridership and transit routes affected, as well as the specifics of the project – i.e., how will the individual project encourage or promote new transit riders. Projects providing new or more frequent/expanded transit service would be expected to result in a higher level of new transit riders than projects providing improvements in existing transit travel times or enhanced amenities to existing service. Projects resulting in improvements in traffic flow will be asked to provide information on the current travel conditions, amount of idling, number of trucks using the route, etc. As mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other. Please explain:

SR 410 not only serves as the principal route for commuters traveling in to and out of the metropolitan and outlying areas for work, it serves as the principal route to Mt Rainier National Park. SR 410 is a four-lane limited-access freeway that leaves the metropolitan area beginning at SR 167 and continues east and up the plateau into Bonney Lake where it changes to a four-lane state highway. This transition point occurs in the city at the highway's first of several traffic signals, which is the intersection with VMD. At a local level, this intersection lies at the gateway of our commercial district and serves as an integral part of our downtown development plan.

The project will reduce greenhouse gas emissions and fuel consumption by reducing vehicle queuing and backups that extend up to 2 miles and by increasing vehicle speed through the intersection. SimTraffic micro-simulation module within Synchro software estimates that intersection improvements will save 3 metric tons in CO emissions and 866,520 gallons in fuel consumption annually (supporting information available upon request). Expansion of the City's Street Tree Program into the downtown core will provided added benefit to this CO emissions reduction effort.

Additionally, as part of the roadway, the project will construct a raised center median with planting strip. This will include vegetation indigenous to the Washington area that requires minimal irrigation. The Project will include similar landscaping along the improved roadway section between the back of the new sidewalk and the edge of right-of-way.

High: A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2020.

Medium: A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2025.

Low: A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2025.

High = _____ 5 points
Medium = _____ 3 points
Low = X 2 points
0 = _____ 0 points

COMMITTEE SCORE _____
(Max. score of 5)

ROADWAY APPLICATION

24. Does the project include signal interconnection, pre-empt, or other ITS improvements?

Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the ITS improvement is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.).

Please describe:

Yes. As part of the traffic signal improvement, The traffic signal at the SR410/VMD intersection will be synchronized with the traffic signals at the SR410 & Main Street and VMD & Main Street intersections. This will help the traffic movement off the eastbound left turn lanes of SR410/VMH intersection as well as SR410 East-West bound through traffic.

Yes, Significant Improvement X 2 points
Yes, Minor Improvement 1 point
No 0 points

COMMITTEE SCORE
(Max. score of 2)

25. Are the environmental/water quality improvements greater than the minimum requirements?

Please describe:

In 2009, at a cost of \$820,000, the city constructed a regional stormwater pond that handles both the quality and quantity stormwater runoff from the project site area, the Downtown commercial businesses, and from adjacent residential areas. 100% of this stormwater is retained in the infiltration pond.

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site. 3 points

Projects that add more than 5,000 square feet of new impervious surface and provide water quality/quantity treatment for ALL (new and existing) impervious surfaces within the project area. X 2 points

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR provides water quality treatment for 150% of new impervious surfaces. 1 point

COMMITTEE SCORE
(Max. score of 3)

26. Does the project include horizontal or vertical roadway adequacy improvements? (Supporting documentation should include a map, design drawing, or narrative statement specifically addressing the horizontal/vertical improvements.) Please describe:

No

(Narrative or supporting documents are required.)

COMMITTEE SCORE
(Max. score of 4)

27. Does this project add a new illumination system?

- Yes, full project corridor length 3 points
- Yes, partial project corridor length 2 points
- Yes, at an intersection only 1 point
- No 0 points

COMMITTEE SCORE _____
(Max. score of 3)

28. Does the project include a new traffic control device that satisfies 2 or more traffic warrants?
Does the project install a roundabout in lieu of the traffic signal?

- Yes, a roundabout will be installed in lieu of a traffic signal 3 points
- Yes, a traffic signal will be installed 2 points
- Yes, other solution 1 point
- No, the intersection does not meet 2 warrants 0 points

Please describe the other solution:

The project will be upgrading the existing traffic signal to match additional lanes, change to a camera controlled system, and synchronization with the next SR410 traffic signal to the east and possibly to the traffic signal at the VMD & Main Street intersection. Phase 1 of this project included installation of a new traffic signal at the VMD & Main Street intersection

COMMITTEE SCORE _____
(Max. score of 3)

29. Will this project improve the efficiency and accessibility of trucks to freight distribution facilities and/or other intermodal connections?

