

Project Title: 142nd Ave 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
	Preservation/Maintenance/Reconstruction	Minor Interchange – GP
X	Resurfacing	Minor Interchange – HOV
	New Bridge or Bridge Widening	Other – Roadway
	Bridge Rehabilitation	
NONMOTORIZED		
	Sidewalk	Bike Lanes
	Regional Trail (Separate Facility)	Other – Nonmotorized
	Non-Regional Trail (Separate Facility)	
OTHER		
	Transportation System Management	Transportation Demand Management
	Intelligent Transportation System	Other – Special
	Study or Planning activity	
TRANSIT		
	New/Relocated Transit Alignment	New ferry route
	Transit Center or Station – new or expansion	Service Expansion – Ferry
	Flyer Stop	New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance	Terminal Preservation
	Park and Ride (new facility or expansion)	New/Replacement Vessels – Passenger Only
	Vehicle Expansion	New/Replacement Vessels – Car/Pass
	Vehicle Replacement	Vessel Preservation/Rehabilitation
	Operations – Transit	Operations – Ferry
	Service Expansion – Transit	Other – Ferry
	Other – Transit	

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PROJECT LOCATION INFORMATION

(Roadway projects without a federal route number or a federal functional class may be ineligible for federal funds.)

- 3. **Project Location:** 142nd Ave
From: Tacoma Ave Bridge To: 24th Street
Or, other appropriate locating information: _____
Project Length: 6,600 (feet)
- 4. **Federal Route Number** 3231
- 5. **Federal Functional Class:** Major Collector see link www.wsdot.wa.gov/Mapsdata/tools/functionalclass
- 5a. **Posted Speed Limit:** 35 mph
- 5b. **Average Daily Traffic Volume:** 7,015 ADT

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: Sumner's TIP, project A3 (See appendix)

- 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):**
Grind and overlay 142nd Avenue from Tacoma Avenue Bridge to 24th Street. This stretch of 142nd is a four-lane road that is the primary access for most businesses in the Pacific-Sumner Manufacturing Industrial Center. Regional and national distribution centers for key employers like REI and Keurig Green Mountain rely on this roadway for their truck distribution as well as the bulk of 10,000 employees getting to and from the centers. With the increasing commute congestion on Highway 167 through Sumner, it's also becoming a "cut-through" route for commuters trying to shorten their trip.

Confirm word count (_____ words).

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

This project will improve the structural integrity of 142nd Avenue E, 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” of HMA, and reconstructing or retrofitting existing curb ramps in conformance with current ADA requirements.

This project will rehabilitate one of the busiest designated truck routes in Sumner and within the Sumner/Pacific MIC. This road supports logistics, manufacturing and distribution that help both the Port of Tacoma and the Port of Seattle be successful. Repairs are necessary now. Further delay will result in further deterioration of the driving surface and roadway subgrade, which, in turn, will necessitate costly repairs or full-depth reconstruction in the future. The corridor is important for regional commerce in the South Puget Sound area, providing access to the following:

1)SR 167 and the two ports for tractor-trailers exiting and entering the Sumner/Pacific MIC. This stretch of 142nd supports REI, Duck Delivery, SEFNCO, Costco, Keurig Green Mountain and many other companies who together employ approximately 10,000 people within Sumner.

2) The Sumner Town Center and historic Main Street via Fryar Ave.

3) The Auburn Local Center via 136th Ave E and Stewart Road, and

4) The Edgewood Meridian Centers via 136th Ave E and Jovita Blvd E.

There is still room for more job development along this corridor, but companies will soon seek other locations if 142nd is allowed to deteriorate any further.

Confirm Word count (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	\$290,484
Construction	2016	\$1,452,422
		\$
		\$
		\$
		\$1,742,906

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 (\$2,060,257)

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

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

A Fund Source	B Secured, reasonably Expected, or Unsecured?	C Obligation Date (Yr Only)	D \$ Amount by Funding Source	Project Phase			
				E Planning	F Prelim. Eng/ Design	G Right-of- Way	H Construction / Implementation
Local	Secured	15/16	272,015		45,336		226,679
(name) Co-op Jurisdiction							
(name) Private Funds							
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	15/16	1,788,242		290,484		1,452,422
TOTAL					335,820		1,679,101

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>

See Appendix C for a copy of our approved budget sheet and engineers estimate. The 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. This approved as part of our 6-year TIP (Appendix A).

