

Project Title Stewart Road Bridge Right-of-Way
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

Project Title Stewart Road Bridge Right-of-Way
 Agency City of Sumner

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
	Resurfacing		Minor Interchange – HOV
X	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		

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

PROJECT LOCATION INFORMATION

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

3. **Project Location:** Stewart Rd SE Bridge

From: Butte Ave E To: 140th Ave Ct E

Or, other appropriate locating information: _____

Project Length: 870 (feet)

4. **Federal Route Number** 3290

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

5a. **Posted Speed Limit:** 35 mph

5b. **Average Daily Traffic Volume:** 14,249

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 Sumner's Six-Year Transportation Improvement Program 2015-2020, A-4, Page One. See Appendix A for attached Sumner 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 replaces the two-lane Stewart Road Bridge with four lanes of traffic, two 12-foot center lanes, two 15-foot outer lanes for motorized and bicycle traffic, separated 6.5-foot sidewalk (south) and 10.5-foot sidewalk (north) with guard rails. This project simultaneously increases truck access to a major employment center, improves commutes for thousands, and adds a safe, non-vehicular commute option by connecting the Sumner Link Trail to the Interurban Trail. The new bridge also provides clearance to the White River 100-year flood elevation and changes piers to a composite 2-span bridge, reducing flood hazards and improving the White River's flow. (See Appendix B for attached Vicinity Map and Appendix C for Cross-section Detail.)

Confirm word count (99 words).

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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
Right of Way	2016	\$702,959
		\$
		\$
		\$
		\$
		\$702,959

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>

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

11. Total Project Cost (\$14,579,808)

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	2013, 2016	\$321,274		\$54,800 (2013)	\$132,274 (2016)	
(Pierce County) Co-op Jurisdiction	Secured	2002, 2013, 2016	\$428,775	\$200,000 (2002)	134,200 (2013)	\$94,575 (2016)	
(Tarragon) Private Funds	Secured	2016	\$50,000			\$50,000	
(STP) Grant	Secured	2015	\$1,211,000		\$1,211,000		
Other	Secured						
Other	Unsecured	2020	\$12,000,000				\$12,000,000
Other							
Grant Request	Unsecured	2016	\$702,959			\$702,959	
TOTAL			\$14,579,808	\$200,000	\$1,400,000	\$979,808	\$12,000,000

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

11a. Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required, etc. For more information on the definition of secured, reasonably expected, and unsecured funds, refer to:
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>
 The 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. The project is also identified in the City of Sumner's Six-Year Transportation Improvement Program 2015-2020, A-4, Page One. See Appendix A for attached Sumner TIP, attached Appendix D for the executed budget sheet and attached appendix I for inter local agreement with Pierce County.

Project Title Stewart Road Bridge Right-of-Way
 Agency City of Sumner

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 X No

Please see attached Appendix I for Cooperating Jurisdiction Letter of Commitment*

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
Pierce County	ROW	\$94,575	9.65%
Total:			

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

COMMITTEE SCORE
(Max. score of 3)

Please see attached Appendix J for Private Sector Letter of Commitment*

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
Tarragon	ROW	\$50,000	5%
Total:			

- X 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)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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) *		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	
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): 30%

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Not complete	4/30/2015
Environmental Approval	Not complete	12/31/2015
Right-of-Way Certification	Not complete	6/1/2016

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).

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:

Local funds are already reasonably secured for the right-of-way phase.

COMMITTEE SCORE _____
(Max. score of 1)

Project Title Stewart Road Bridge Right-of-Way
 Agency City of Sumner

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)	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.

This project is located in Pacific/Sumner's Manufacturing/Industrial Center, which is a regional candidate center. The project also connects and serves Sumner's Local Center and Auburn's Local Center. In the City of Sumner alone, there are over 10,000 jobs supported in the industrial area with key companies like NYK Logistics, Amazon.com, REI, Costco, JCPenney, Kellogg's and others. There is room for further development, especially with the former Sumner Meadows site identified by Colliers International as one of the last large industrial distribution parcels left in the Puget Sound, but potential developers all expressed concern over the functionally obsolete existing Stewart Road bridge. See Appendix E 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)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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:

The project is a key missing link in providing non-motorized access to most of these resources. It will provide a safe connection between the Interurban Trail and the Sumner Link Trail, for 40 miles of uninterrupted corridor from Tukwila to Mt. Rainier, key for recreation and commuting. It also connects to the Lakeland Hills trail, which serves 12,000 households in Lakeland Hills (City of Auburn) plus access to grocery, schools, parks and medical facilities in that development. See attached Appendix F for map.

COMMITTEE SCORE
 (Max. score of 12)

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

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

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

If yes, please name adjacent segments; provide their funding source, and completion date: Stewart Road Widening east of 140th Ave. Ct. E. to Lake Tapps Pkwy E. Funding source was TIB and was completed in 2010.

