

Project Title: Canyon Rd E Freight Corridor Improvement, Phase 2 – SR 512 to 70th Ave E/48th St E
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: Matthew Graves

Address: Tacoma Mall Office Building, 4301 South Pine St, Suite 628, Tacoma WA 98409-7207

Title: Transportation Engineer Telephone: (253)-798-3557

Email: mgraves@co.pierce.wa.us

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

ROADWAY			
SI	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway	SI	Multiple Intersections – Roadway
	Environmental Improvement – Roadway		Single Intersection – Roadway
PI	Major Widening – General Purpose	SI	Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
SI	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
SI	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)	SI	Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
SI	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:** Canyon Road East

From: 99th Street Court East To: 900 feet N/O 84th Street East

Or, other appropriate locating information: _____

Project Length: 3,590(feet)

4. **Federal Route Number** 95550

5. **Federal Functional Class:** 14 Urban Principal Arterial see link www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. **Posted Speed Limit:** 40

5b. **Average Daily Traffic Volume:** 17,000

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: 2014-2019 Six-Year Transportation Improvement Program, Page 6, November 22, 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):**

As one segment of the six-segment Phase 2 Canyon Road East Freight Corridor Improvements, this project will widen the two-lane roadway with gravel shoulders to a five lane roadway. The new roadway includes four 11-foot-wide lanes, a 12-foot-wide two-way-left-turn-lane, two four-foot-wide paved shoulders, and a six-foot-wide concrete sidewalk with concrete curb and gutter on both sides. Other project features include: installing roadway illumination, reconstructing the traffic signal at Canyon Rd E and 84th St E, installing a traffic signal at Canyon Rd E / 96th St E intersection and upgrading the signal interconnect using underground fiber optics.

Confirm word count (97 words).

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

The Canyon Road East Freight Corridor Improvement, Phase 2 project will improve existing roadways (Canyon Road East, Pioneer Way, 52nd Street East, 66th Avenue East, River Road (aka SR 167), North Levee Road, and 70th Avenue East) and will eliminate a missing link in the County transportation system. This second phase of the corridor is comprised of six individual project segments. This funding request is for one distinct project segment which the Federal Highway Administration has concurred as having

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independent utility. Pierce County proposes to fully complete the Right of Way phase of one corridor component.

The purpose of the Canyon Road East Freight Corridor Improvement Phase 2 project is to provide a more efficient freight corridor serving the Port of Tacoma Regional Manufacturing/Industrial Center (MIC), Fife Industrial Center, and the Fredrickson MIC. The proposed freight corridor improvements will connect to the existing 70th Avenue roadway corridor in the City of Fife. The 70th Avenue corridor in Fife has been improved in anticipation of the future Canyon Road Corridor connection. Final improvements to the City of Fife corridor will be justified by the implementation of our proposal. The Canyon Road improvements are part of the greater multi-jurisdictional freight corridor effort. The extension will be the only north-south route that effectively avoids the congested areas of the Tacoma/I-5 and Puyallup/SR-167 interchanges.

The freight system between the two MICs depends solely on SR-512 to connect with I-5. The second phase of Canyon Road improvements will offer a freight route that is free of the increasing congestion on SR-512. Decreased vehicular delay, fewer toxic diesel emissions, and an increase in truck freight capacity are benefits of this project. Separating the railroad crossing from the roadway system will allow the removal of an at-grade crossing, providing the obvious safety benefits and reducing rail transportation costs associated with signal maintenance and accident delays/claim liabilities.

Canyon Road East is a key north/south T1/T2 freight route and the only major north/south arterial in the seven mile area between SR-7 and SR-161. The Canyon Road ADT in the project area is 17,000 vehicles per day (vpd) with 8.1% to 10.2% truck traffic. These traffic volumes contribute to an increasing accident rate. Recent efforts to mitigate the accident rate have led to narrowing or removing pedestrian and bicycle facilities in the existing roadway prism. Other elements, such as sidewalks, have never existed and will be installed with this project.

Confirm Word count (400 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

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

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

Please note: The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

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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
Right of Way	2015	\$5,553,300
		\$
		\$5,553,300

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 (\$206,436,080 plus)

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 Plan ning	F Prelim. Eng/ Design	G Right-of- Way	H Construction / Implementation
Local							
(name) Co-op Jurisdiction							
(name) Private Funds							
(PSRC) Grant							
Other							
Other							
Other							
Grant Request	Unsecured						
TOTAL							

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

This funding request is for one segment of a corridor improvement project that is comprised of six project segments – each of independent utility. The required data, represented by six project segments of three phases each, overwhelms this table in the application. Please refer to the attached PSRC budget and schedule form for question #11 answers. The attached form was provided to PSRC with our Countywide screening form.

