PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Rivergrove Community Pedestrian Bridge	N/A	Sumner
Co-Sponsor	**Certification Acceptance?**	**CA Sponsor**
	Yes	

Project Contact Information

Name	Phone	Email
Andrew Leach	253-299-5711	andrewl@sumnerwa.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.
This project will construct a non-motorized pedestrian bridge over SR 410 for the Rivergrove Neighborhood to access Sumner Station/Sound Transit as well as Sumner's downtown core and Sumner-Bonney Lake School District's Early Learning Center, Maple Lawn Elementary and Sumner Middle School. The project will include new sidewalk and curb ramps at either end of the bridge to connect the bridge to Sumner's sidewalk system. This project also supports the local Sumner Town Center. The funds from this grant will be used to complete the construction phase of the project.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?
This project will construct a non-motorized bridge over SR 410 to reconnect an estimated 1,300 residents to Sumner amenities. This project will give Rivergrove Neighborhood its first safe, non-vehicular route to the nearby Sumner Station/Sound Transit as well as Sumner's downtown core, parks, retail and Sumner-Bonney Lake School District's Early Learning Center, Maple Lawn Elementary and Sumner Middle School.

SR410 creates a barrier, forcing pedestrians and bicyclists onto a round-about route that requires using busy SR 162, which lacks any kind of separated, safe lane or area for pedestrians and bicyclists on the stretch between Rivergrove and the rest of Sumner. Adults do not feel comfortable mixing that closely with high volumes of traffic, let alone seniors or children. This is the only reason we don’t have good existing data on traffic counts or accidents because, understandably, very few will brave the existing option for pedestrian/bicycles.

This one bridge greatly improves the accessibility for a diversity of neighborhoods, giving a bicycle/pedestrian

option that literally bridges the short distance, making non-vehicular travel easy, accessible and safe. It also provides an access alternate to the existing one-road entrance/exit that relies on an already overcrowded highway with the foreseeable future bringing only increased volumes before there's any relief. This becomes especially important in the event of an evacuation of this neighborhood for a lahar, urban wildfire or flood. Currently, residents have ONLY the one entrance onto SR 162, which will quickly become gridlocked in a large-scale evacuation.

Project Location

Location	**County/Counties**
SR 410 (~9.95 mile marker)	Pierce
Beginning Landmark	**Ending Landmark**
Corner of Alder Ave & Maybelle Street	143rd Avenue East

Map and Graphics
f-132-552-18667495_7nf210y6_Project_map_and_alignment.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?
Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.
Sumner's Six-Year Transportation Improvement Program & Comprehensive Plan, Trail Program Section (T3), pg 2

The 6-year Transportation Improvement Program is referenced by the comprehensive plan under "Agency Coordination pg 86

Sumner's Parks & Trail Plan, Section 8.1 System Plan-Trail Corridors, pg 8-42, Exhibit 8-1 on pg 8-43, Sumner Transportation Improvement Program 2021-2026, Item T3

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Federal Functional Classification

Federal Functional Classification	**Rural Functional Classification**	**Urban Functional Classification**
		Exception

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

This project supports the Sumner Town Center activities by providing a safe route for customers to shop in current stores as well as in the planned development without having to walk along SR 162 or drive their vehicles into town. The Town Center Code states "it includes street standards that will fulfill the goals and policies for a walkable community and creates places for the public to gather." The transportation section states "Size parking capacity to not exceed local parking requirements and, where possible, seek reductions in parking supply through special permits or waivers" as well as "Use traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety" both showing that less parking is wanted and that non-motorized use is preferred. The only non-motorized option is to use the shoulder of the overcrowded SR 162 to cross SR 410. That option is much longer and could be considered dangerous. By eliminating this gap in service, the bridge will help residents access the major destinations in the center. The project provides greater access to the center by connecting this community to the rest of Sumner's sidewalk network that includes the Sounder Station, City Hall, downtown shops and future developments all the while reducing the need for their vehicles.

This project will benefit the establishment of new jobs/businesses and retain existing jobs/ businesses by increasing the walk-ability of the community. This pedestrian bridge provides a non-motorized link from Sumner's Rivergrove Neighborhood Community to historic downtown. We have heard from many potential large employers that it is very important that multi-modal transportation options are available for commuters. Completion of the bridge provides opportunities for bicycling and walking commutes.

This project will benefit the existing and planned housing/employment densities in the Sumner Town Center. Establishing safe, designated non-motorized corridors will encourage individuals to walk/run/ride bikes instead of taking cars. Less traffic promotes the small-town atmosphere that Sumner visitors and resident cherish. This project will create an opportunity for housing, jobs, daily needs, and other activities to be within easy walking distance of each other.

This project improves safe & convenient access to major destinations within the Town
Center by completing an essential link to the Rivergrove Neighborhood. A lot of Sumner residents, including youth and senior citizens, use walking and bicycling to run errands in the historic downtown area. Currently, the neighborhood only has one option to get to downtown Sumner which is the busy SR 162. Providing a separate bridge to downtown will improve safety and provide more convenient access to businesses. This trail will promote the movement of people and goods and lessen the reliance on automobiles.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

This project benefits the Sumner-Pacific Manufacturing Industrial Center and Sumner Town Center, a Countywide Center. This project will directly benefit and support the development/redevelopment plans and activities of the Sumner Town Center. The project will also benefit the Sumner-Pacific Manufacturing Industrial Center by giving the residents of the Rivergrove Community a safe connection to walk or bicycle one mile to work. By providing this connection, employees may find greater job satisfaction in knowing they don't have to rely on a vehicle or use a undesirable route and freeway crossing.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.
The project is a pedestrian bridge that travels over SR 410. It will allow the Rivergrove

community to completely avoid traffic on SR 162 by going directly over SR 410 and connecting into Sumner's sidewalk network. The bridge itself is the gap closure. It allows a large section of town to be connected by a non-motorized bridge. The sidewalk network in the Rivergrove Community is shut off from connecting to any other network. By constructing this bridge the Rivergrove Community can utilize their existing sidewalks to join the rest of the city, truly creating a Citywide sidewalk and trail network.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.
The project eliminates the need to use multiple intersections on SR 162 by providing a non-motorized bridge over SR 410. It creates an opportunity for walkers and bicyclists to travel on residential streets (instead of arterials) and to be within 0.5 miles of Sumner's Town Center with access to the Sounder Station. The current route that pedestrians or bicyclists must take requires them to travel to SR 162. This route takes them in the opposite direction of the Sumner Town Center. Once on SR 162 pedestrians must pass through a gap in the sidewalk system where there is no separated path for pedestrians or bicyclists to use. They must share a shoulder with vehicles on the heavily traveled SR 162 and SR 410 interchange.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.
This project will provide a faster and closer connection the Sumner Sound Transit bus and train station for pedestrians and bicyclists coming from the Rivergrove Neighborhood. Once users cross over SR 410 they can then travel down Alder Avenue and then head west down Academy Street which directly connections to the Sound Transit Station. In 2022/2023 the City will be completing a bike lane project on Academy Street that directly connects to Alder Avenue which will provide even more access for non-motorized users.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
This project will benefit a variety of user groups. Commuters coming to and from the Rivergrove Neighborhood will have better access to the Sumner Town Center, the Sumner/Pacific Regional Manufacturing & Industrial Center, and the Sound Transit Station. Residents will have a safer non-motorized route to facilities such as schools, parks, commercial, retail, and tourist areas. Commercial users will benefit from the better access by having more pedestrians coming to their stores. The non-motorized bridge will encourage less vehicular trips to schools and shops which improve traffic for outside commuters and commercial deliveries. The non-motorized bridge will also encourage recreational exercise that is accessible in all seasons, eliminating the need for classes, specialized equipment or long-distance driving to more remote hiking/biking options.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.
If this project is not funded, there will be a loss of opportunity for future development of trails and sidewalk system connections that will enhance the walkability of the City of Sumner.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic

underemployment, immigrants and refugees, and transit dependent populations.

