

Project Title 23<sup>rd</sup> Avenue SE, Meridian to 9<sup>th</sup> ST SE

Agency City of Puyallup

**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: Dan Handa

Address: 333 S Meridian, Puyallup, WA 98371

Title: Civil Engineer

Telephone: (253) 841-5498

Email: dhanda@ci.puyallup.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).

<b>ROADWAY</b>			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway		Multiple Intersections – Roadway
SI	Environmental Improvement – Roadway		Single Intersection – Roadway
PI	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
	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
<b>NONMOTORIZED</b>			
SI	Sidewalk	SI	Bike Lanes
	Regional Trail (Separate Facility)		Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
<b>OTHER</b>			
SI	Transportation System Management		Transportation Demand Management
SI	Intelligent Transportation System		Other – Special
	Study or Planning activity		
<b>TRANSIT</b>			
	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:** 23<sup>rd</sup> Avenue SE  
From: Meridian To: 9<sup>th</sup> Street SE

Or, other appropriate locating information: \_\_\_\_\_

**Project Length:** 2,650 (feet)

4. **Federal Route Number** 3112

5. **Federal Functional Class:** Minor Arterial see link  
[www.wsdot.wa.gov/Mapsdata/tools/functionalclass](http://www.wsdot.wa.gov/Mapsdata/tools/functionalclass)

5a. **Posted Speed Limit:** 30 mph

5b. **Average Daily Traffic Volume:** 6,000

**PROJECT DESCRIPTION**

6. **Funding Request: What is the proposed funding source?** STP X 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 X No \_\_\_\_\_

If yes, cite document, page(s) and adoption date: City of Puyallup 2014-2018 Six Year Transportation Improvement Plan, page 2 of 2, adopted by Resolution 2233, 5/21/2013

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):**

Reconstruct and widen 23<sup>rd</sup> Avenue SE from a narrow two lane facility to three lanes, including a two-way left turn lane, sidewalks, bicycle lanes, streetlights, traffic signal at the 7<sup>th</sup> ST SE intersection, lowering of the intersection at 5<sup>th</sup> ST SE to eliminate restricted vertical and horizontal sight distance, a storm sewer extension and a storm detention/treatment facility.

Confirm word count (57 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):**

Between East Pioneer in the valley and 39th Avenue SE on the South Hill, 23rd Avenue SE provides the only east-west arterial connection from SR-161 Meridian to Shaw Road. Therefore 23<sup>rd</sup> Avenue SE serves as a primary route to the large residential area lying between Meridian and Shaw, to Wildwood Elementary School, and to Wildwood and Bradly Lake Parks. The project corridor is a narrow two-lane minor arterial from Meridian to 5<sup>th</sup> ST SE. A continuous two-way left turn lane will be included which will improve safety and reduce congestion. In the three year period from 2011 through 2013 there have been 10 reported accidents including four reports including an injury or possible injury.

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At the intersection with 5<sup>th</sup> ST SE limited right of way has resulted in a dogleg in the roadway alignment. This dogleg presents drivers approaching the intersection with restricted horizontal and vertical sight distance. The City has completed engineering studies of this intersection and has reached a preferred alternative that meets AASHTO 35mph design criteria and will be incorporated into the project. The intersection will be lowered and moved south several feet to correct the sight distance issue. The City recently has recently hired a consultant to begin early right of way acquisition in accordance with LAG Manual requirements.

Pierce Transit service is available on Meridian. Major City parks lie to the east and south of the corridor. There are no sidewalks or bicycle lanes west of 5<sup>th</sup> Street SE which means motor vehicles are currently the only practical way to traverse the project corridor between Meridian and 9<sup>th</sup>. New sidewalks would be constructed on both sides the project corridor. Bicycle lanes will be constructed between 7<sup>th</sup> and 9<sup>th</sup> as this segment is a designated route on the City Bicycle Route Map.

The intersection at 7<sup>th</sup> Street SE meets peak hour volume warrants for traffic signals. This arterial/arterial intersection will be provided with a new traffic/pedestrian signal system.

Between Meridian and 5<sup>th</sup> there are no storm sewers. The project will extend a new storm sewer to serve the corridor and provide detention and treatment in accordance with City standards. Where soils are favorable between 5<sup>th</sup> and 9<sup>th</sup> porous sidewalk and pavement may be utilized.

