

Project Title Puyallup Street Overlay
Agency City of Sumner

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: Mike Dahlem Address: 1104 Maple St. Ste 260
Sumner, WA 98390

Title: City Engineer Telephone: 253-299-5702

Email: miked@ci.sumner.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			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway		Multiple Intersections – Roadway
	Environmental Improvement – Roadway		Single Intersection – Roadway
	Major Widening – General Purpose		Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
X	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)		Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	New/Relocated Transit Alignment		New ferry route
	Transit Center or Station – new or expansion		Service Expansion – Ferry
	Flyer Stop		New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance		Terminal Preservation
	Park and Ride (new facility or expansion)		New/Replacement Vessels – Passenger Only
	Vehicle Expansion		New/Replacement Vessels – Car/Pass
	Vehicle Replacement		Vessel Preservation/Rehabilitation
	Operations – Transit		Operations – Ferry
	Service Expansion – Transit		Other – Ferry

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	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: Puyallup Street

From: Fryar Ave. Bridge To: Williams Ave.

Or, other appropriate locating information: _____

Project Length: 2,020 (feet)

4. Federal Route Number 3280

5. Federal Functional Class: Major Collector see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. Posted Speed Limit: 25 mph

5b. Average Daily Traffic Volume: 7,015

PROJECT DESCRIPTION

6. Funding Request: What is the proposed funding source? STP CMAQ _____

7. Is this project included in a locally adopted plan or program?
(This is a threshold requirement to compete in this funding process. Projects not shown in the applicants adopted local TIP or Transportation Element of its Comprehensive Plan are not eligible. Please provide a copy of the necessary documentation).

Yes No _____

If yes, cite document, page(s) and adoption date: City of Sumner's Six-Year Transportation Improvement Program 2015-2020, A-5, Page One. See Appendix A for Sumner's TIP

8. Brief Project Description - Include a 8 1/2 x 11 detailed vicinity map and a cross-section detail of the project, if applicable (100 words maximum):

This project will overlay the failing portion of Puyallup Street within the City of Sumner. The overlay project is approximately 2,020 feet long. The road is a truck route on the southern limits of Sumner's Manufacturing and Industrial Center. This project will improve the structural integrity of Puyallup Street, a heavily-used arterial located in the Sumner/Pacific MIC. Improvements along this corridor include excavating, repairing areas of failing subgrade, extensive crack repair, overlaying the roadway with 2-inches of HMA, and reconstructing or retrofitting existing curb ramps in conformance with current ADA requirements. See Appendix B for Vicinity Map.

Confirm word count (96 words).

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PROJECT TRACKING AND FUNDING

NOTE: Sponsors may request funding for any single phase of the project, but requests for multiple phases is limited to preliminary engineering plus the subsequent phase necessary. For instance, requests for multiple phases are limited to the combination of (1) preliminary engineering and right-of-way or (2) preliminary engineering and construction (no right-of-way and construction requests will be considered).

Required Match: A minimum of 13.5% of local matching funds is required for PSRC’s FHWA funding. The following formula may be used to calculate the projects match:

To calculate the amount of matching funds, divide the federal funds requested by .865 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

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

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

10. Grant Funds Requested

Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Preliminary Engineering	2015	\$99,232
Construction	2016	\$496,164
		\$
		\$
		\$
		\$595,396

IMPORTANT: Please select 2015, 2016 or 2017 for estimated obligation year. Per PSRC’s adopted project tracking policies, the deadline for obligating funds is June 1 of the selected obligation year. For more information, see:
<http://www.psrc.org/transportation/tip/tracking>

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11. Total Project Cost (\$688,320)

Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

A	B	C	D	Project Phase			
				E	F	G	H
Fund Source	Secured, reasonably Expected, or Unsecured?	Obligation Date (Yr Only)	\$ Amount by Funding Source	Planning	Prelim. Eng/ Design	Right-of-Way	Construction / Implementation
Local	Secured	2015 Design 2016 Const.	\$92,924		\$15,488		\$77,436
(name) Co-op Jurisdiction							
(name) Private Funds							
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	2015 Design 2016 Const.	\$595,396		\$99,232		\$496,164
TOTAL			\$688,320		\$114,720		\$573,600

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

11a. Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required, etc. For more information on the definition of secured, reasonably expected, and unsecured funds, refer to:

<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>

The attached budget sheet is our internal routing form used to appropriate the funds to a project. The budget sheet is initiated by the project manager, signed by the City Engineer, Public Works Director, Finance Manager and then by our City Administrator. As you can see in the appendix we have signatures by all approving authorities. It is also identified in the City of Sumner's Six-Year Transportation Improvement Program 2015-2020, A-5, Page One. See Appendix A for attached Sumner TIP. See attached Appendix C for executed budget sheet.

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THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT PRIORITIZATION.

PROJECT READINESS

12. **Cooperating Jurisdictions and Private Sector Support, if any: Provide names of all jurisdictions and private parties, contributing funds would be applied, and the percentage of total project funds provided. The percentage shall be expressed based on the costs of the requested phases under the current application. Contributing funds for prior phases shall not be considered. Applicants that have been previously awarded grant funding for their project CANNOT use the grantor as a cooperating jurisdiction.**

Letters of Commitment from all cooperating jurisdictions and private sector support must be attached to receive points: Yes No X

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

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

COMMITTEE SCORE
(Max. score of 3)

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
Total:			

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

COMMITTEE SCORE
(Max. score of 3)

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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)	X	Funding requested here completes project or fully implements the project	X
ROW plans approved by WSDOT		Purchase of ROW certified or not required	X

*Note: NEPA will NOT be finalized until the "next" project phase is funded in the STIP.