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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
Total:			

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

COMMITTEE SCORE _____
(Max. score of 3)

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

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

COMMITTEE SCORE _____
(Max. score of 3)

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13. Has the jurisdiction secured/obligated state or federal funding for any of the projects below phases or has it completed a phase of the project using local funds only? (Please check all that apply)

Planning _____ 1 point P/E Design _____ 2 point
ROW _____ 2 point Construction _____ 2 point
(ROW is required to receive points)

If any are checked, name project title and Funding Agency ID# _____

Funding Source: _____
Funding Amount(s): _____

Name and completion date of Planning Study: _____

COMMITTEE SCORE _____
(Max. score of 7)

14. Federal Functional Classification: Principal Minor Collector

Principal _____ 3 points
Minor _____ 2 points
Collector X 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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

Yes X 2 points
No _____ 0 points

If yes, what are they? _____
Any existing ADA ramps adjacent to the project that are not meeting current code will be removed and re-constructed to meet current codes.

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	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	12/31/2015
Environmental Approval	Not complete	11/30/2015
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).

There are no right-of-way (ROW) needs: this is a grind and overlay of the existing roadway. If the ADA ramps are to be fixed, we will design them to stay within the existing ROW.

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.

See Appendix E. The project is within the Sumner/Pacific MIC and it not only serves that center but it also serves our local town center.

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

1 point each item

*Please describe:

Any upgrades to ADA facilities adjacent to the project will improve non-motorized access. The roadway is in the middle of our Sumner/Pacific MIC. See Appendix E.

COMMITTEE SCORE
 (Max. score of 12)

22. Does this project provide contiguous gap-closure to a previously funded transportation route?

(Gap closure projects may improve the facility to a standard equal to those sections on either end of the project. Gap closure project may provide a missing link of a facility that leads to a single connected facility. Gap closure projects are not limited to roadway sections and may include pedestrian paths, bicycle paths, trails, bridges, or any other transportation project which completes the system.)

Yes, Final Section 3 points
 Yes, Next Section 2 point
 No X 0 points

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

COMMITTEE SCORE
 (Max. score of 3)

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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:

N/A.

High: A project will rate high if:

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

Medium: A project will rate medium if:

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

Low: A project will rate low if:

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

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

COMMITTEE SCORE _____
(Max. score of 5)

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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:

N/A.

- Yes, Significant Improvement 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:

Water quality will be provided in a stretch of the roadway that currently does not receive treatment in the NE quadrant. Water quantity is not required with a direct discharge to the White (Stuck) River.

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)

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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:

N/A.

(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 _____ 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 _____ 2 points
Yes, other solution _____ 1 point
No, the intersection does not meet 2 warrants 0 points

Please describe the other solution:

N/A.

COMMITTEE SCORE _____
(Max. score of 3)

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29. Will this project improve the efficiency and accessibility of trucks to freight distribution facilities and/or other intermodal connections?

Please explain:

Due to the deterioration of the roadway, if we do not act soon the efficiency of the roadway will be diminished. As important employers like Costco and Amazon.com have moved employment into this area, they thank Sumner for investing in key infrastructure like the 142nd Corridor. Any further deterioration without overlay will begin to turn this asset into generating business into a liability. Plus, failing to overlay 142nd now means a more costly and extensive construction job later, which will interrupt truck traffic with costly delays.

- 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 X 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 _____ 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...):

As with any overlay project, there is an inherent safety rectification with repair of a failing roadway pavement. When pavement fails to the point that driving on the normal wheel path becomes a nuisance, vehicles tend to swerve to miss said nuisances. Although we have not seen an accident report that directly states the roadway was the cause, it is only a matter of time.

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 _____ 1 point
- No X 0 points

COMMITTEE SCORE _____
(Max. score of 3)

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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:

N/A.

Removes conflicts for three modes of transport _____ 2 points
Removes conflicts for one mode of transport _____ 1 point
Improves system without removing conflicts X _____ 0 points

COMMITTEE SCORE _____
(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

33. Percent of heavy trucks (3 axles min) 46 %
Basis for determining truck percentage (a description is required to score points)

This percentage is based on traffic counts obtained in 2013 using our Delta III Traffic Counters.

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 _____ 1 point
No X _____ 0 points

COMMITTEE SCORE _____
(Max. score of 1)

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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 _____ 3 points
Yes, adds a non-continuous TWLTL or a non-continuous center median _____ 2 points
No X 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 _____ 2 points
None X 0 points

COMMITTEE SCORE _____
(Max. score of 2)

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