Confirm Word count (373 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.

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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
Preliminary Engineering	2015	\$529,943
Construction	2016	\$4,958,402
		\$
		\$
		\$
		\$5,488,345

**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 (\$7,820,045)**

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](http://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 (name) Co-op Jurisdiction	Secured	2014	\$495,544	0	0	\$495,544	0
(name) Private Funds	N/A						
Local Infrastructure Financing Tool (LIFT) Grant	Secured	2008	\$1,251,207	0	\$100,942	\$205,808	\$944,457
Other (Local)	Reasonably Expected Funds	2014	\$290,000	0	0	\$290,000	0
Other(Local)	Reasonably Expected Funds	2014	\$294,948	0	0	\$294,948	0
Other	N/A						
Grant Request	Unsecured	2015	\$5,488,346	0	\$529,943	0	\$4,958,403
<b>TOTAL</b>			\$7,820,045	0	\$630,885	\$1,286,300	\$5,902,860

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

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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 \$290,000 of Reasonably Expected Funds are currently listed as a projected line item expenditure in the 2014 Annual Budget to occur in 2015 (see attachments). If a federal grant is offered for this project city staff will submit a request to the city council requesting authorization to execute the grant and approve a budget change to appropriate the local funds indicated.

There is currently more than \$1,000,000 in the city's Stormwater Fund (see attachments). The city expects to collect more than \$4,000,000 in stormwater revenue during 2014. Within the 23<sup>rd</sup> Avenue SE project estimate is more than \$600,000 in storm drainage construction cost. If a grant is offered for the project, at the time of acceptance of the grant city staff will request the city council also appropriate the listed \$294,948 to the project from the Stormwater Fund.

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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 \_\_\_\_\_

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
N/A			

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			<b>Total:</b>

- \_\_\_\_\_ 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
N/A			
			<b>Total:</b>

- \_\_\_\_\_ 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# Local Infrastructure Financing Tool (LIFT), 23<sup>rd</sup> Avenue SE, Meridian to 9<sup>th</sup>

Funding Source:

Funding Amount(s): \$1,251,207

Name and completion date of Planning Study: 23<sup>rd</sup> Ave SE at 5<sup>th</sup> ST SE Sight Distance Evaluation, (Parametrix study is attached)

COMMITTEE SCORE           
(Max. score of 7)

14. Federal Functional Classification: Principal Minor Collector

Principal  3 points

Minor  2 points

Collector  1 point

COMMITTEE SCORE           
(Max. score of 3)

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

Yes  2 points

No  0 points

If yes, what are they? 8 feet wide sidewalks will be constructed.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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  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	4/15/2016
Environmental Approval	Not complete	12/31/2015
Right-of-Way Certification	Not complete	12/31/2015

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).

Between 3<sup>rd</sup> and 5<sup>th</sup> Street SE the right of way is 30 feet wide. Within this segment additional ROW will need to be acquired on the south side of 23<sup>rd</sup> Ave SE. Between 5<sup>th</sup> and 7<sup>th</sup> Street SE some additional ROW will be acquired to accommodate roadway widening. The City of Puyallup has hired a consultant to begin negotiation and early acquisition of ROW. Temporary construction easements and permanent slope easements may be needed from parcels in some areas along the corridor. Up to 22 parcels could be affected by ROW acquisition and/or easements. We have no reason to believe affected property owners would unduly object to right of way acquisition where needed to accommodate the project.

The City of Puyallup has past experience with condemnation. City Council action is required and condemnation authorization has been given for other projects.

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

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

Please explain:

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COMMITTEE SCORE \_\_\_\_\_  
 (Max. score of 1)

18. Pierce County Regional Growth Centers Hierarchy and Connecting Corridors criteria: Is the project located in (1-3) or serving (4-6) any of the following? (Please check all that apply).

1. Metropolitan Center (scores 1 point)		4. Corridor Supporting one (1) or more Regional Manufacturing/Industrial or Candidate Center (scores 2 point)	
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.

As shown on the attached map the project is located between the Puyallup Downtown and South Hill Regional Growth Centers. Between the Puyallup Valley and 39<sup>th</sup> Avenue SE, 23<sup>rd</sup> Avenue SE provides the only east-west arterial transportation corridor connecting Meridian to Shaw Road.