The project will connect the Rivergrove Neighborhood south of Sumner with the commercial, transit, and cultural amenities of the City of Sumner. This project area has a pronounced disabled (17%), households in poverty (14%), Elderly (18%) and minority (21%) populations, and is identified as a Moderate Opportunity Index Area.

This project will help seniors, people with disabilities and low-income populations more easily access jobs, the post office, the hardware store, and the library, which offers programs and amenities specifically tailored to low-income and Spanish speaking populations. The bridge, ramps and walkways will all be designed to meet ADA specifications. The Rivergrove neighborhood, which is directly connected to this project, includes active senior housing, single-family homes, a low-income senior mobile home park, multi-family apartments and newer single-family homes.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The project eliminates the need to use multiple intersections on SR 162 by providing a non-motorized bridge over SR 410. It creates an opportunity for walkers and bicyclists to travel on residential streets (instead of arterials) and to be within 0.5 miles of Sumner's Town Center with access to the Sounder Station. The current route that pedestrians or bicyclists must take requires them to travel to SR 162. This route takes them in the opposite direction of the Sumner Town Center. Once on SR 162 pedestrians must pass through a gap in the sidewalk system where there is no separated path for pedestrians or bicyclists to use. They must share a shoulder with vehicles on the heavily traveled SR 162 and SR 410 interchange.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

This project will provide a faster and closer connection the Sumner Sound Transit bus and train station for pedestrians and bicyclists coming from the Rivergrove Neighborhood. Once users cross over SR 410 they can then travel down Alder Avenue and then head west down Academy Street which directly connections to the Sound Transit Station. In 2022/2023 the City will be completing a bike lane project on Academy Street that directly connects to Alder Avenue which will provide even more access for non-motorized users.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

Outreach for this project was included as part of the City of Sumner’s periodic update to the Transportation Improvement Plan. The City has also been performing public outreach on it's trail system since 1995 when Sumner developed its first Sumner/Pacific Trail master Plan. Sumner's latest update to the plan, now called Parks and Trails Master Plan, was in 2018. That update's community engagement included pop-up events in parks, online surveys, stakeholder interviews, community workshops, youth outreach, legislative meetings, signage in parks and along trails, social media outreach, media outreach, and outreach at community events.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The public outreach showed that there was a want and need for this pedestrian crossing. Through this outreach the Sumner City Council has directed staff to move forward with this project.

The City also talked with residents located near the project site. Through these communications the City has chosen a bridge and trail alignment that does not require the purchase of any private property.

Section 3

Is the project in an area of low, medium, or high displacement risk?

This project is in an area of low displacement risk. Due to the fact that the project is located entirely within existing right-of-way, coupled with the nature of this project as a trail improvement project, no displacement is expected, nor are any mitigation strategies warranted.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

Project lies within existing public right-of-way so there is no displacement risk.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

This project will install a separated non-motorized bridge over SR 410. The walkways and ramps leading up to the bridge, and the bridge itself, will be lined by fencing and barriers to prevent vehicles from traveling onto them as well as keeping pedestrians from falling off the bridge. The fencing will also prevent users from accessing the SR 410 highway. The ramps and bridge will also have handrails to assist users with navigating them. Possible lighting for the bridge and walkways are being considered for users safety and security during use at night. Bollards will be installed at either end of the project on Alder Avenue and a43rd Avenue to prevent vehicles from accessing the bridge.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

This project will benefit a variety of user groups. Commuters coming to and from the Rivergrove Neighborhood will have better access to the Sumner Town Center, the Sumner/Pacific Regional Manufacturing & Industrial Center, and the Sound Transit Station. Residents will have a safer non-motorized route to facilities such as schools, parks, commercial, retail, and tourist areas. Commercial users will benefit from the better access by having more pedestrians coming to their stores. The non-motorized bridge will encourage less vehicular trips to schools and shops which improve traffic for outside commuters and commercial deliveries. The non-motorized bridge will also encourage recreational exercise that is accessible in all seasons, eliminating the need for classes, specialized equipment or long-distance driving to more remote hiking/biking options.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The City of Sumner's safety policies influenced this project by adding another non-motorized connection to Sumner neighborhoods, schools, and businesses. This project potentially educes the number of vehicles on the

roadway and provides a safer route for nonmotorized users to access Sumner.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

This project is a nonmotorized pedestrian bridge and trail. There are no motorized vehicle aspects to this project.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	SUM-29

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2026	$2500000
		$
		$

Total PSRC Funding Request: $2500000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$
			$

Total Planning Phase Cost: $0
Expected year of completion for this phase: N/A

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	CMAQ	Secured	$100000
Federal	STP	Secured	$400000
State	Other State	Secured	$452000
Local	Local	Secured	$100000
			$

Total Preliminary Engineering/Design Phase Cost: $1052000
Expected year of completion for this phase: 2025

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$
			$

Total Right of Way Phase Cost: $0
Expected year of completion for this phase: N/A

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	$2500000
Local		Reasonably Expected	$7800000
			$
			$
			$

Total Construction Phase Cost: $10300000
Expected year of completion for this phase: 2028

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$
			$

Total Other Phase Cost: $0
Expected year of completion for this phase: N/A

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
$11352000	December, 2028

Financial Documentation

Please enter a description of your financial documentation in the text box below.

Remaining funds for construction are reasonably expected. Project is listed in the City's 6-year TIP. The City also plans to supplement the TAP funding for construction with other grants and local funds such as:

Reconnecting communities Grant
PSRC CMAQ/STP
WSDOT SRTS
WSDOT Bike & Ped

For any local funds required for the project the City will use a combination of parks impact fees, transportation impact fees, parks capital funds, and/or REET funding. The City will also be completing its 2025-2026 biennial budget. This budget will be approved and finalized by City Council in December 2024. During this budget review and approval process the City will be allocating more local funding to the project base don the amount of grant funding received. Please see attached parks and traffic impact fees balance sheet showing historic funding levels for those accounts.

The funding amounts from the screening form are the correct amounts showing a mix of federal funding and local funds for the design phase. The City's 6-year TIP was approved before the grant funding was awarded to the City.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.
f-132-346-18667495_MUY2V8LH_Resolution_1657_-_Signed.pdf, f-132-346-18667495_JWOjSFEF_Historical_Parks_Trails__Traffic_Impact_Fees_Balance_Example.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?
No

What is the actual or estimated start date for preliminary engineering/design?
December, 2020

Is preliminary engineering/design complete?
No

What was the date of completion (month and year)?
December, 2025

Have preliminary plans been submitted to WSDOT for approval?
No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.
The City has began the design of the project. The project is currently at 30% design. WSDOT has reviewed and approved the 30% plans.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.
December, 2025

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's Local Agency Guidelines Manual.
Categorical Exclusion (CE)

Has NEPA documentation been approved?
No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
October, 2025

Right of Way

Will Right of Way be required for this project?
No

What is the actual or estimated start date for right of way (month and year)?
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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.
,

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA

concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?
Yes

Do you have an engineer's estimate?
Yes

Please attach the engineer's estimate.
f-132-540-18667495_2yrEbQcB_Appendix_C_-_OPC.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.
NEPA and SEPA permits will need to be acquired. Plan to have an approved permit by 10/2025.

Are Plans, Specifications & Estimates (PS&E) approved?
No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?
October, 2025

When is the project scheduled to go to ad (month and year)?
February, 2026

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
A strong effort was made towards setting the alignment of the new pedestrian bridge within existing public right of way. Achieving this alignment eliminated any private property takes and impacts as well as the need for a right of way phase for the project.

