

Project Title Sales Road South/108th Street South – 180 ft n/o 106 Street South to Ainsworth Avenue South
Agency Pierce County

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: Cindy Bui Address: 4301 S. Pine St, Suite 628, Tacoma WA 98409
Title: Transportation Engineer Telephone: 253-798-3560
Email: cbui@co.pier.wa.us

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
SI	Preservation/Maintenance/Reconstruction	Minor Interchange – GP
PI	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:** Sales Road South / 108th Street South
From: 180 ft n/o 106th Street South To: Ainsworth Avenue South
Or, other appropriate locating information: _____
Project Length: 3,080 (feet)
4. **Federal Route Number** 3092
5. **Federal Functional Class:** Urban Collector see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass
- 5a. **Posted Speed Limit:** 35 mph
- 5b. **Average Daily Traffic Volume:** 5,525

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: This roadway is included as part of the "3R Program - 2016-2019" in the Pierce County Public Works and Utilities Transportation Programs (2014-2019 Transportation Improvement Program), Road Projects Section, page 38. Effective/adoption date: December 2, 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 is a preservation project to rehabilitate and restore approximately 0.58 mile of deteriorated concrete pavements on Sales Road South/108th Street South from approximately 180 feet north of 106th Street South to Ainsworth Avenue South. The scope includes cracking and seating the existing concrete pavement with subsequent asphalt overlay. The improvements of this project also includes preleveling and adding a five-inch overlay with asphalt. The project is part of Pierce County's annual Overlay Program to preserve and extend the useful life of the existing transportation network.
- Confirm word count (86 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 Sales Road South/108th Street South roadway segment from 180 feet north of 106th Street South to Ainsworth Avenue South is a two-lane roadway with gravel shoulders. Pavement width is 22 feet wide with seven-foot gravel shoulders. The roadway is a T3 corridor that carries 300,000 to 4 million tons of freight per year and an annual daily traffic volume of 5,525 vehicles (2014 count).

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This Sales Road South/108th Street South is among the last several roadway segments in Pierce County with Portland cement concrete panels. The concrete pavement roadway segment was originally constructed in the 1930s with varying width of 18 to 22 feet wide. The narrower 18-foot wide concrete roadway segment was widened in 2003-2004 timeframe with asphalt to provide the two 11-foot lanes. Several of the concrete pavement panels have been replaced over the years. The concrete pavement exhibits longitudinal and transverse cracking, rutting and patching. The pavement cracks and joints have been filled and sealed several times in the effort to keep the roadway from further deterioration. The roadway is overdue for a major preservation project. Concrete pavements are often rehabilitated by overlaying with asphalt concrete. Often, reflective cracks will occur and the cracked areas continue to deteriorate. This often leads to raveling and crumbling of the overlay.

This project will rehabilitate and restore the existing driving surface by cracking and seating the existing concrete pavement with subsequent asphalt overlay. Cracking and seating the concrete pavements virtually converts the existing pavement into base material. This process is used in an effort to prevent or delay the reflective cracking through the asphalt overlay (See attached summary page of a FHWA “Joint Highway Research Project on Concrete Pavement Crack and Seat Performance and Overlay Design”). As recommended, the scope also includes preleveling and adding about a five-inch asphalt overlay. This project is part of Pierce County’s annual overlay / preservation program. Existing gravel shoulders will be dressed with crushed surfacing base course (CSBC) to bring it up to the overlaid pavement grade.

Pierce County annually selects roadway segments for 3R activities to preserve the existing transportation network. The projects were selected and prioritized based on pavement condition, traffic counts, and functional class. The grant funding will free up additional local funds to complete additional projects and preserve additional miles of vulnerable transportation infrastructure.