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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 funds that are documented as local match in our TIP are County Road Funds (CRF), Traffic Impact Fees (TIF) that have already been collected, and Traffic Impact Fees Planned (TIFP) for future collection. Our Traffic Impact Fee program was initiated several years ago and is expected to continue for at least the duration of the Canyon Road Freight Corridor Improvement project. The same document shows our local funds being moved out of the ROW into the CN phase to reduce our local match to the 13.5% level in the ROW phase.

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:			NA

- _____ 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:			NA

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

COMMITTEE SCORE _____
(Max. score of 3)

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

Obligate funds in 2015 (receives 2 points)	X	Environmental process complete* (must provide a signed ECS by FHWA or WSDOT H&LP)	
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	5/1/2019
Environmental Approval	Not complete	12/31/2014
Right-of-Way Certification	Not complete	5/1/2019

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).

NA

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: NA

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)		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 Canyon Road East Freight Corridor, Phase 2 project serves the Port of Tacoma MIC and the Fredrickson MIC. The corridor also serves two local centers in the City of Fife and one local Center in Pierce County at Canyon Road East and SR-512.

COMMITTEE SCORE _____
 (Max. score of 8)

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

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

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

If yes, provide route number(s) 409

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 2 @ Canyon Rd E/72nd St E, Route 409 (see pages 26 and 27 of the call for projects)

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

COMMITTEE SCORE _____

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(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.)	
Transit locations (0-5+ trips/day)	X	Medical	X	Employment Centers	X	*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 X 2 points
No _____ 0 points

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

The Canyon Road Freight Corridor Improvement, Phase Two project (north of SR-512) is a continuation of the completed work of Phase 1 (south of SR-512). This Phase 2 project is comprised of six project segments each of independent utility. The combination of the Phase 1 & 2 projects results in a gap closure between the Port of Tacoma MIC and the Frederickson MIC. Phase 2 of the corridor project includes eliminating a missing gap in the Puyallup River Valley. This application will fully fund the ROW phase of one segment in the six segment, contiguous gap-closure, Phase 2 Corridor project.

COMMITTEE SCORE _____
(Max. score of 3)

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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:

Canyon Road East is a major north/south corridor and T1/T2 truck route with a 2013 AADT of 9,475 to 52,600 vehicles per day and 8.1% to 10.2% (2013) truck traffic. The majority of the existing roadway is currently two-lanes with paved shoulders and turn lanes at some intersections. The capacity of the current lane configuration is 18,700. It currently operates near capacity (LOS D) with an average vehicle speed of 25 mph.

If the existing segment of the Canyon Road East corridor is not widened, the 2026 Forecasted Daily Volume is projected to be approximately 19,570 vehicles per day on the least utilized portions of the corridor and the roadway will be operating over the available roadway capacity. The ultimate plan for the Canyon Road East corridor will extend the corridor to the north (Canyon Road East Northerly Extension). When the Canyon Road East Northerly Extension is constructed, the 2026 forecasted daily volume is over 26,000 vehicles per day for this section of the corridor. Once constructed, the roadway is expected to operate at LOS B or better and to operate at LOS C at the design year.

The segment of the Corridor between 99th Street Court East and 84th Street East, experiences 17,000 vpd with 8.1% to 10.2% truck traffic (2013 counts). The capacity of the current lane configuration is 18,700. It currently operates near capacity (LOS D). The Corridor becomes a major alternate route for commuters when SR-512 fails due to weather conditions or traffic crashes. The existing two lane Canyon Road Corridor, without signal optimization (the existing interconnect is not operating), essentially breaks down to stop and go conditions. The poor level of service, without signal optimization, increases vehicular idling which increases emissions. The existing truck traffic contributes diesel emissions that will continue to increase without the implementation of this project.

The new five-lane portion of the corridor will operate with interconnected traffic signalization. This operation will reduce diesel emissions, make the movements of freight trucks and commuter autos more efficient, and reduce rear end accidents during unusually heavy volumes.

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 = _____ 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 existing portion of Canyon Road East is a major north/south corridor and T2 truck route with an AADT of 9,475 to 52,600 vehicles per day (2013) and 8.1% to 10.2% (2013) truck traffic. The majority of the existing roadway is currently a two-lane roadway with paved shoulders with turn lanes at some intersections. The capacity of the current lane configuration is 18,700. It currently operates near capacity (LOS D).