Project will construct a raised bridge at this location to prioritize a pedestrian and bicycle facility to improve non-motorized travel through this area of Sumner. The project will be designed to have the least amount of ROW needs and include design alternatives for the best cost saving measures.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.
The City received $452,000 from Sound Transit for the design of the project. Attached is their letter of support. The City has been working with WSDOT on the project as the new bridge will cross over SR 410 in state ROW. WSDOT's letter of support is attached. WSDOT has also reviewed and approved the 30% design plans.

The project was also under review through a public hearing during the approval of the 6-year TIP resolution approval process.

The project also went through public review during the public input periods for the City's Parks & Trail Plan, Comprehensive Plan, and the Transportation Plan.

Please upload any relevant documents here, if they have not been uploaded previously in this application.
f-132-480-18667495_jWek6MTo_Sound_Transit_Sumner_-_Rivergrove_Community_Pedestrian_Bridge_LOS_1.pdf, f-132-480-18667495_XMXLa5s0_WSDOT_Letter_of_Support.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

Rivergrove Pedestrian Bridge TS&L Cost Estimate - Summary

Disclaimer

Basis of Estimate

This is a feasibility Rough Order of Magnitude cost estimate to provide a high level cost for the Rivergrove Pedestrian Bridge preferred concept for the Owner's planning purposes. This cost estimate addresses the preferred alignment and main span crossing for a pedestrian and cyclist crossing of SR 410, including its approaches. The estimate includes costs for Construction Management, Owner's Reserve, Construction, and a 30% Contingency.

The cost estimate is for a schematic 10% design corresponding to the scoping phase of the WSDOT cost estimating guidelines. The estimate retains ambiguity on structural details. As such, it is an estimate built up using basic unit costs applied to major elements. Unit prices are based on published costs and previous experience with costs for relevant completed pedestrian bridge structures and underground structures. The values used reflect an efficient, constructable design with strong aesthetic merit.

Project Development Phase	Percentage of Design Completed	Purpose of Estimate	Methodology	Tools	Estimate Range
Scoping Project Summary (PD, DDS)	10% to 30%	Budget Authorization or Control Capital Improvement & Preservation Plan (CIPP)	Parametric Historical Bid-Based Risk-Based	PLCE and/or MP3 UBA, BidTabs Pro Risk assessment models	-30% to +50%

For bridge unit costs, WSDOT BDM bridge unit costs (escalated to 2021 values), along with data from recent pedestrian bridge projects, were used as a reference to develop order of magnitude values.

The estimates are calculated in 2021 dollars and do not include any escalation. Inflation beyond 2021 could be assumed to be 4% as a starting point.

Assumptions for Estimate

The estimate excludes excessive lighting, extravagant railings, and extensive street furniture.
No contaminated material removal and disposal is included.
Property acquisitions are not anticipated, but negotiations to use WSDOT ROW will be required.
The estimate assumes basic landscaping costs.
Costs for roadway modifications (base sidewalk upgrades) are included in this estimate.

Feasibility Cost Estimate

Perpendicular Crossing 410, Ramp to Alder - Steel Main Span

North At-Grade Path	90	ft	North MSE Ramp Max Height	10.0	ft
Main Bridge Length	150	ft	South MSE Ramp Max Height	2.5	ft
North Viaduct Length	300	ft	Main Bridge Deck Travel Width	14.0	ft
North Wall Length	200	ft	North Viaduct Deck Travel Width	14.0	ft
South Viaduct Length	230	ft	North Appr. Deck Travel Width	14.0	ft
South Wall Length	120	ft	South Viaduct Deck Travel Width	14.0	ft
South Graded Path	50	ft	South Appr. Deck Travel Width	14.0	ft

Description	Unit	$/Unit	Quantity	Item Cost**	
General Provisions and Site Work					
Maintenance of Traffic	LS	$ 100,000	1	$ 100,000	
Utilities Protection	LS	$ 25,000	1	$ 25,000	
Site Preparation	LS	$ 25,000	1	$ 25,000	
			Subtotal A =	**$ 150,000**	
Approaches					
North Viaduct	SF	$ 325	4200	$ 1,365,000	
North Viaduct Railings	LF	$ 300	600	$ 180,000	*both sides*
North Approach Walls	SF	$ 60	2992	$ 179,600	*MSE w/ precast conc panel usin*
North Approach Fill	CY	$ 65	519	$ 33,800	
North Approach Pavement	SF	$ 5	2800	$ 14,000	
North Approach Railings	LF	$ 300	400	$ 120,000	*both sides*
At Grade Path - Alder Ave	SF	$ 25	1260	$ 31,500	*asphalt and grading*
Fencing	LF	$ 50	500	$ 25,000	
South Viaduct	SF	$ 325	3220	$ 1,046,500	
South Viaduct Railings	LF	$ 300	460	$ 138,000	*both sides*
South Approach Walls	SF	$ 60	852	$ 51,200	*MSE w/ precast conc panel usin*
South Approach Fill	CY	$ 65	78	$ 5,100	
South Approach Pavement	SF	$ 5	1680	$ 8,400	
South Approach Railings	LF	$ 300	240	$ 72,000	*both sides*
South Graded Path	SF	$ 50	64	$ 3,200	
			Subtotal B =	**$ 3,273,300**	
Main Bridge					
Steel Main Span	SF	$ 675	2100	$ 1,417,500	*arch or truss clear span*
Railings - Main Bridge	LF	$ 300	300	$ 90,000	*both sides*
Throw Barrier	LF	$ 75	300	$ 22,500	*both sides*
			Subtotal C =	**$ 1,530,000**	
Electrical and Lighting					
Functional Lighting	LF	$ 315	1000	$ 315,000	*along one side of structure*
Aesthetic Lighting	LS	$ 75,000	1	$ 75,000	*columns, main span*
			Subtotal D =	**$ 390,000**	
			Subtotal E =	**$ 5,344,000**	*(Subtotals A+B+C+D)*

Project Civil & Miscellaneous						
Environmental Mitigation (Off-Site)	LS	$	-	1	$ -	*mitigation not required*
Stormwater	LS	$	85,000	1	$ 85,000	*detention, etc.*
Temporary Erosion Control	LS	$	15,000	1	$ 15,000	
Plantings	LS	$	30,000	1	$ 30,000	*plantings, topsoil, mulch*
Roadway/Sidewalk Upgrades	EA	$	50,000	1	$ 50,000	
Mobilization	EA		10.0%	1	$ 553,000	
Contingency	EA		30.0%	1	$ 1,824,000	*Taken on Subtotal E and Misc Costs*
				Subtotal F =	**$ 2,557,000**	

Subtotal G: Total Capital Cost =	**$ 7,901,000**	*(Subtotals E+F)*

Indirect Costs						
Owner's Reserve	EA		8.0%	1	$ 633,000	*for CO's, may be increased to 1*
Taxes	EA		9.3%	1	$ 735,000	*sales taxes*
Engineering/Design	EA		0.0%	1	$ -	*in separate budget*
Construction Management	EA		13.0%	1	$ 1,028,000	
Permits	LS	$	-	1	$ -	*City will waive permit costs*
Property Acquisition/Easement Costs	LS	$	-	1	$ -	*no acquisition costs*
				Subtotal H =	**$ 2,396,000**	

2021 Grand Total Cost =	**$ 10,297,000**	*(Subtotals G+H)*

#

Notes:

** The expected variation for the scoping level estimate is -30%/+50%*

*** Values rounded to nearest $1000.*

**** See cover page for list of exclusions.*

***** Property/easement costs, if any, are not included at this time.*

Feasibility Cost Estimate

Perpendicular Crossing 410, Ramp to Alder - Concrete I-Girder Main Span

North At-Grade Path	90	ft	North MSE Ramp Max Height	10.0	ft
Main Bridge Length	150	ft	South MSE Ramp Max Height	10.0	ft
North Viaduct Length	300	ft	Main Bridge Deck Travel Width	14.0	ft
North Wall Length	200	ft	North Viaduct Deck Travel Width	14.0	ft
South Viaduct Length	320	ft	North Appr. Deck Travel Width	14.0	ft
South Wall Length	160	ft	South Viaduct Deck Travel Width	14.0	ft
South Graded Path	120	ft	South Appr. Deck Travel Width	14.0	ft