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

1 point each item

\*Please describe:

Please refer to the map attached to this application for locations of the checked items. There is a contiguous sidewalk system at the west end of the project (Meridian) and there is contiguous sidewalk along 7<sup>th</sup> Street SE from 23<sup>rd</sup> Avenue SE south into the South Hill Regional Growth Center. There are presently no pedestrian facilities on 23<sup>rd</sup> Avenue SE between Meridian and 7<sup>th</sup> Street SE. Completion of this project would provide a sidewalk missing link connecting the Meridian sidewalk with the 7<sup>th</sup> Street SE sidewalk. It would also provide a pedestrian corridor to Meridian connecting the single family and multifamily residential areas lying to the east of Meridian.

**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.)

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Yes, Final Section	_____	3 points
Yes, Next Section	<u>  X  </u>	2 point
No	_____	0 points

If yes, please name adjacent segments; provide their funding source, and completion date: The project will improve 23<sup>rd</sup> Avenue SE to a standard equal to or better than Meridian which lies at the west end of the project corridor. Meridian was improved to five-lane arterial standards in 1987 under UAB Project no. 8-1-129. Currently there is no sidewalk available connecting Wildwood Park to Meridian. By provision of sidewalks on 23<sup>rd</sup> this project would make pedestrian access practical from the multi-family residential area along Meridian to Wildwood Park at the east end of the project, and to Bradley Lake Park south of the project. There is continuous sidewalk on the east side of 7<sup>th</sup> ST SE from 39<sup>th</sup> Ave SE to 23<sup>rd</sup> Ave SE.

**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 project will increase the capacity of 23<sup>rd</sup> Avenue SE and thereby reduce emissions due to vehicular congestion. The project also has the potential to reduce emissions by providing a continuous sidewalk which has never existed on this section of 23<sup>rd</sup> Avenue SE. Pedestrian use of this corridor is presently light due to the lack of sidewalks or paved shoulders.

**High:** A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2020.

**Medium:** A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2025.

**Low:** A project will rate low if:

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

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High = \_\_\_\_\_ 5 points  
Medium = \_\_\_\_\_ 3 points  
Low =  X  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 project will include signal conduit from Meridian to 7<sup>th</sup> Street SE which will under a subsequent project allow for the signals at Meridian and at 7<sup>th</sup> ST SE to be connected to the Puyallup Traffic Center. The goal of the traffic signal interconnection is to allow intersections to be monitored by traffic engineers at the Puyallup Traffic Center and adjusted to optimal efficiency under changing traffic flows.

Yes, Significant Improvement \_\_\_\_\_ 2 points  
Yes, Minor Improvement  X  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:

Puyallup has adopted the Ecology 2005 Stormwater Management Manual for Western Washington. Accordingly the project will follow the Manual and provide water quantity/quality treatment for all new and replaced impervious pavements. Soils at the eastern part of the project are conducive to infiltration. Therefore porous sidewalk and/or pavement will be incorporated into the project where feasible.

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site. \_\_\_\_\_ 3 points

Projects that add more than 5,000 square feet of new impervious surface and provide water quality/quantity treatment for ALL (new and existing) impervious surfaces within the project area.  X  2 points

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR provides water quality treatment for 150% of new impervious surfaces. \_\_\_\_\_ 1 point

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 3)

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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:

Due to hilly terrain and a 30 feet of right of way width there is a significant horizontal and vertical sight distance restriction at the intersection with 5<sup>th</sup> Street SE. The dogleg in 23<sup>rd</sup> Avenue SE needs to be straightened out and the intersection lowered in order to meet AASHTO 35 mph design criteria. The city has undertaken a preliminary engineering study of alternatives and will incorporate the preferred alternative into the project final design. The study completed by Parametrix is attached.

(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:

Yes, the project meets accident and peak hour warrants.

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:

No. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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- 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...):

Yes, there is restricted vertical and horizontal sight distance at the intersection with 5<sup>th</sup> Street SE. The narrow 30 feet of right of way also discourages pedestrian use due to the lack of sidewalks or paved shoulders. The project will acquire right of way, straighten out the dogleg in 23<sup>rd</sup>, and lower the intersection. See preliminary engineering study prepared for City of Puyallup by Parametrix.

