

Project Title Steilacoom Blvd. Overlay – Lakewood Dr. to S Tacoma Way
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:

- 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: Troy Pokswinski Address: 6000 Main ST SW
Title: Associate Civil Engineer II Telephone: 253 983-7729
Email: tpokswinski@cityoflakewood.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		Single Intersection – Roadway
	Major Widening – General Purpose		Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
PI	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
	Sidewalk		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:** Steilacoom Blvd. SW

From: Lakewood Drive SW To: South Tacoma Way

Or, other appropriate locating information: _____

Project Length: 5,100 (feet)

4. **Federal Route Number** 3136

5. **Federal Functional Class:** Principal Arterial see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. **Posted Speed Limit:** 35 MPH

5b. **Average Daily Traffic Volume:** 22,500

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: City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2014-2019, Project 9.13, Page 20, Adopted July 15, 2013. An update to the TIP (2015-2020) is in progress to modify project costs. The attached draft TIP modification is to be adopted July, 2014.

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 consist of a 2" HMA overlay with minimal dig-out repairs. Non-conforming ADA ramps will be upgraded to meet current standards.

Confirm word count (23 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):**

This segment of Steilacoom Blvd SW from Lakewood Drive SW to South Tacoma Way is approximately 5,100 lineal feet and comprised of five pavement rating sections. This segment is currently showing distress that can be mitigated by a functional overlay that will greatly enhance the life of the roadway. The current weighted average Pavement Condition Index for this segment is 70, with a maximum score of 74 to a

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minimum 63, see detailed information attached. There is no better time than now to overlay the roadway. If the pavement condition continues to degrade, there will be an exponential increase in the future cost to rehabilitate the roadway. This project lends itself to an overlay, as all the curb and gutter is existing, all major intersections have been upgraded to current ADA standards. However, 8 locations will require upgrading the curb ramps to include truncated domes.

This is an overlay project. Milling along the outside lanes to match the existing curb and gutter, only a few ADA ramp upgrades are required. The overlay will consist of a minimum 2" Hot Mix Asphalt overlay.

Confirm Word count (182 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

Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Construction	2015	\$550,000.00
		\$550,000.00

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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 (\$410,000)

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 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	Reasonably Expected	2015	\$260,000		\$10,000		\$250,000
(name) Co-op Jurisdiction							
(name) Private Funds							
(STP) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	2015	\$550,000				\$550,000
TOTAL			\$810,000		\$10,000		\$800,000

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 preliminary engineering and construction (\$260,000.00) are reasonably expected. Steilacoom Blvd – Lakewood Drive to S Tacoma Way is included in the City of Lakewood's Six-Year Transportation Improvement program 2014-2019. An update to the TIP is to be adopted in July, 2014 showing the adjusted budget to match the grant request is attached. See Page 20, Project No. 9.13. All local match funds come from Real Estate Excise Taxes. The City Council authorizes local funds upon grant award and acceptance, through

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annual budget adjustments, and annual TIP approval. The 2015-2016 budget will be adopted by the City Council in November, 2014 and the updated TIP is scheduled to be adopted in July, 2014. With the local match coming from a traditional street improvement source, 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 No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
Not Applicable		\$0.00	
Total:			0.0%

- _____ 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
Not Applicable		\$0.00	
Total:			0.0%

- _____ 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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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# _____

Funding Source: _____
Funding Amount(s): _____

Name and completion date of Planning Study: _____ N/A

COMMITTEE SCORE _____
(Max. score of 7)

14. Federal Functional Classification: Principal Minor Collector

Principal X 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 X 0 points

If yes, what are they? _____

COMMITTEE SCORE _____
(Max. score of 2)

16. Local Agency Over Match Incentive:

More than 30% of total project costs X 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)

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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)	
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	Not complete	9/30/2014
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 _____ No X (Include information about other funding benefits.)

Please explain:

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)	
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.

Steilacoom Blvd SW is one of the primary east-west corridors within Lakewood’s Regional Growth Center shown on the attached local centers map. This project is located within the Soth Tacoma Way and CPTC – LIP Local Centers, connecting the centers to I-5. In addition, the Steilacoom Blvd corridor supports multiple centers by connecting the local centers to Lakewood’s Regional Growth Center and the Steilacoom Town Center and Fort Steilacoom Local Centers.

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 3

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

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

1 point each item

*Please describe:

Updating non-conforming pedestrian ramps to current ADA standards will improve non-motorized access to transit locations, Clover Park Technical College, Harrison Prep Academy, and Lakewood Industrial Park.