Description	Unit	$/Unit	Quantity	Item Cost**	
General Provisions and Site Work					
Maintenance of Traffic	LS	$ 100,000	1	$ 100,000	
Utilities Protection	LS	$ 25,000	1	$ 25,000	
Site Preparation	LS	$ 25,000	1	$ 25,000	
			Subtotal A =	**$ 150,000**	
Approaches					
North Viaduct	SF	$ 325	4200	$ 1,365,000	
North Viaduct Railings	LF	$ 300	600	$ 180,000	*both sides*
North Approach Walls	SF	$ 60	2992	$ 179,600	*MSE w/ precast conc panel usin*
North Approach Fill	CY	$ 65	519	$ 33,800	
North Approach Pavement	SF	$ 5	2800	$ 14,000	
North Approach Railings	LF	$ 300	400	$ 120,000	*both sides*
At Grade Path - Alder Ave	SF	$ 25	1260	$ 31,500	*asphalt and grading*
Fencing	LF	$ 50	500	$ 25,000	
South Viaduct	SF	$ 325	4480	$ 1,456,000	
South Viaduct Railings	LF	$ 300	640	$ 192,000	*both sides*
South Approach Walls	SF	$ 60	2432	$ 146,000	*MSE w/ precast conc panel usin*
South Approach Wall Fill	CY	$ 65	415	$ 27,000	
South Approach Pavement	SF	$ 5	2240	$ 11,200	
South Approach Railings	LF	$ 300	320	$ 96,000	*both sides*
South Graded Path	SF	$ 50	1680	$ 84,000	
			Subtotal B =	**$ 3,961,100**	
Main Bridge					
Main Span - Concrete Slab on Girder	SF	$ 325	2100	$ 682,500	*Two lines of WF66 girders*
Railings - Main Bridge	LF	$ 300	300	$ 90,000	*both sides*
Throw Barrier	LF	$ 75	300	$ 22,500	*both sides*
			Subtotal C =	**$ 795,000**	
Electrical and Lighting					
Functional Lighting	LF	$ 315	1130	$ 356,000	*along one side of structure*
Aesthetic Lighting	LS	$ 75,000	1	$ 75,000	*columns, main span*
			Subtotal D =	**$ 431,000**	
			Subtotal E =	**$ 5,338,000**	*(Subtotals A+B+C+D)*

Project Civil & Miscellaneous						
Environmental Mitigation (Off-Site)	LS	$	-	1	$ -	*mitigation not required*
Stormwater	LS	$	85,000	1	$ 85,000	*detention, etc.*
Temporary Erosion Control	LS	$	15,000	1	$ 15,000	
Plantings	LS	$	30,000	1	$ 30,000	*plantings, topsoil, mulch*
Roadway/Sidewalk Upgrades	EA	$	50,000	1	$ 50,000	
Mobilization	EA		10.0%	1	$ 552,000	
Contingency	EA		30.0%	1	$ 1,821,000	*Taken on Subtotal E and Misc Cost*
				Subtotal F =	**$ 2,553,000**	

Subtotal G: Total Capital Cost = $ 7,891,000 *(Subtotals E+F)*

Indirect Costs						
Owner's Reserve	EA		8.0%	1	$ 632,000	*for CO's, may be increased to 1*
Taxes	EA		9.3%	1	$ 734,000	*sales taxes*
Engineering/Design	EA		0.0%	1	$ -	*in separate budget*
Construction Management	EA		13.0%	1	$ 1,026,000	
Permits	LS	$	-	1	$ -	*City will waive permit costs*
Property Acquisition/Easement Costs	LS	$	-	1	$ -	*no acquisition costs*
				Subtotal H =	**$ 2,392,000**	

2021 Grand Total Cost = $ 10,283,000 *(Subtotals G+H)*

Notes:

** The expected variation for the scoping level estimate is -30%/+50%*

*** Values rounded to nearest $1000.*

**** See cover page for list of exclusions.*

***** Property/easement costs, if any, are not included at this time.*

Feasibility Cost Estimate

Perpendicular Crossing 410, Ramp to Alder - Concrete Slab Girder Option

North At-Grade Path	90	ft	North MSE Ramp Max Height	10.0	ft
Main Bridge Length	150	ft	South MSE Ramp Max Height	2.5	ft
North Viaduct Length	300	ft	Main Bridge Deck Travel Width	14.0	ft
North Wall Length	200	ft	North Viaduct Deck Travel Width	14.0	ft
South Viaduct Length	230	ft	North Appr. Deck Travel Width	14.0	ft
South Wall Length	120	ft	South Viaduct Deck Travel Width	14.0	ft
South Graded Path	50	ft	South Appr. Deck Travel Width	14.0	ft

Description	Unit	$/Unit	Quantity	Item Cost**	
General Provisions and Site Work					
Maintenance of Traffic	LS	$ 650,000	1	$ 650,000	*For construction of median pier*
Utilities Protection	LS	$ 25,000	1	$ 25,000	
Site Preparation	LS	$ 25,000	1	$ 25,000	
			Subtotal A =	**$ 700,000**	
Approaches					
North Viaduct	SF	$ 325	4200	$ 1,365,000	
North Viaduct Railings	LF	$ 300	600	$ 180,000	*both sides*
North Approach Walls	SF	$ 60	2992	$ 179,600	*MSE w/ precast conc panel usin*
North Approach Fill	CY	$ 65	519	$ 33,800	
North Approach Pavement	SF	$ 5	2800	$ 14,000	
North Approach Railings	LF	$ 300	400	$ 120,000	*both sides*
At Grade Path - Alder Ave	SF	$ 25	1260	$ 31,500	*asphalt and grading*
Fencing	LF	$ 50	500	$ 25,000	
South Viaduct	SF	$ 325	3220	$ 1,046,500	
South Viaduct Railings	LF	$ 300	460	$ 138,000	*both sides*
South Approach Walls	SF	$ 60	852	$ 51,200	*MSE w/ precast conc panel usin*
South Approach Fill	CY	$ 65	78	$ 5,100	
South Approach Pavement	SF	$ 5	1680	$ 8,400	
South Approach Railings	LF	$ 300	240	$ 72,000	*both sides*
South Graded Path	SF	$ 50	700	$ 35,000	
			Subtotal B =	**$ 3,305,100**	
Main Bridge					
2-Span Slab Girder	SF	$ 375	2100	$ 787,500	*with center median*
Railings - Main Bridge	LF	$ 300	300	$ 90,000	*both sides*
Throw Barrier	LF	$ 75	300	$ 22,500	*both sides*
			Subtotal C =	**$ 900,000**	
Electrical and Lighting					
Functional Lighting	LF	$ 315	1000	$ 315,000	*along one side of structure*
Aesthetic Lighting	LS	$ 75,000	1	$ 75,000	*columns, main span*
			Subtotal D =	**$ 390,000**	
			Subtotal E =	**$ 5,296,000**	*(Subtotals A+B+C+D)*

Project Civil & Miscellaneous						
Environmental Mitigation (Off-Site)	LS	$	-	1	$ -	*mitigation not required*
Stormwater	LS	$	85,000	1	$ 85,000	*detention, etc.*
Temporary Erosion Control	LS	$	15,000	1	$ 15,000	
Plantings	LS	$	30,000	1	$ 30,000	*plantings, topsoil, mulch*
Roadway/Sidewalk Upgrades	EA	$	50,000	1	$ 50,000	
Mobilization	EA		10.0%	1	$ 548,000	
Contingency	EA		30.0%	1	$ 1,808,000	*Taken on Subtotal E and Misc Costs*
				Subtotal F =	**$ 2,536,000**	