**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 \_\_\_\_\_ X 3 points
- Yes, striped lane 5 feet or greater \_\_\_\_\_ 2 points
- Yes, shared lane 3 feet or greater in width \_\_\_\_\_ 1 point
- No \_\_\_\_\_ 0 points

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 3)

**32. Does this project improve the transportation system by widening turn lanes or removing corridor conflicts?**

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

Please explain:

Turning conflicts will be reduced by the installation of left turn pockets at intersections and a two-way left turn lane elsewhere. More than half of the sidewalk along 23<sup>rd</sup> Avenue SE is missing which discourages pedestrian use. Funding of this project will provide a continuous sidewalk on both sides of 23<sup>rd</sup> Avenue SE and provide



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No \_\_\_\_\_ 0 points

**COMMITTEE SCORE** \_\_\_\_\_  
 (Max. score of 3)

**36. Does this project add new HOV lanes or transit queue jump lanes (need to provide a letter of support for queue jump lanes from the transit agency)?**

Yes, two or more lanes \_\_\_\_\_ 2 points  
 Yes, one lane \_\_\_\_\_ 1 point  
 No  X  0 points

**COMMITTEE SCORE** \_\_\_\_\_  
 (Max. score of 2)

**37. Does the project widen or construct the road to add general purpose lanes to increase capacity?**

One or more  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><b>06 = Restoration &amp; Rehabilitation</b>          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><b>07 = Resurfacing</b>          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.

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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, concrete panel replacement, dowel bar retrofit, concrete milling, concrete leveling)

Concrete or HMA treatment \_\_\_\_\_ 5 points  
Chip Seal \_\_\_\_\_ 2 points

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 5)

43. Project Roadway Pavement Condition Index (PCI) \_\_\_\_\_

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

Basis of PCI (provide Pavement Management System print-out, rating sheet, or similar)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

75 to 80 \_\_\_\_\_ 3 points  
65 to 74 \_\_\_\_\_ 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 \_\_\_\_\_ 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

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(Must be in Code or Comprehensive Plan and attached)

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 7)

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

Yes \_\_\_\_\_ 3 points

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 3)

**46. Jurisdiction Overall PCI for Federal Functionally Classified Roadways** \_\_\_\_\_

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

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

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 7)

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

Yes \_\_\_\_\_ 2 points

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 2)

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

Principal \_\_\_\_\_ 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 \_\_\_\_\_ 3 points  
Yes, partial or intersection \_\_\_\_\_ 2 point  
No \_\_\_\_\_ 0 points

If yes, provide route number(s) \_\_\_\_\_

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COMMITTEE SCORE \_\_\_\_\_

(Max. score of 3)

**NON-MOTORIZED APPLICATION**

49. Are the environmental/water quality improvements greater than the minimum requirements?  
Please describe.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site. \_\_\_\_\_ 3 points

Projects that add more than 5,000 square feet of new impervious surface and provide water quality/quantity treatment for ALL (new and existing) impervious surfaces within the project area. \_\_\_\_\_ 2 points

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR provides water quality treatment for 150% of new impervious surfaces. \_\_\_\_\_ 1 point

COMMITTEE SCORE \_\_\_\_\_

(Max. score of 3)

50. Does this non-motorized project include a vertical grade separation or removes modal conflict at grade?

Yes, vertical grade separation \_\_\_\_\_ 5 points

Yes, removes modal conflicts at grade \_\_\_\_\_ 3 points

No \_\_\_\_\_ 0 points

Please explain:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

COMMITTEE SCORE \_\_\_\_\_

(Max. score of 5)

51. Does this project provide facilities for pedestrians and bicycles? (Check all that apply.)

Provision of facilities for pedestrians \_\_\_\_\_ 2 points

Provision of facilities for bicycles \_\_\_\_\_ 2 points

Provision of facilities for bicycles and Pedestrians \_\_\_\_\_ 1 points

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 5)

**52. Does the project include other non-motorized transportation system components?**

Guidance: The description of the “other” selection will be scored within a range of 0 to 3 points.

