

Project Title 54th Avenue East Grade Separation

Agency City of Fife

**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: Russ Blount, P.E.

Address: 5411 23rd Street East, Fife, WA 98424

Title: Public Works Director

Telephone: (253) 896-8677

Email: rblount@cityoffife.org

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		Single Intersection – Roadway
	Major Widening – General Purpose		Safety – Roadway
	Major Widening – HOV	PI	Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
	Preservation/Maintenance Reconstruction		Minor Interchange – GP
	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:** 54th Avenue East

From: _____ To: _____

Or, other appropriate locating information: Centered at UPRR Railroad Mainline

Project Length: 600 (feet)

4. **Federal Route Number** N/A

5. **Federal Functional Class:** 19 - Local Access (safety project) see link www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. **Posted Speed Limit:** 25 mph

5b. **Average Daily Traffic Volume:** 4800

PROJECT DESCRIPTION

6. **Funding Request: What is the proposed funding source?** STP 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 No _____

If yes, cite document, page(s) and adoption date: Fife 6-Year TIP, page 2, adopted 8/13/2013

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):**

This project will provide a grade separation of an existing at-grade crossing of 54th Avenue East at the UPRR railroad tracks. The project will include construction of a two lane roadway plus 8-foot sidewalks and 5-foot bike lanes for 54th Avenue East under the existing railroad tracks. The project will improve safety at the crossing as well as allowing for an additional rail line to increase regional rail freight capacity. Completion of the project will allow the City to upgrade the roadway classification to Collector. The project is eligible for STP Safety funding.

Confirm word count (96 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):**

The 54th Avenue East/UPRR at-grade crossing was closed to the general public in 2003. This closure was identified in the City of Fife Comprehensive Plan dated May 1996. The crossing is still used on a daily basis by police department vehicles and the crossing has been opened to the general public during emergency events. A traffic analysis initiated by UPRR in March 1997 supports the closure since it allows for UPRR to extend their mainline siding through this area. Columbia Junior High School and Dacca Park were developed with the expectation that 54th Avenue East would be closed to the general public at UPRR.

The 54th Avenue East crossing has a fence and gate on both sides of the track that prevents pedestrians and other non-motorized vehicles from crossing except when opened for emergencies. The crossing is still used occasionally by unauthorized pedestrians who either climb the fence or gate or who damage the fencing to pass through the resulting hole. Thus, these unauthorized users spend more time near the rail line than if the roadway were open. They also can become trespassers, as they often scale the fence or climb through holes in the fence away from the crossing to be less visible to authorities. This also makes them less visible to train crews.

If the roadway is reopened to general traffic, it would also be available for pedestrian and non-motorized traffic. The crossing surface is wide enough for the two vehicle lanes but provides less than 4 feet outside the striped roadway for pedestrians and non-motorized vehicles. If the fence were removed, pedestrians and others would likely have to enter the vehicle lane in order to cross the railroad tracks.

The crossing closure has required motorized traffic to use circuitous routes as alternates to 54th Avenue East, resulting in increased vehicle miles travelled and increased emissions. Non-motorized traffic is discouraged due to these circuitous alternatives. The alternative routes are also less desirable for non-motorized users due to narrow roadways and a high percentage of truck traffic on these alternative routes. Emergency vehicles must also use these alternative routes, increasing response time to emergency calls.

The proposed improvements would re-establish the 54th Avenue East corridor with a safe grade separation. This route would be much shorter for motor vehicles, including emergency vehicles, and would be a much more inviting route for non-motorized traffic.

Confirm Word count (396 words)

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

$$\begin{aligned} \$100,000 / .865 &= \$115,607 \\ \$115,607 - \$100,000 &= \$15,607 \text{ local match required} \end{aligned}$$

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

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Phase (e.g., Planning Study/Project, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Preliminary Engineering	2015	\$865,000
		\$
		\$
		\$
		\$
		\$865,000

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>

11. Total Project Cost (\$1,000,000)

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	B	C	D	Project Phase			
				E	F	G	H
Fund Source	Secured, reasonably Expected, or Unsecured?	Obligation Date (Yr Only)	\$ Amount by Funding Source	Planning	Prelim. Eng/ Design	Right-of-Way	Construction / Implementation
Local	Reasonably Expected		\$135,000		\$135,000		
(name) Co-op Jurisdiction							
(name) Private Funds							
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	2015	\$865,000		\$865,000		
TOTAL			\$1,000,000		\$1,000,000		

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 funding match for the Preliminary Engineering Phase will be included in the City of Fife Budget to be adopted by January 2015. The current budget identifies \$50,000 in 2018 which will be advanced and supplemented to provide the \$135,000 local match. Local match for construction funding will be included in the City of Fife Budget to be adopted by January 2016, assuming future funding applications for construction funds are successful.