Subtotal G: Total Capital Cost = $ 7,832,000 *(Subtotals E+F)*

Indirect Costs						
Owner's Reserve	EA		8.0%	1	$ 627,000	*for CO's, may be increased to 1*
Taxes	EA		9.3%	1	$ 729,000	*sales taxes*
Engineering/Design	EA		0.0%	1	$ -	*in separate budget*
Construction Management	EA		13.0%	1	$ 1,019,000	
Permits	LS	$	-	1	$ -	*City will waive permit costs*
Property Acquisition/Easement Costs	LS	$	-	1	$ -	*no acquisition costs*
				Subtotal H =	**$ 2,375,000**	

2021 Grand Total Cost = $10,207,000 *(Subtotals G+H)*

Notes:

** The expected variation for the scoping level estimate is -30%/+50%*

*** Values rounded to nearest $1000.*

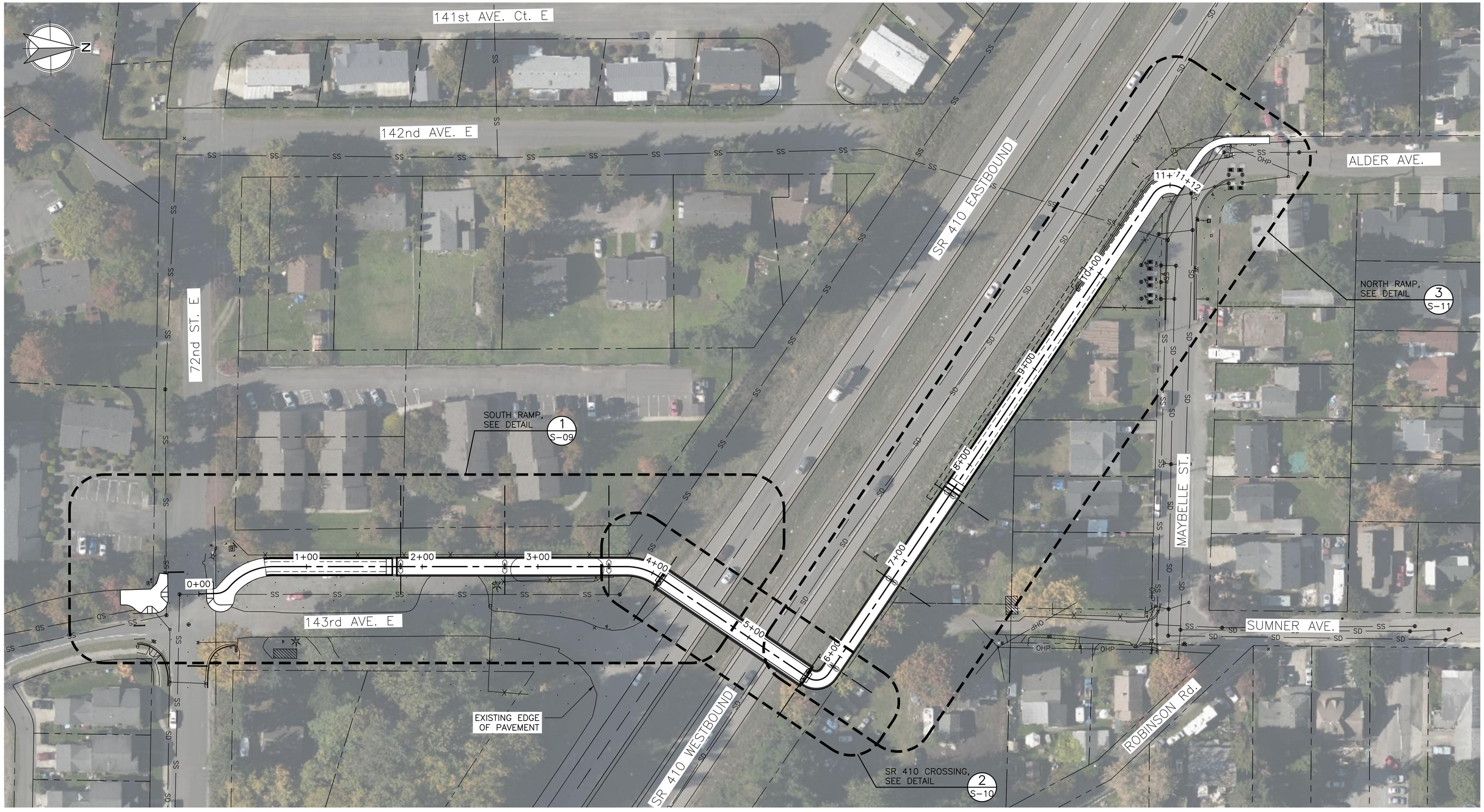
**** See cover page for list of exclusions.*

***** Property/easement costs, if any, are not included at this time.*

Account Trial Balance

2020 Period 1 to 13
All Accounts

Accounts	Description	Organization	Beginning Bal	Debits	Credits	Net Change	Ending Balance
605 Development Impact Fees			**0.00**	**373,829.83**	**250,000.00**	**123,829.83**	**123,829.83**
605 111100	Equity in Pooled Cash	605	3,599.15	123,829.83	0.00	123,829.83	127,428.98
605 111121	Cash - Fire Mitigation Fees	605	120,939.93	0.00	0.00	0.00	120,939.93
605 111122	Cash - Recreation Mitig Fees	605	1,584,083.64	0.00	0.00	0.00	1,584,083.64
605 111123	Cash - Traffic Impact Fees	605	5,390,636.83	0.00	0.00	0.00	5,390,636.83
605 111124	Cash - Street Impct Fees (CTI)	605	70,966.32	0.00	0.00	0.00	70,966.32
605 151223	Investments - Traffic Impact F	605	430,124.63	0.00	0.00	0.00	430,124.63
605 282100	Restricted Fund Balance/Retain	605	-70,966.32	0.00	0.00	0.00	-70,966.32
605 282103	Restricted Fund Balance/Fire M	605	-120,939.93	0.00	0.00	0.00	-120,939.93
605 282104	Restricted Fund Balance/Recrea	605	-1,584,083.64	0.00	0.00	0.00	-1,584,083.64
605 282105	Restricted Fund Balance/Traffi	605	-4,138,062.46	0.00	0.00	0.00	-4,138,062.46
605 286100	Committed FB - Stewart Road	605	-1,682,699.00	0.00	0.00	0.00	-1,682,699.00
605 288100	Unreserved Fund Balance/Retain	605	-3,599.15	0.00	0.00	0.00	-3,599.15
605 291100	Estimated Revenue Control	605	0.00	1,000.00	0.00	1,000.00	1,000.00
605 291200	Estimated Approp/Expenditure C	605	0.00	0.00	250,000.00	-250,000.00	-250,000.00
605 291700	Estimated Beg Fund Balance Con	605	-30,000.00	0.00	0.00	0.00	-30,000.00
605 291800	Estimated Ending Fund Balance	605	30,000.00	249,000.00	0.00	249,000.00	279,000.00
Total			0.00	373,829.83	250,000.00	123,829.83	123,829.83
Grand Total			**0.00**	**373,829.83**	**250,000.00**	**123,829.83**	**123,829.83**



KEYPLAN
SCALE: 1" = 40'

NOTES:

1. ELEVATIONS AND DIMENSIONS IN THESE PLANS ARE DERIVED FROM RECENT FIELD SURVEY CONDUCTED BY ALLIANCE GEOMATICS SURVEYING & MAPPING.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