COMMITTEE SCORE
 (Max. score of 3)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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 reduce emissions in two key ways. First, it will improve traffic flow and shorten idling time. These improvements will be a result of additional lanes being added in with the new bridge. Logical termini for Stewart Road SE corridor are SR 167 to the west and East Valley Highway to the east (about 1.25 miles). Freeflow travel time between these points is 2.1 minutes, with and without the Project. Travel time during the truck peak hour (4:00 to 5:00 pm) was estimated using Synchro SimTraffic software to simulate traffic operations along the corridor with existing and projected 2024 traffic volumes. The resulting projected average speed was applied to the corridor length to estimate average travel time (simulation summary reports are attached). During the current truck peak hour, the average travel time is 3.0 minutes; the Project would improve average travel time to 2.9 minutes. In 2024 (10 years in future), the average travel time during the truck peak hour is projected to be 3.6 minutes; the project would improve average travel time in 2024 to 3.0 minutes.

Second, it also provides a safe connection from the Interurban Trail to the Sumner Link Trail, Riverwalk Trail (Puyallup) Foothills Trail (Orting) and Lakeland Hills Trail (Auburn). With easy connections to Sound Transit bus and trains, this corridor offers a full, multi-modal system for commuting without vehicles. Every day, the KOMO Radio traffic report starts with the parking lot that is idling cars on Highway 167 between Sumner and Auburn. As soon as this project provides a safe alternative, bicycle commutes or multimodal commutes with Sound Transit bus/trains and bicycle will increase dramatically, pulling cars off 167.

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 = X 3 points
Low = _____ 2 points
0 = _____ 0 points

COMMITTEE SCORE _____
(Max. score of 5)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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:

Yes, there will be a signal installed at the intersection of Butte Ave. E. and Stewart Rd. This will be a signal interconnection with signals at 140th Ave. Ct. E and Valentine Ave. SE. Current conditions consist of a principal arterial road with an average daily traffic rate of 14,249 vehicles. With the proposed widening of the bridge, traffic operations will be improved along the corridor and reduce the number of conflict points where accidents currently occur. With the increased capacity and new signal vehicles will be able to pass through the corridor faster and safer. With the increased traffic flow emissions from idling vehicles will be reduced.

- Yes, Significant Improvement X 2 points
- Yes, Minor Improvement 1 point
- No 0 points

COMMITTEE SCORE
(Max. score of 2)

25. Are the environmental/water quality improvements greater than the minimum requirements?

Please describe:

Yes, the project will provide water quality as required and will collected stormwater from all surfaces located within the project area for treatment. The project area consists of more than 5,000 square feet of new impervious surface.

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)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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:

The project will include horizontal improvements by widening the bridge by two lanes. This widening will increase traffic capacity and improve traffic flow throughout the corridor. Also the bridge will be designed with the center pier located outside of the river channel. Locating the center pier outside of the river channel eliminates degradation of fish habitat and reduces flooding from debris and sediment deposition that currently collects around the existing piers. The project will include vertical improvements by designing the bridge to have ample clearance from the bridge bottom to the White River 100-year flood elevation. See attached Appendix C for design drawings and pictures of the current bridge.

(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:

COMMITTEE SCORE _____
(Max. score of 3)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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

Please explain: Yes, with the increase of traffic lanes, trucks will have more access to Pacific/Sumner's MIC. This area serves both the Ports of Seattle and Tacoma and includes the last, largest remaining portions of land available for future economic development. However, in the past, future developers have hesitated when they looked at the existing, functionally obsolete Stewart Road Bridge.

- 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 X 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 _____ 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...):
Currently, the existing bridge is very narrow with little to no shoulder room for pedestrian or bicycle access. Current users play a dangerous game of "Frogger," trying to share a 12-foot lane with large trucks. Just beyond the bridge, one young engineer lost that game in a fatal bicycle-truck accident a few years ago. This project greatly improves safety by separating pedestrians and vehicles with sidewalks and guard rails. Bicycles also get outer lanes of 15 feet each to improve safety of sharing this path with vehicles. See attached Appendix G for accident reports.

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)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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

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

Please explain:

Yes, this project greatly improves safety by separating pedestrians and vehicles with sidewalks and guard rails. Bicycles also get outer lanes of 15 feet each to improve safety of sharing this path with vehicles. See attached Appendix G for accident reports.

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

COMMITTEE SCORE
(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

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

- Over 10% 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 X 5 points
 - T-2: 4 million to 10 million tons per year 4 points
 - T-3: 300,000 to 4 million tons per year 3 points
 - T-4: 100,000 to 300,000 tons per year 2 points
 - T-5: at least 20,000 tons in 60 days 1 point
 - Locally designated truck route 1 point
- (Must be in Code or Comprehensive Plan and attached)

COMMITTEE SCORE
(Max. score of 5)

34. Does this project add a dedicated turn pocket or lane-drop at one or more intersections?

- Yes X 1 point
- No 0 points

COMMITTEE SCORE
(Max. score of 1)

Project Title Stewart Road Bridge Right-of-Way
Agency City of Sumner

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 X _____ 2 points
None _____ 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.
- MP (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