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
None			
Total:			

- _____ 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
None			

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More than 30% of total project costs _____ 3 point

21% to 30% of total project costs _____ 2 point

15% to 20% of total project costs _____ 1 point

COMMITTEE SCORE _____

(Max. score of 3)

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)	
Obligates funds in 2016 (receives 1 point)		Funding requested here completes project or fully implements the project	
ROW plans approved by WSDOT		Purchase of ROW certified or not required	

*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	Not complete	1/31/2016
Environmental Approval	Not complete	1/31/2016
Right-of-Way Certification	Not complete	6/1/2016

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).

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

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

Please explain:

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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)	X
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)		6. Corridor Supporting two (2) or more Centers (scores 1 point)	X

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.

This project will improve access from the large neighborhood south of the tracks to the Fife Local Center north of the tracks near I-5. This project also improves access to Port of Tacoma Industrial Center and South Hill Puyallup 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 _____ 1 point
No X 0 points

If yes, provide route number(s) _____

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 0 (see pages 26 and 27 of the call for projects)

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

COMMITTEE SCORE
 (Max. score of 2)

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

1 point each item

*Please describe:

There is a large residential neighborhood south of the UPRR track that accesses a junior high school and a city park immediately north of the tracks. This neighborhood also accesses the Fife Community Center, employment, retail and commercial areas in the Fife Local Center. Included in the commercial retail areas are a dental office (in the 5600 block of Valley Avenue) and the San Miguel Market at 2024 54th Avenue East. The grade separation will provide access from the school and the park to a transit stop located about 1/4 mile south of the tracks. The nearest transit stop north of the tracks is located 1/2 mile away.

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

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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 2 point
No X 0 points

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

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:

This project is estimated to reduce VMT by 16,800 miles per day (based on 3.5 mile detour times 4800 AWDT) by re-establishing the 54th Avenue East corridor, which provides a much shorter trip for most vehicles that are currently using more circuitous alternative routes. This will result in a reduction of approximately 115,000 grams of CO.

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:

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

High = _____ 5 points

Medium = X 3 points

Low = _____ 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, Significant Improvement _____ 2 points

Yes, Minor Improvement _____ 1 point

No X 0 points

COMMITTEE SCORE _____
(Max. score of 2)

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

Please describe:

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 horizontal or vertical roadway adequacy improvements are anticipated.

(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 X 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 X 0 points

Please describe the other solution:

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?

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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...):

This project will provide grade separation of motorized and non-motorized transportation modes at an existing at-grade crossing. The at-grade crossing was closed to general traffic in 2003 in response to concerns for school student's safety. However, due to the inconvenience of long alternative routes, the gates blocking the crossing are often damaged by pedestrians illegally crossing the tracks. This creates a particularly hazardous situation since train crews do not expect public crossing of the tracks. In addition, pedestrians spend extra time near the tracks while trying to breach the gates. Attached are photos illustrating the type of fence damage that is regularly experienced at this crossing.

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?

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

Please explain:

The at-grade crossing is currently open to emergency vehicles but closed to public traffic. This creates a corridor blockage for vehicles and non-motorized user of 54th avenue east, requiring them to find alternate routes. The current at-grade crossing experiences at least 14 trains per day, occupying the crossing for up to 15 minutes each time. Therefore, even if the crossing was reopened to the general public, there would still be considerable delay at the crossing as well as uncertainty for emergency vehicle access into the neighborhood. The project will eliminate the crossing delay to motorized and non-motorized transportation and allow certainty for emergency vehicle access. In addition, the grade separation will allow UPRR to add a second mainline track to improve freight mobility in the corridor and the region.

Removes conflicts for three modes of transport X 2 points

Removes conflicts for one mode of transport _____ 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) 0 %
Basis for determining truck percentage (a description is required to score points)

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 _____ 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)

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

Yes _____ 1 point

No X 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 _____ 3 points

Yes, adds a non-continuous TWLTL or a non-continuous center median _____ 2 points

No X 0 points

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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

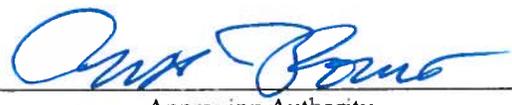
COMMITTEE SCORE _____
(Max. score of 2)

TOTAL SCORE FOR ALL SECTIONS _____

JURISDICTION APPROVAL.

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

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

BY: 
Approving Authority

TITLE: Public Works Director

DATE: 4/30/2014