REV	DATE	DESCRIPTION	BY
A	2021/12/10	30% DESIGN SUBMISSION	SV

PREPARED UNDER THE DIRECTION OF

BO-SHIUAN WANG
ENGINEER OF RECORD

2021/12/10
DATE

STRUCTURAL DESIGN

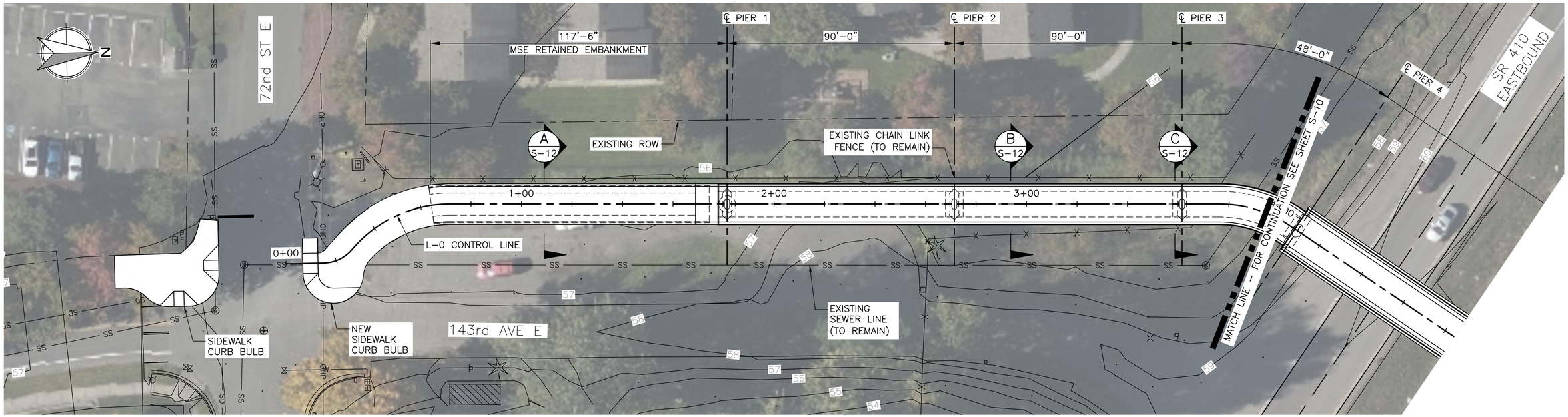
DESIGNED: S. WANG DATE: 2021/12/10
DRAWN: S. VARNEY DATE: 2021/12/10
CHECKED: S. VALDOVINOS DATE: 2021/12/10

CITY OF SUMNER WASHINGTON

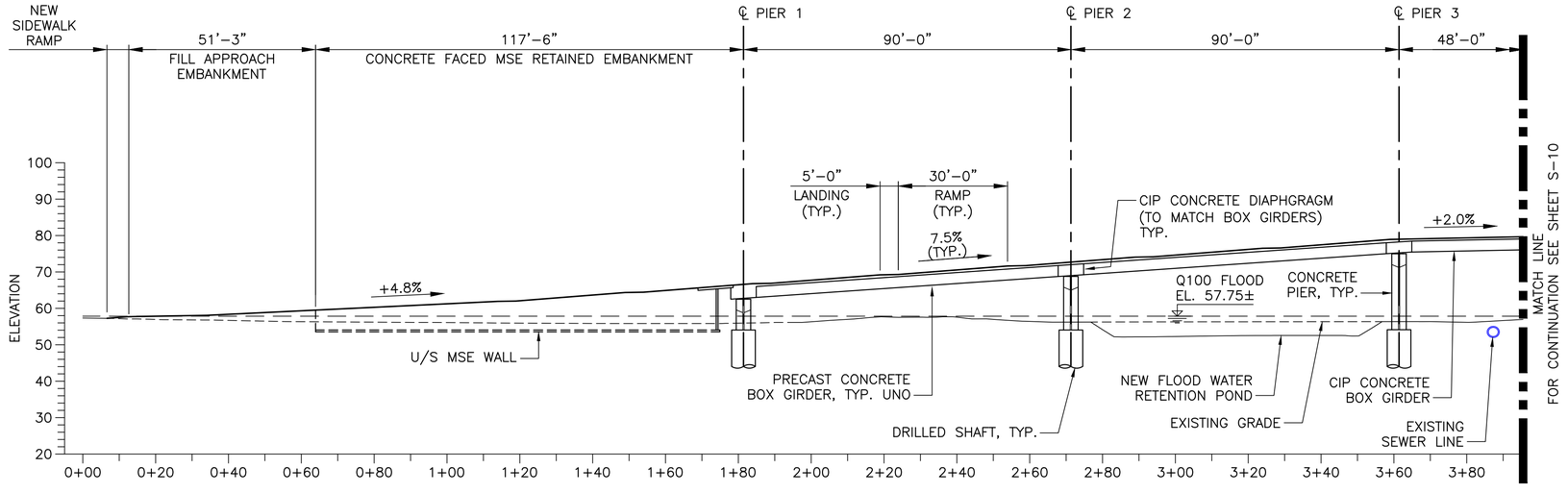
CITY OF SUMNER
RIVERGROVE PEDESTRIAN BRIDGE

GENERAL ARRANGENMENT
SHEET 1

SCALE: AS SHOWN
FILENAME: 1169-S-08
PROJECT No: CIP 20-07
SHEET: S-08
REV: A



PLAN DETAIL 1/S-08
SCALE: 1" = 20'



PROFILE ALONG L-0 CONTROL LINE
SCALE: 1" = 20'

NOTES:

1. FOR GENERAL STRUCTURAL NOTES SEE SHEET S-02.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

REV	DATE	DESCRIPTION	BY
A	2021/12/10	30% DESIGN SUBMISSION	SV

PREPARED UNDER THE DIRECTION OF

BO-SHIUAN WANG
ENGINEER OF RECORD

2021/12/10
DATE

STRUCTURAL DESIGN

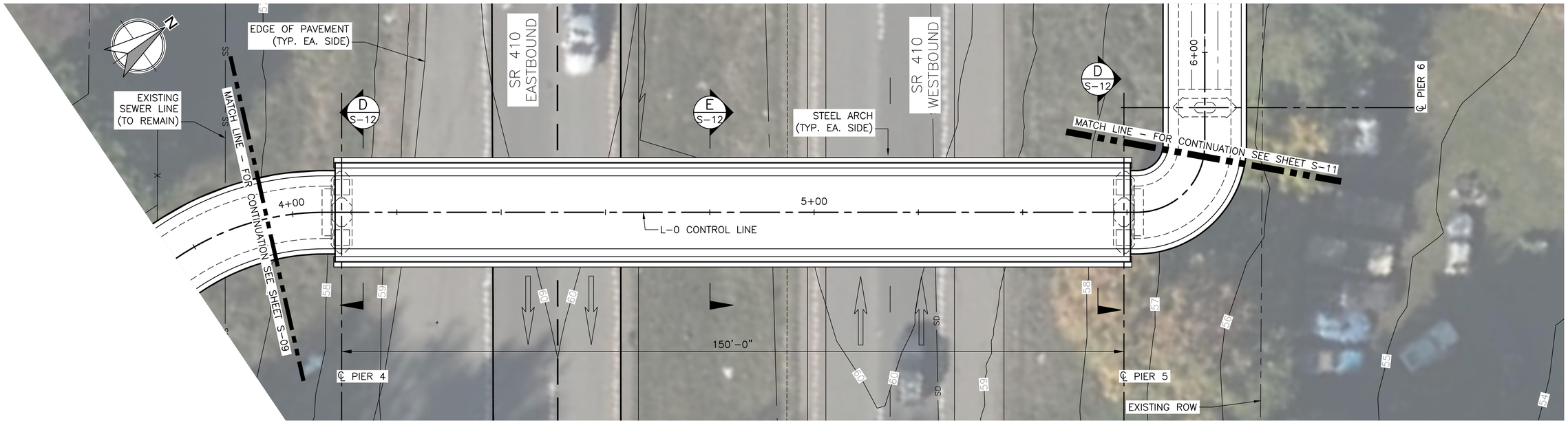
DESIGNED: S. WANG DATE: 2021/12/10
DRAWN: S. VARNEY DATE: 2021/12/10
CHECKED: S. VALDOVINOS DATE: 2021/12/10