- Pedestrian Amenities (benches, trash cans) \_\_\_\_\_ 2 points
- Bicycle Amenities (bike racks, signage) \_\_\_\_\_ 3 points
- Crosswalk Signalization/Flashing Beacon \_\_\_\_\_ 4 points
- Lighting \_\_\_\_\_ 3 points
- Transit Connection \_\_\_\_\_ 3 points
- Other \_\_\_\_\_ 0-3 points

Describe:

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 18)

**53. In the last five years, have there been any pedestrian or bicycle accidents that could have been prevented with this project?**

- Yes \_\_\_\_\_ 5 points
- No \_\_\_\_\_ 0 points

Providing supporting data (accident data, police reports etc.) is a requirement of earning points.  
Please identify the accident history:

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 5)

**54. Does this project add a new illumination system?**

- Yes, full project corridor length \_\_\_\_\_ 4 points
- Yes, partial project corridor length \_\_\_\_\_ 3 points
- Yes, at an intersection only \_\_\_\_\_ 2 points

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No \_\_\_\_\_ 0 points

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

**OTHER APPLICATIONS**

55. Please explain how the project addresses transportation issues or needs of two or more jurisdiction/agencies and/or has countywide impact and benefit.

Guidance: Projects resulting in physical construction must be built in multiple jurisdictions to acquire multiple points.

Please explain:

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4 or more agencies affected \_\_\_\_\_ 8 Points

2 or 3 agencies affected \_\_\_\_\_ 5 Points

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 8)

56. Please explain how the project addresses transportation Safety.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

57. Please explain how the project addresses security and mobility.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

58. Please explain how the project addresses environment.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

59. Please explain how the project addresses Transportation System Integration.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

60. Please explain how the project addresses preservation.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

61. Please explain how the project addresses global competitiveness.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

62. Please explain how the project addresses productivity and efficiency.

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

63. Please explain how the project addresses connectivity.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

**TRANSIT APPLICATIONS**

64. Will this project reduce transit operating costs or improve efficiencies?

Yes \_\_\_\_\_ 4 points

No \_\_\_\_\_ 0 points

If yes, explain:

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

65. Does this project provide direct benefit to transit riders?

If yes, explain:

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 7)

66. Does the project improve transit users safety, security, or access to essential services?  
(Check all that apply)

Guidance: Essential services may include hospitals or other emergency services.

If yes, explain: \_\_\_\_\_

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Yes, security improvements \_\_\_\_\_ 2 points

Yes, safety improvements \_\_\_\_\_ 2 points

Yes, access to essential services \_\_\_\_\_ 2 points

No \_\_\_\_\_ 0 points

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 6)

**67. Describe how the project maintains or improves safe and convenient access to, and/or, within the regional or local center.**

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

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

- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s).
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals).
- Improves access to the center(s) for multiple modes, including nonmotorized and transit.

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

- Primarily benefits the development along the corridor rather than a center.
- Benefits to a center's development goals are not described in a comprehensive plan.
- Improves access to a center, but only for a few modes.

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

- Has very limited benefits to a center, with the benefits not described in a comprehensive plan.
- Limited access improvements for only one mode.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**68. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, and those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment.**

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

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

- Serves multiple user groups, including those without full-time access to cars, those identified in the President's Order for Environmental Justice, and/or areas experiencing high levels of unemployment or chronic underemployment.
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project.

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

- Serves a moderate number and variety of users.
- Adjacent land uses are low-density, and therefore, likely to generate limited use.

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

- Serves a limited number and variety of users.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

69. Describe how the project improves intermodal connections (e.g., between autos, ferries, commuter rail, high capacity transit, buses, carpools, bicycles, etc.) or facilitates connections between separate operators of a single mode (e.g., two transit operators).

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

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

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

- Improves a corridor in logical segments, but provides limited improvement in accessing a center.
- Creates a new intermodal connection that provides moderate system-wide performance benefits.
- Addresses important, but not critical, gaps or barriers in the development of a corridor and has limited improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

70. If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.

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

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

- Improves a corridor in logical segments, but provides limited improvement in accessing a center.
- Creates a new intermodal connection that provides moderate system-wide performance benefits.
- Addresses important, but not critical, gaps or barriers in the development of a corridor and has limited improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

**71. How does the project maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.**

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

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

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a

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center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

- Improves a corridor in logical segments, but provides limited improvement in accessing a center.
- Creates a new intermodal connection that provides moderate system-wide performance benefits.
- Addresses important, but not critical, gaps or barriers in the development of a corridor and has limited improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

72. **Will this project extend the useful life of an asset or will it replace an asset that is beyond the useful life?**

- \_\_\_ The entire project will extend the useful life of an asset or replace an asset beyond its useful life. (3 points)
- \_\_\_ Part of the project will extend the useful life of an asset or replace an asset beyond its useful life. (2 points)
- \_\_\_ No, this project will not extend the useful life of an asset or replace an asset beyond its useful life. (0 points)

Explain:

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 3)

**RURAL APPLICATIONS**

73. Are the environmental/water quality improvements greater than the minimum requirements?  
Please describe:

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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

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 3)

74. Will this project improve the efficiency and accessibility of trucks to deliver rural economy products such as, mineral extractions, forest products, food or other agricultural products to the urban centers?