If the existing segment of the Canyon Road East Corridor is not widened, the 2026 Forecasted Daily Volume is projected to be approximately 19,570 vehicles per day on the least utilized portions of the corridor and the roadway will be operating over the available roadway capacity. The ultimate plan for the Canyon Road East Corridor will extend the corridor to the north (Canyon Road East Northerly Extension). When the Canyon Road East Northerly Extension is constructed, the 2026 forecasted daily volume is over 26,000 vehicles per day for this section of the corridor. Once constructed, the roadway is expected to operate at LOS B or better and to operate at LOS C at the design year.

The existing aerial copper interconnect cable is not functioning. The signals are operating independently of each other. Pierce County will install underground fiber optic interconnect which will coordinate with the interconnect installations completed in Phase 1 (SR-512 to 200th Street East). The project location is currently not operating with optimized signals but will operate with optimized signals after construction.

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:

No

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. _____ 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

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COMMITTEE SCORE _____
(Max. score of 3)

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

No

(Narrative or supporting documents are required.)

COMMITTEE SCORE _____
(Max. score of 4)

27. Does this project add a new illumination system?

- Yes, full project corridor length X 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 X 2 points
- Yes, other solution _____ 1 point
- No, the intersection does not meet 2 warrants _____ 0 points

Please describe the other solution:

NA

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 Canyon Road East Freight Corridor Improvement, Phase 2 project is comprised of six project segment each of independent utility. The end point of the corridor improvement is at the intersection of 70th Avenue East and 48th Street East in the City of Fife. This location, which will be improved by Pierce County as part of the corridor project, is within four-miles of the Port of Tacoma.

- 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 X 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...):

The separated grade crossing of the BNSF Railroad, an "other device", will correct significant safety issues at the intersection of 52nd Street East/Pioneer Way East and at the intersection of 66th Avenue East/Stewart Road East. The current transportation system through the Puyallup River Valley is fragmented and requires a choice of two routes across the valley.

The 2.02 mile, two lane, northern route requires drivers to negotiate the tee-type intersection at 52nd Street East/Pioneer Way East. The intersection, which is controlled by one stop sign, experiences 14,150 ADT on Pioneer Way and 3,825 AADT on 52nd St E. A five year accident history (see attachment) reveals seven accidents resulting in three injuries. The separated grade crossing of the BNSF railroad will replace the 52nd Street East route entirely. 52nd Street East terminate on both sides of the BNSF Railroad. The 52nd Street East/Pioneer Way East intersection will exist only to serve two driveways on 52nd Street East. Nearly two accidents a year, at this intersection, will be eliminated by implementing the separated grade crossing of the BNSF Railroad.

The 2.30 mile, two lane, southern route requires drivers to negotiate the tee-type intersection at 66th Avenue East/Stewart Road East. This intersection is literally located at a BNSF at-grade crossing. The intersection and the BNSF crossing have drawn the attention of the Washington Utilities and Transportation Commission (see attached letter). In addition to concerns about traffic queuing over the rail crossing, a five year accident history reveal three traffic crashes at the 66th Avenue East/Stewart Road East intersection. Traffic volumes will be decreased at the rail crossing and the roadway intersection by implementing the separated grade crossing of the BNSF Railroad.

Implementing the "other device", separated grade crossing of the BNSF Railroad will correct significant safety problems by creating a 1.34 mile direct route that will eliminate one arterial route tee-type intersection and reduce volumes at a second arterial route tee-type intersection.

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	_____ 2 points
Yes, shared lane 3 feet or greater in width	<u> X </u> 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, The Canyon Road East Freight Corridor Improvement project, Phase 2 removes corridor conflicts. This

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project removes a roadway corridor and railway corridor conflict. The roadway modes of travel include pedestrian, bicycle, and vehicular. The railway modes of travel include freight and passenger trains. This project removes conflicts for at least four modes of transport.

Full implementation of the corridor will include a grade separated crossing of Canyon Road East and the BNSF Railroad. This new grade separated crossing will eliminate the existing at-grade crossing of 52nd Street East and the BNSF Railroad. Pedestrian, bicycle, and vehicular traffic currently using 52nd Street East to cross the BNSF railroad at grade will not have this facility available to them in the future. These three modes of transportation will use the Canyon Road Corridor grade separated crossing to travel over the railway mode of transportation.

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) 10.2%
Basis for determining truck percentage (a description is required to score points)
A 2013 traffic count.

Over 10% X 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 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)

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Agency: Pierce County

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 _____ X 2 points
- None _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 2)

PRESERVATION APPLICATIONS

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

<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: _____ / _____ (lane miles / SY)

40. Distressed Pavement (SY / percentage of total roadway surface (matching question 12))
 _____ / _____ %
 (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). _____

42. Surface treatment proposed: _____ (e.g., Chip Seal, HMA 2", HMA 3" or more,

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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:

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

BY: 
Approving Authority

TITLE: Director, Public Works and Utilities

DATE: 4/29/14