CITY OF SUMNER WASHINGTON

CITY OF SUMNER
RIVERGROVE PEDESTRIAN BRIDGE

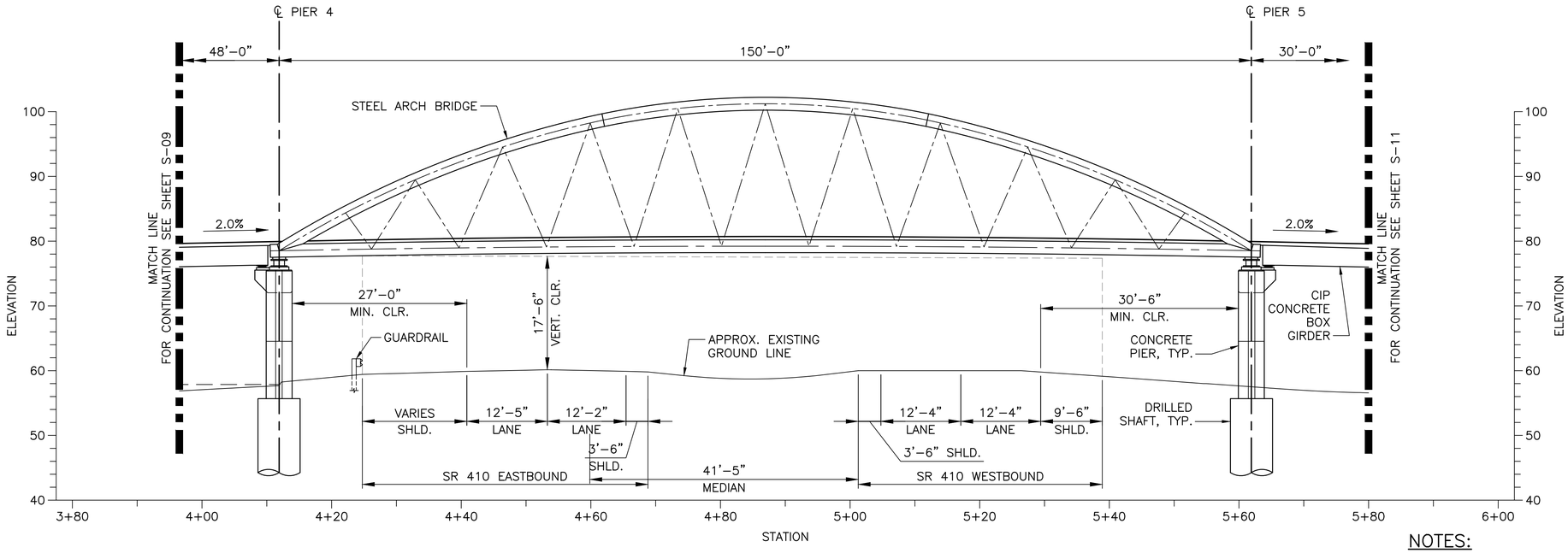
GENERAL ARRANGEMENT
SHEET 2

SCALE: AS SHOWN
FILENAME: 1169-S-09
PROJECT No: CIP 20-07
SHEET: S-09
REV: A



PLAN DETAIL – EXISTING SR 410 LANING (2 / S–08)

SCALE: 1" = 10'



PROFILE ALONG L–0 CONTROL LINE

SCALE: 1" = 10'

NOTES:

1. FOR GENERAL STRUCTURAL NOTES SEE SHEET S–02.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

REV	DATE	DESCRIPTION	BY
A	2021/12/10	30% DESIGN SUBMISSION	SV

PREPARED UNDER THE DIRECTION OF

BO–SHIUAN WANG
ENGINEER OF RECORD

2021/12/10
DATE

STRUCTURAL DESIGN

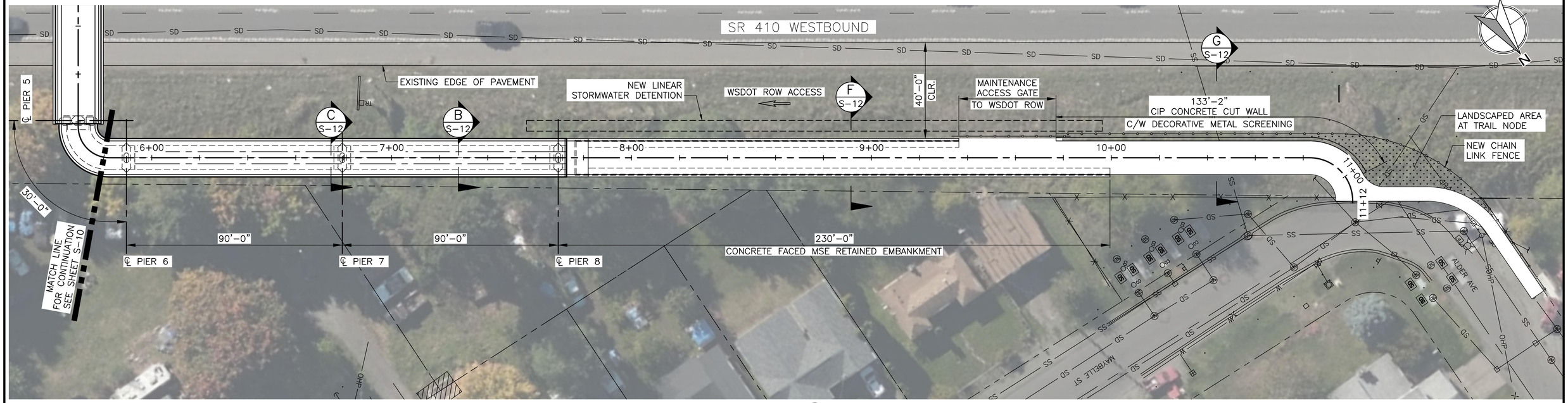
DESIGNED: S. WANG DATE: 2021/12/10
DRAWN: S. VARNEY DATE: 2021/12/10
CHECKED: S. VALDOVINOS DATE: 2021/12/10

CITY OF SUMNER WASHINGTON

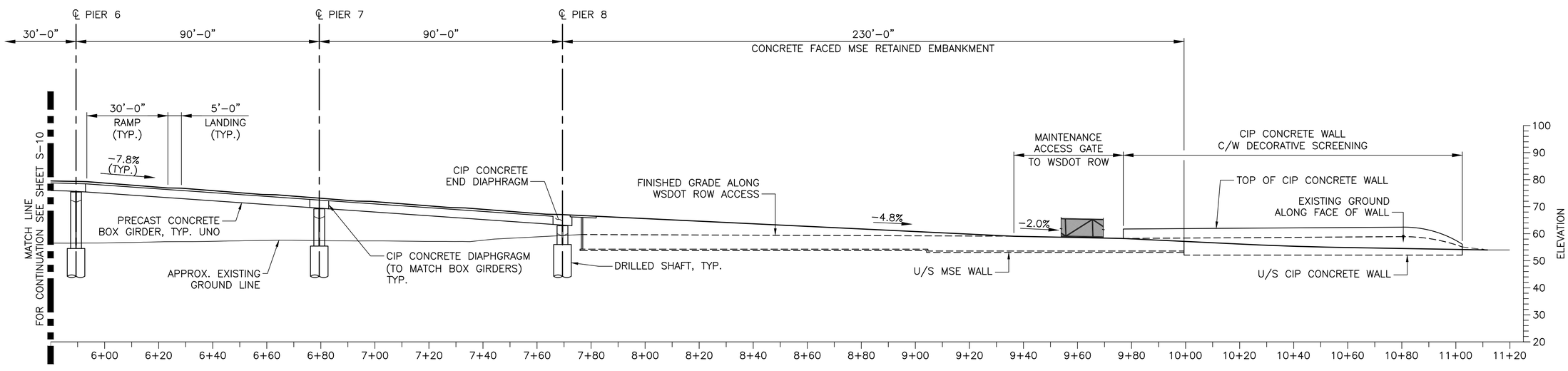
CITY OF SUMNER
RIVERGROVE PEDESTRIAN BRIDGE