Yes \_\_\_\_\_ 6 points  
No \_\_\_\_\_ 0 points

Please explain: \_\_\_\_\_

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

- Demonstrate the project will improve transportation for more than one rural product group.
- The project consists of upgrades that provide greater sustainability for the rural freight system.

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

- Demonstrate the project will improve transportation for one rural product group.
- The project consists of upgrades that do not mitigate the impacts of truck traffic.

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

- The project does not improve transportation for any of the rural product group.
- The project does not include rehabilitation nor reconstruction elements.

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 6)

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**PICK AND SCORE ONE ONLY (75 or 75A)**

**75. Percent of heavy trucks (3 axles min) \_\_\_\_\_%**  
**Basis for determining truck percentage (a description is required to score points)**

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- Over 10% \_\_\_\_\_ 3 points
- 5 to 9% \_\_\_\_\_ 2 points
- 2 to 4% \_\_\_\_\_ 1 point

**OR**

**75A. Truck Route Classification** (see link <http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm>)

- T-1: more than 10 million tons per year \_\_\_\_\_ 3 points
  - T-2: 4 million to 10 million tons per year \_\_\_\_\_ 2 points
  - T-3: 300,000 to 4 million tons per year \_\_\_\_\_ 2 points
  - T-4: 100,000 to 300,000 tons per year \_\_\_\_\_ 1 point
  - 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 3)

**76. Does the project widen or improve travel lane width, shoulder width, and/or improve the entering sight distance of an existing facility?**

- Yes, increases lane and shoulder widths \_\_\_\_\_ 8 points
- Yes, increases entering sight distance \_\_\_\_\_ 7 points
- Yes, increases lane widths only \_\_\_\_\_ 6 points
- Yes, increases shoulder widths only \_\_\_\_\_ 5 points
- None \_\_\_\_\_ 0 points

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 8)

**77. 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...):

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

Project Title 23<sup>rd</sup> Avenue SE, Meridian to 9<sup>th</sup> ST SE  
Agency City of Puyallup

78. Will this project retain the important cultural, economic, and rural lifestyle opportunities of the region?

- Yes \_\_\_\_\_ 3 points
- No \_\_\_\_\_ 0 points

Please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 3)

79. How does this project support cottage industries, small-scale farms, and/or access to recreational areas in designated natural resource lands?

- 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 the industries, farms, and/or recreational areas.
  - The project improves access to more than five of the industries, farms, and/or recreational areas.
- Medium:** A medium scoring project would demonstrate the following characteristics:
- The project improves a corridor with indirect access to the industries, farms, and/or recreational areas.
  - The project improves access to three or more of the industries, farms, and/or recreational areas.
- Low:** A low scoring project would demonstrate the following characteristics:
- The project provides minimal access to the industries, farms, and/or recreational areas.
  - The project improves access to less than three of the industries, farms, and/or recreational areas.

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 5)

80. Does the project, in whole or incrementally, improve the connectivity of the rural transportation system?

- Yes, improves connections to 3 or more agencies outside of the Urban Growth Area \_\_\_\_\_ 3 points
- Yes, improves connections to 2 or more agencies outside of the Urban Growth Area \_\_\_\_\_ 2 points
- Yes, improves connections within 1 agency outside of the Urban Growth Area \_\_\_\_\_ 1 points
- No \_\_\_\_\_ 0 points

Please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 3)

Project Title 23<sup>rd</sup> Avenue SE, Meridian to 9<sup>th</sup> ST SE

Agency City of Puyallup

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:

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

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

mal (initial) Agency acknowledges it must apply for listing in Regional TIP before June 1 of the selected obligation year.

BY:   
Approving Authority

TITLE: City Engineer

DATE: 4/30/14