

Project Title Bridgeport Way SW – JBLM to I-5
 Agency Lakewood

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:
 Roadway application type not listed above
 (Please answer Questions 1-23 and 24-37)
 Potential score of 100

1a. Agency Contact Person

Name: Eric Swanstrom

Title: Associate Civil Engineer II

Email: eswanstrom@cityoflakewood.us

Address: 6000 Main ST SW

Telephone: 253 983-7751

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 | SI | Safety – Roadway |
| | Major Widening – HOV | | Grade Separation |
| PI | Minor Widening – No new capacity | | Major Interchange – GP |
| | Minor Widening – New capacity | | Major Interchange – HOV |
| SI | Preservation/Maintenance/Reconstruction | | Minor Interchange – GP |
| | Resurfacing | | Minor Interchange – HOV |
| | New Bridge or Bridge Widening | | Other – Roadway |
| | Bridge Rehabilitation | | |
| NONMOTORIZED | | | |
| SI | Sidewalk | | |
| | Regional Trail (Separate Facility) | SI | Bike Lanes |
| | Non-Regional Trail (Separate Facility) | | Other – Nonmotorized |
| | | | |
| OTHER | | | |
| | | | |

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

\$115,607 - \$100,000 = \$15,607 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 |
|--|--|-------------------------|
| Construction | 2015 | \$2,917,500 |
| | | \$ |
| | | \$ |
| | | \$ |
| | | \$ |
| | | \$2,917,500 |

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 (\$3,920,000)

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 | Secured | 2013 | \$36,450 | 0 | \$36,450 | 0 | 0 |
| Local | Expected | 2015 | \$547,500 | 0 | 0 | 0 | \$547,500 |
| (name) Co-op Jurisdiction | | | | | | | |
| Momentum Partners Private Funds | Secured | | \$185,000 | 0 | 0 | 0 | \$185,000 |
| (STP) Grant | Secured | 2013 | \$233,550 | 0 | \$233,550 | 0 | 0 |
| Other | | | | | | | |
| Other | | | | | | | |
| Other | | | | | | | |
| Grant Request | Unsecured | 2015 | \$2,917,500 | 0 | | 0 | \$2,917,500 |
| TOTAL | | | \$3,920,000 | 0 | \$270,000 | 0 | \$3,650,000 |

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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 construction (\$547,500) are reasonably expected. Bridgeport Way - JBLM to I-5 is included in the City of Lakewood's Six-Year Transportation Improvement program 2014-2019, Page 11 (attached), Project No. 2.67. While the TIP indicates construction in 2016, completed TOPO survey and preliminary design has confirmed that right of way is not required for this project. This allows the construction to be accelerated to 2015. All local match funds come from the Storm Water Utility fund. The City Council authorizes local funds upon grant award and acceptance, through annual budget adjustments, and annual TIP approval. The budget adjustment identifying construction funds is scheduled for adoption in May of 2014, and the updated TIP is scheduled to be adopted in July 2014 (draft 2015-2020 TIP attached). With the local match coming from a utility fund, it is reasonably expected that Council will authorize the necessary funding.

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 X No _____

| Cooperating Jurisdiction | Phase | Dollar Amount of Participation | Percentage of Current Application |
|--------------------------|-------|--------------------------------|-----------------------------------|
| JBLM | CN | 0 | 0 |
| | | | |
| | | | |
| | | | |
| Total: | | | 0 |

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

COMMITTEE SCORE _____
(Max. score of 3)

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| Private Sector Support | Phase | Dollar Amount of Participation | Percentage of Current Application |
|------------------------|-------|--------------------------------|-----------------------------------|
| Momentum Partners | CN | \$185,000 | 5% |
| | | | |
| | | | |
| Total: | | | 5% |

- 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)

13. Has the jurisdiction secured/obligated state or federal funding for any of the projects below phases or has it completed a phase of the project using local funds only? (Please check all that apply)

- Planning 1 point P/E Design 2 point
 - ROW 2 point Construction 2 point
- (ROW is required to receive points)

If any are checked, name project title and Funding Agency ID# Bridgeport Way – JBLM to I-5, STPUL-2947(016)

Funding Source: STP(U)
 Funding Amount(s): \$233,550

Name and completion date of Planning Study: N/A

COMMITTEE SCORE _____
 (Max. score of 7)

14. Federal Functional Classification: Principal Minor Collector

- Principal 3 points
- Minor 2 points
- Collector 1 point

COMMITTEE SCORE _____
 (Max. score of 3)

15. Will this project include additional ADA improvements that are not required by the 2013 City/County Design Standards (LAG Manual)? Example: Construction of a sidewalk that is wider than the minimum requirements.

- Yes 2 points
- No 0 points

If yes, what are they? The project includes six foot wide sidewalks (minimum is five feet) and Audible Pedestrian Signals (retrofit at San Francisco signal)

COMMITTEE SCORE _____
 (Max. score of 2)

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16. Local Agency Over Match Incentive:

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

*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 | 3/31/2015 |
| Environmental Approval | Complete | 4/30/2014 |
| Right-of-Way Certification | N/A | Click here to enter a date. |

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).
No right of way is needed.

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:

The partnership between private development (Momentum Partners) and the City will be lost if the construction phase remains unfunded.

COMMITTEE SCORE _____
 (Max. score of 1)

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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) | X | 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.