COMMITTEE SCORE _____
 (Max. score of 6)

Please provide information on your project readiness to proceed:

Design Status (% complete): 0%

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Not complete	6/1/2015
Environmental Approval	Not complete	7/31/2015
Right-of-Way Certification	N/A	Click here to enter a date.

If construction funds are being requested, please describe any ROW needs for the project, including the number of parcels needed, whether property owners are expected to cooperate (and your agency's experience with condemnation and/or whether it is willing to go to condemnation if needed).

No right of way is required for this project.

17a. Will other secured or reasonably secured funding benefits be missed if the project remains unfunded in 2015, 2016 or 2017?
 Yes _____ No X (Include information about other funding benefits.)

Please explain:

COMMITTEE SCORE _____
 (Max. score of 1)

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

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

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.

This project serves the Sumner Town Center and is located in the Pacific/Sumner MIC. See Appendix D for attached Centers Map.

COMMITTEE SCORE _____
 (Max. score of 8)

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

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

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

If yes, provide route number(s) _____

COMMITTEE SCORE _____
 (Max. score of 2)

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20. **What is the peak number of transit vehicles per hour within the project limits? (Transit routes that “intersect” are okay only when the project improves the intersection)**

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

Peak number of transit vehicles per hour 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)	<input type="checkbox"/>	Schools	<input type="checkbox"/>	Household/Retail	<input checked="" type="checkbox"/>	Commercial Areas	<input checked="" type="checkbox"/>
Transit locations (0-5 trips/day)	<input type="checkbox"/>	Grocery Store	<input type="checkbox"/>	Parks and Recreation	<input checked="" type="checkbox"/>	Cultural Facilities (museums, libraries, etc.)	<input checked="" type="checkbox"/>
Transit locations (0-5+ trips/day)	<input type="checkbox"/>	Medical	<input type="checkbox"/>	Employment Centers	<input type="checkbox"/>	*Other	<input type="checkbox"/>

1 point each item

*Please describe:

 This project will improve non-motorized access by constructing new ADA compliant curb ramps at all intersections located within the project area. Puyallup street provides direct access to commercial, residential, and recreational facilities, including the Sumner Link Trail, historic Downtown Sumner with Heritage Park and the Sumner Historical Society’s Ryan House Museum, and the Sumner Pierce County Library. See Appendix E for attached Non-motorized Access Map.

COMMITTEE SCORE
(Max. score of 12)

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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 point
- No 0 points

If yes, please name adjacent segments; provide their funding source, and completion date: This project will be a continuation of the Fryar Avenue project. The funding source was STP (ID# SUM-8) and was completed in 2010.

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:

This project has the potential to reduce emissions by creating a safer and more accessible route for pedestrians to use, as well as providing a smoother road surface for vehicles. With a smoother road surface vehicles will be able to travel at normal speeds. With the placement of new curb ramps, pedestrians will be encouraged to walk instead of driving to locations within the project area.

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

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- The air quality benefits will occur by 2025.

Low: A project will rate low if:

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

High = 5 points
 Medium = 3 points
 Low = 2 points
 0 = 0 points

COMMITTEE SCORE
 (Max. score of 5)

PRESERVATION APPLICATIONS

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

<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: 0.8 / 11,000 (lane miles / SY)

40. Distressed Pavement (SY / percentage of total roadway surface (matching question 12))
 11,000 / 25 %
 (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). \$10,500 See Appendix F for Engineer's Estimate

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

Concrete or HMA treatment X 5 points

Chip Seal _____ 2 points

COMMITTEE SCORE _____
(Max. score of 5)

43. Project Roadway Pavement Condition Index (PCI) 63.80

Year of Project Roadway (PCI) (must be no older than 2010) 2011

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

PCI rating was taken from the PAVER 6.5.2 pavement management system. See attached Appendix G for PCI Rating Report sheet.

75 to 80 _____ 3 points

65 to 74 _____ 9 points

55 to 64 X 5 points

COMMITTEE SCORE _____
(Max. score of 9)

PICK AND SCORE ONE ONLY (44 or 44A)

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

Over 10% _____ 7 points

5 to 9% _____ 5 points

2 to 4% _____ 3 points

OR

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

T-1: more than 10 million tons per year _____ 7 points

T-2: 4 million to 10 million tons per year _____ 5 points

T-3: 300,000 to 4 million tons per year X 5 points

T-4: 100,000 to 300,000 tons per year _____ 3 points

T-5: at least 20,000 tons in 60 days _____ 2 points

Locally designated truck route _____ 2 points

(Must be in Code or Comprehensive Plan and attached)

COMMITTEE SCORE _____
(Max. score of 7)

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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 82.2

Year of overall functionally classified PCI 2011 (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) _____

COMMITTEE SCORE _____
(Max. score of 3)

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TOTAL SCORE FOR ALL SECTIONS _____

JURISDICTION APPROVAL.

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

- MD (initial) The project information contained within this application is accurate.
- MD (initial) The project is programmed and matching funds are available.
- MD (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