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 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:

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 = _____ 2 points
0 = X 0 points

COMMITTEE SCORE _____
(Max. score of 5)

PRESERVATION APPLICATIONS

38. Confirm project meets either Improvement Code 06 or 07. Please write only one code. 07

<p>06 = Restoration & Rehabilitation Work required to return an existing pavement (including shoulders) to a condition of adequate structural support or to a condition adequate for placement of an additional stage of construction. There may be some upgrading of unsafe features or other incidental work in conjunction with restoration and rehabilitation. Typical improvements would include replacing spalled or malfunctioning joints; substantial pavement stabilization prior to resurfacing; grinding/grooving of rigid pavements; replacing deteriorated materials; reworking or strengthening bases or subbases, and adding underdrains.</p>	<p>07 = Resurfacing Placement of additional surface material over the existing roadway to improve serviceability or to provide additional strength. There may be some upgrading of unsafe features and other incidental work in conjunction with resurfacing. Where surfacing is constructed by separate project as a final stage of construction, the type of improvement should be the same as that preceding stage—new route, relocation, reconstruction, minor widening, etc.</p>
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39. Pavement Preservation Surface Area: 4.83 / 32,900 (lane miles / SY)

40. Distressed Pavement (SY / percentage of total roadway surface (matching question 12))
1,000 / 3 %
 (If over 30%, then this project is not eligible)

Distressed Pavement Definition:

HMA Pavement: Normally repaired by dig-out (i.e., removal of structurally failed pavement and underlying base. Replacement with full-depth HMA or base material and HMA after compaction and verification of subgrade support. Typical distressed pavement includes: potholes; severe alligator cracking; and/or severe settlement.

PCC Pavement: Concrete panels with 3 or more cracks.

41. Design and construction costs for mandated improvements (e.g. ADA upgrades and safety retrofits) (attach engineer's estimate). \$20,000

42. Surface treatment proposed: HMA 2" (e.g., Chip Seal, HMA 2", HMA 3" or more, concrete panel replacement, dowel bar retrofit, concrete milling, concrete leveling)

- Concrete or HMA treatment X 5 points
- Chip Seal _____ 2 points

COMMITTEE SCORE _____
 (Max. score of 5)

43. Project Roadway Pavement Condition Index (PCI) 70

Year of Project Roadway (PCI) (must be no older than 2010) 2012

Basis of PCI (provide Pavement Management System print-out, rating sheet, or similar)
 See attached: The City of Lakewood uses the Metropolitan Transportation Commission's Pavement Management Program (PMP) StreetSaver® is a computer-assisted decision-making process designed to help

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cities and counties prevent pavement problems through judicious maintenance, and to diagnose and repair those that exist in a timely, cost-effective manner.

75 to 80 _____ 3 points
65 to 74 X 9 points
55 to 64 _____ 5 points

COMMITTEE SCORE _____
(Max. score of 9)

PICK AND SCORE ONE ONLY (44 or 44A)

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

Over 10% _____ 7 points
5 to 9% _____ 5 points
2 to 4% _____ 3 points

OR

44A. **Truck Route Classification** (see link <http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm>)

T-1: more than 10 million tons per year _____ 7 points
T-2: 4 million to 10 million tons per year X 5 points
T-3: 300,000 to 4 million tons per year _____ 5 points
T-4: 100,000 to 300,000 tons per year _____ 3 points
T-5: at least 20,000 tons in 60 days _____ 2 points
Locally designated truck route _____ 2 points
(Must be in Code or Comprehensive Plan and attached)

COMMITTEE SCORE _____
(Max. score of 7)

45. **Jurisdiction has a pavement management system.**

Yes X 3 points

COMMITTEE SCORE _____
(Max. score of 3)

46. **Jurisdiction Overall PCI for Federal Functionally Classified Roadways** 74.6

Year of overall functionally classified PCI 2012 (must have been completed in the last 6 years)

Overall PCI 70 or above X 7 points
65-69 _____ 6 points
60-64 _____ 4 points
51-59 _____ 2 points

COMMITTEE SCORE _____
(Max. score of 7)

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46A. Overall PCI conducted for Federal functionality classified roadways within last 3 years.

Yes X 2 points

COMMITTEE SCORE _____
(Max. score of 2)

47. Federal Functional Classification: Principal Minor Collector

Principal X 4 points
Minor _____ 3 points
Collector _____ 2 points

COMMITTEE SCORE _____
(Max. score of 4)

48. 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 3 points
Yes, partial or intersection _____ 2 point
No _____ 0 points
If yes, provide route number(s) 3

COMMITTEE SCORE _____
(Max. score of 3)

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: Public Works Director

DATE: 4/30/14