Bridgeport Way SW is the primary north-south corridor within Lakewood’s Springbrook Center. This corridor supports multiple Centers by providing direct access between the Springbrook Center and Lakewood’s Regional Growth Center, Transit District and CPTC-LIP Local Center. Bridgeport is the primary north-south corridor linking Lakewood’s centers to both the City of University Place to the north and Joint Base Lewis McChord (the largest Pierce County employer), and Interstate 5 to the south. In addition, this project completes the gap between the Sound Transit Lakewood Station and the JBLM Main Gate, (see Vicinity/Non-Motorized Access map).

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

If yes, provide route number(s) Route 300

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 6
 (see pages 26 and 27 of the call for projects)

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4 or more transit vehicles X 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) | X | Grocery Store | X | Parks and Recreation | X | Cultural Facilities (museums, libraries, etc.) | X |
| Transit locations (0-5+ trips/day) | X | Medical | X | Employment Centers | X | *Other | X |

1 point each item

*Please describe:

Bridgeport Way SW is the primary north-south corridor linking Lakewood’s Regional and Local Growth Centers and downtown core with those of both University Place to the north and Joint Base Lewis McChord (JBLM), and Interstate 5 to the south. This project is the final phase of an 8 phase approach to upgrade the corridor with both motorized and non-motorized improvements.

With the completion of this project, there will be contiguous non-motorized facilities from the south city limits to the north city limits. These facilities provide improved non-motorized access to City of Lakewood’s Regional Growth Center and Towne Center. Lakewood’s Regional Growth Center and Towne Center offers services typical of any dense urban center. Services include mass transit (Sound Transit’s Lakewood Station and Pierce Transit’s Lakewood Transit Center), medical, groceries, household retail, cultural (Lakewood Play House), religious, civic, parks, schools, governmental and employment centers (see attached Vicinity/Non-Motorized Access map).

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

If yes, please name adjacent segments; provide their funding source, and completion date: _____
See attached Improvement Status Map

COMMITTEE SCORE _____

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 will help reduce emissions by providing alternative modes of transportation where none currently exist. The length of this project is approximately 2600 feet and completes the last gap in non-motorized improvements along Bridgeport Way SW from Joint Base Lewis McChord (JBLM) to the north city limits (more than 4 miles). This corridor is the backbone of the City's non-motorized facility and goes through the heart of the City's Central Business District and connects with the Pierce Transit Station located at Lakewood Towne Center. This corridor links Lakewood with University Place and Joint Base Lewis McChord. Pierce Transit Route 300 (Tacoma Mall to JBLM) stops at the intersection of McChord Drive and Bridgeport prior to serving JBLM with over 5 bus peak hour trips. In addition, this project ties directly to non-motorized improvements along Pacific Highway extending from Sound Transit at Lakewood Station. Lakewood Station is located approximately 1/3 of a mile from the north limits of this project. Completion of this gap will strongly encourage non-motorized modes of transportation and transit use for decades to come by providing a continuous facility through the heart of the city a directly linking to Lakewood Station and JBLM Main Gate.

This corridor serves an ADT of over 21,000 and the addition of the continuous two way left turn lane will reduce emissions through eliminating stop and go conditions necessary to accommodate left turning vehicles.

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.

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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:

The City of Lakewood is currently constructing a new Traffic Management Center (operational fall of 2014). With this proposed project, the signal at the intersection of San Francisco ST SW will be interconnected to the new Traffic Management Center via a new fiber optic interconnect. This signal currently is not interconnected with the City's system. This will allow real time management of the signal system and greater flexibility and coordination with all signals along the corridor including the I-5 ramp signals operated and maintained by WSDOT. In addition, the existing loop detection system will be replaced with a new video detection system.

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:

Yes. This project adds over 5000 square feet of new impervious area. All new and existing impervious surface within the project limits will be treated prior to discharge to either Clover Creek via existing outfalls or to new infiltration galleries.

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)

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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:

No _____

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: The addition of the two way center turn lane will increase the efficiency of freight mobility along this corridor by eliminating stop and go conditions necessary to accommodate left turning vehicles. Lakewood Industrial Park is within 2 miles of the project limits and this corridor is contains approximately 9% trucks.

- 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...):
Currently there is not an adequate pedestrian or bicycle facility (see photos). There has been one vehicle verses pedestrian fatality in 2006 (see attached Fatal Accident History, Report 2438233) and one vehicle verses bicyclist injury (see attached Reported Collisions (2008-2013)). This project will correct this

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significant safety issue by providing a legitimate pedestrian and bicycle facility. In addition, all clear zone obstructions will be eliminated (see attached photos), a center two way left turn lane added, and street illumination will be installed to current standards.

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. Through this project the City will add a continuous two way left center turn lane (except at Clover Creek crossing) where none currently exists. All clear zone obstructions will be removed. Bicycle lanes, an ADA compliant pedestrian facility and a new corridor street lighting system will be installed. All improvements are intended to improve the corridor by minimizing vehicular and non-motorized (both pedestrian and bicycle) conflicts.

- 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) 9 %

Basis for determining truck percentage (a description is required to score points)

Percent heavy trucks is based upon calibrated traffic tube counts. The City of Lakewood Public Works Department performed a calibration study prior to loop placement, by comparing visual to loop counts. The WSDOT Freight Map, indicates Bridgeport to have a T-1 rating. Based on the calibration study, this rating appears erroneous.

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

OR

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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 _____ 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 _____

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JURISDICTION APPROVAL.

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

JCO (initial) The project information contained within this application is accurate.

JCO (initial) The project is programmed and matching funds are available.

JCO (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: 4/30/12