Please explain: NO

- Yes, this project is located within a Manufacturing Industrial Center (MIC), is located on a classified Truck Route (T1-T2) and is within 2 miles of a marine terminal, intermodal or transload facility _____ 3 points
- Yes, this project is located within a Center, is located on a classified Truck Route (T1 –T3) and is within 2 miles of a marine terminal, intermodal or transload facility _____ 2 points
- Yes, this project is located on a corridor connecting two centers (one must be a MIC) and is within 4 miles of a marine terminal, intermodal or transload facility _____ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

30. Will this project correct a significant safety problem by implementing a seismic retrofit, guardrail, attenuator and barriers, or other devices?

Guidance: The explanation and supporting material will be scored within a range of 0 to 4 points.

Please explain the existing problem and provide supporting data (accidents, police reports, etc...):
None

COMMITTEE SCORE _____
(Max. score of 4)

31. Does the project include a new bicycle lane or separated NM facility for the full length of the project?

- Yes, a separated NM facility _____ 3 points
- Yes, striped lane 5 feet or greater X 2 points
- Yes, shared lane 3 feet or greater in width _____ 1 point
- No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 3)

32. Does this project improve the transportation system by widening turn lanes or removing corridor conflicts?

Guidance: Modes of transport may include vehicular, rail, non-motorized...

Please explain:

Yes. Currently large truck traffic on eastbound SR410 does not have adequate room to turn onto VMD without swinging wide into an eastbound through lane. This project provides a turn pocket and larger radius for trucks to make this turn without blocking through traffic.

- Removes conflicts for three modes of transport _____ 2 points
- Removes conflicts for one mode of transport X 1 point
- Improves system without removing conflicts _____ 0 points

COMMITTEE SCORE _____
(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

33. Percent of heavy trucks (3 axles min) _____ %
 Basis for determining truck percentage (a description is required to score points)
 Other _____

- Over 10% _____ 5 points
- 5 to 9% _____ 3 points
- 2 to 4% _____ 1 point

OR

33A. Truck Route Classification (see link <http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm>)

- T-1: more than 10 million tons per year _____ 5 points
 - T-2: 4 million to 10 million tons per year _____ 4 points
 - T-3: 300,000 to 4 million tons per year X 3 points
 - T-4: 100,000 to 300,000 tons per year _____ 2 points
 - T-5: at least 20,000 tons in 60 days _____ 1 point
 - Locally designated truck route _____ 1 point
- (Must be in Code or Comprehensive Plan and attached)

COMMITTEE SCORE _____
(Max. score of 5)

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34. Does this project add a dedicated turn pocket or lane-drop at one or more intersections?

Yes X 1 point
No 0 points

COMMITTEE SCORE
(Max. score of 1)

35. Does this project add a two-way, left-turn lane (TWLTL) or a center median between two or more intersections?

Yes, adds a continuous TWLTL or a continuous center median X 3 points
Yes, adds a non-continuous TWLTL or a non-continuous center median 2 points
No 0 points

COMMITTEE SCORE
(Max. score of 3)

36. Does this project add new HOV lanes or transit queue jump lanes (need to provide a letter of support for queue jump lanes from the transit agency)?

Yes, two or more lanes 2 points
Yes, one lane 1 point
No X 0 points

COMMITTEE SCORE
(Max. score of 2)

37. Does the project widen or construct the road to add general purpose lanes to increase capacity?

One or more 2 points
None X 0 points

COMMITTEE SCORE
(Max. score of 2)

TOTAL SCORE FOR ALL SECTIONS

JURISDICTION APPROVAL.

I, the undersigned, affirm to the best of my knowledge:

- [Signature] (initial) The project information contained within this application is accurate.
- [Signature] (initial) The project is programmed and matching funds are available.
- [Signature] (initial) Agency acknowledges it must apply for listing in Regional TIP before June 1 of the selected obligation year.

BY: [Signature]
Approving Authority

TITLE: Mayor

DATE: 4/30/14