Confirm Word count (385 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

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

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
Preliminary Engineering	2015	\$ 111,295
Construction	2016	\$ 638,705
		\$
		\$
		\$
		\$ 750,000

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 (\$ 903,000)

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	Secured	2015/2016	\$ 153,000		\$ 22,705		\$ 130,295
(name) Co-op Jurisdiction							
(name) Private Funds							
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	2015/2016	\$ 750,000		\$ 111,295		\$ 638,705
TOTAL			\$ 903,000		\$ 134,000		\$ 769,000

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>

The local match funds are secured. Pierce County has \$3,500,000 (more than the stated local match) in the 2014-2019 Transportation Improvement Programs (TIP), page 38, "3R Program - 2016-2019 (See attached page from TIP). Additional funds are also available in the "2015 Asphalt Overlay Program". These funds were programmed for our annual asphalt overlay program for 2015 to 2019 and if needed, can be shifted from Construction Phase to Engineering Phase, or vice versa. Upon grant award, Pierce County will update the TIP (as part of our annual end of year update) with the explicit project name and the corresponding matching dollars in the appropriate phases. The funding shown in the generic "2015 Asphalt Overlay Program" and "3R Program - 2016-2019" will be reduced accordingly.

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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 X

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
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
Total:			

- _____ 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: _____

COMMITTEE SCORE _____
(Max. score of 7)

14. **Federal Functional Classification: Principal Minor Collector**

Principal _____ 3 points
Minor _____ 2 points
Collector x 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 _____ 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)

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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) *	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>
ROW plans approved by WSDOT		Purchase of ROW certified or not required	<input checked="" type="checkbox"/>

*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	4/29/2016
Environmental Approval	Not complete	3/31/2016
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 additional property rights are required for this project.

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

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

Please explain:

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)		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.

The Sales Road South/108th Street South corridor support several identified local centers between the City of Lakewood to City Puyallup (South Tacoma Way, Midland Activity Node, and 112th /Canyon Road Activity Node). See attached "Centers 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 _____ 2 points
Yes, partial or intersection _____ 1 point
No _____ x 0 points

If yes, provide route number(s) _____

COMMITTEE SCORE _____
(Max. score of 2)

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

1 point each item

*Please describe:

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:

The improvements of this project will have no effect to the emission rate of greenhouse gases and other air pollution.

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: 1.167 / 7,528 (lane miles / SY)

40. Distressed Pavement (SY / percentage of total roadway surface (matching question 12))
380 / 5 %
 (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). \$2,690 (Engineer estimate item #s: 4, 5, 18, 19, and 35)

42. Surface treatment proposed: Crack and Seat, HMA 5" (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)

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43. **Project Roadway Pavement Condition Index (PCI)** 57

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)

This is the composite average, which was prorated by segment length and corresponding score within the project limits. See attached "Pavement Management System Printout" for PSM printouts and page 1 of the PMS printout for calculation.

75 to 80 3 points
65 to 74 9 points
55 to 64 x 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 5 points
T-3: 300,000 to 4 million tons per year x 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**

Year of overall functionally classified PCI 84 (must have been completed in the last 6 years)

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Overall PCI 70 or above	<u> x </u> 7 points
65-69	<u> </u> 6 points
60-64	<u> </u> 4 points
51-59	<u> </u> 2 points

COMMITTEE SCORE
(Max. score of 7)

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	<u> </u> 4 points
Minor	<u> </u> 3 points
Collector	<u> x </u> 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	<u> </u> 3 points
Yes, partial or intersection	<u> </u> 2 point
No	<u> x </u> 0 points

If yes, provide route number(s) _____

COMMITTEE SCORE
(Max. score of 3)



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81. How will the project improve transportation to, or within, existing central places in the rural community with commercial, retail, and community services?

Guidance: Community services may include government services such as Town Halls, Libraries, or Post Offices. Community services may include private services such as retail or commercial outlet such as grocery, bakery, clothing stores or restaurants.

Yes _____ 5 points
No _____ 0 points

Please explain: _____

High: A high scoring project would demonstrate the following characteristics:

- The project improves a corridor with direct access to a Rural or Town Center
- The project improves access to a Rural or Town Center with more than five types of community services.

Medium: A medium scoring project would demonstrate the following characteristics:

- The project improves a corridor with indirect access to a Rural or Town Center
- The project improves access to a Rural or Town Center with three or more types of community services.

Low: A low scoring project would demonstrate the following characteristics:

- The project is minimally related to a Rural or Town Center
- The project improves access to a Rural or Town Center with less than three types of community services.

COMMITTEE SCORE _____
(Max. score of 5)

TOTAL SCORE FOR ALL SECTIONS _____

JURISDICTION APPROVAL.

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

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

BY: *Brian Zepher*
Approving Authority

TITLE: *Director, Public Works*
& Utilities

DATE: *4/29/14*