GENEARAL ARRANGEMENT
SHEET 3

SCALE: AS SHOWN
FILENAME: 1169–S–10
PROJECT No: CIP 20–07
SHEET: S–10
REV: A



PLAN DETAIL 3/S-08
SCALE: 1" = 20'



PROFILE ALONG L-0 CONTROL LINE
SCALE: 1" = 20'

NOTES:

1. FOR GENERAL STRUCTURAL NOTES SEE SHEET S-02.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

REV	DATE	DESCRIPTION	BY
A	2021/12/10	30% DESIGN SUBMISSION	SV

PREPARED UNDER THE DIRECTION OF

BO-SHIUAN WANG
ENGINEER OF RECORD

2021/12/10
DATE

STRUCTURAL DESIGN

DESIGNED: S. WANG DATE: 2021/12/10
DRAWN: S. VARNEY DATE: 2021/12/10
CHECKED: S. VALDOVINOS DATE: 2021/12/10

CITY OF SUMNER WASHINGTON

CITY OF SUMNER
RIVERGROVE PEDESTRIAN BRIDGE

GENERAL ARRANGEMENT
SHEET 4

SCALE: AS SHOWN
FILENAME: 1169-S-11
PROJECT No: CIP 20-07
SHEET: S-11
REV: A

RESOLUTION NO. 1657
CITY OF SUMNER, WASHINGTON

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, ADOPTING THE SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, the governing body of each municipal corporation of the State of Washington is required to adopt a Six-Year Transportation Improvement Program; and

WHEREAS, the City officials caused to be prepared a certain plan as a Six-Year Transportation Improvement Program; and

WHEREAS, it is now the opinion of the City Council that said plan should be adopted.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON

Section 1. That the plan designated as the Six-Year Transportation Improvement Program 2024-2029, a copy of which is attached hereto and made a part hereof, is hereby adopted.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this resolution, including but not limited to the correction of clerical errors; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 3. Effective Date. This resolution shall take effect and be in full force immediately upon passage by the City Council.

APPROVED AND ADOPTED this 1st day of May, 2023.

DocuSigned by:
Kathy Hayden
3420AB72E52C4ED...
Mayor Kathy Hayden

ATTEST:

DocuSigned by:
Michelle Converse
9BA22DE678404D1...
City Clerk Michelle Converse

APPROVED AS TO FORM:

DocuSigned by:
Andrea Marquez
2D5A7410A6DD49A...
City Attorney Andrea Marquez

Sumner 6-Year Transportation Improvement Program 2024 - 2029

Legend

- Arterial Projects
- Collector Projects
- Trail Projects
- Proposed Trail, Others
- Proposed Trail, Sumner
- Shared-Use Trail
- Sumner City Limits

Scale: 0 750 1,500 3,000 Feet

N

CITY OF SUMNER WASHINGTON

A1 — STEWART RD SE

A2 — SR-410 E

A3 — MAIN ST

A4 — MAIN ST

A5 — SR410 RPN1 W

A6 — VOIGHT ST

A7 — STEWART RD SW

A8

W Valley Hwy,
E Valley Hwy,
142nd Ave E, and
Sumner-Tapps Hwy
Roadway Curve
Improvements

A9 — PUYALLUP ST

A10 — SR 167 CONN E

A11 — SR-167

A12 — SR410 RPF1 W

A13 — RAMP SR410 RPN1 E

A14 — SR 162 E

A15 — 152ND AVE E

C1 — ELM ST E

C2 — MAIN ST

C3 — 52ND ST E

C4 — ELM ST E

C5 — 63RD ST CT E

C6 — 55TH ST CT E

C7 — ELM ST

C8 — 64TH ST E

C9 — 162ND AVE E

C10 — GARY ST

T1 — 32ND ST E

T2 — 24TH ST E

T3 — 72ND ST E

T4 — E MAIN

T5 — 8TH AVE SE

Six Year Transportation Improvement Program 2024-2029

City of Sumner

Projects Listed in Priority Order
Italics identify unfundend milestones

Prepared by:

Mike Dahlem, P.E.
Public Works Director

ARTERIAL STREET PROGRAM

ID	PROJECT	LOCATION	DESCRIPTION	TOTAL COSTS	FUNDED?	YEAR				REMARKS
						PLANNING	DESIGN	ROW/PERMIT	CONSTRUCTION	
A1	Stewart Rd (8th St.) White River Bridge	Stewart Road at White River	Replace existing 2-lane bridge with new bridge with two unequal length spans. New structure will accommodate 4 vehicle lanes, a sidewalk, and a trail crossing.	$35,000,000	Yes	Complete	Completing in 2023	Completing in 2023	2024-2027	Project funded by Federal STP Grant, FMSIB Grant, Pierce County, Port of Tacoma, TIB, Congressional Allocation, NHFP and City of Auburn.
A2	166th Ave E Widening	SR 410 WB Ramp Terminals to just north of 64th St. E.	Widen 166th Ave E to 4-5 lanes through the identified corridor and improve lane configuration and dual roundabouts at the two existing intersections.	$18,000,000	Partial	Complete	2025	*2026*	*2027*	Design is City funded, received a Port of Tacoma Grant and a federal STP grant
A3	Main St. and Wood Ave. Intersection Improvements	Main St. and Wood Ave. intersection	Construct pedestrian improvements and upgrade signal to current standards	$3,580,000	Yes	Complete	Complete	Complete	2023-2024	Funding Secured. Project schedule for construction Summer 2023.
A4	Maple Street Pedestrian Signal and Citywide Signal Backplates	Traffic Avenue and Maple Street Ped Signal, Backplates Various Locations Citywide	Replace existing pedestrian-activated rectangular rapid flashing beacons with signal (expected to be a High Intensity Activated Crosswalk (HAWK) signal), add retroreflective backplates to upgrade signal heads citywide.	$431,000	Yes	Complete	Complete	Complete	2023-2024	Over 90% funded by a Highway Safety Improvement Program grant.
A5	160th Ave. E	Main St. to 64th St. E	Improve and widen streets to minor arterial standards with bike paths and sidewalks.	$500,000	No	Complete	*2024*	*2025*	*2027*	Installing sidewalk on west side of 160th. Project is unfunded. Sidewalks on east side of 160th were completed in 2022.
A6	Valley Avenue	From SR 410 to Main Street	Overlay existing roadway surface, complete required ADA upgrades	$1,500,000	Partial	Complete	2025	N/A	2026	Received STP grant funding for the section between SR 410 and Meade McCumber.
A7	Stewart Road Corridor ITS Improvements	Stewart Road from SR 167 toward Lakeland Hills	Connect traffic signals and the railroad crossing to coordinate signal timing to increase vehicular traffic flow and reduce peak-hour delay.	$3,500,000	Partial	Complete	2025	*2026*	*2027*	Received STP grant funding for design in 2025.
A8	Systemic Horizontal Curve and Roadway Departure Safety Improvements	East Valley Highway, West Valley Highway, 142nd Ave. E, and Sumner-Tapps Highway	Install curve waring signs, speed feedback signs, rumble strips, profiled striping, reflective markers, guardrail, street lighting and shouldering to improve safety conditions on north-south roadways that have a history of vehicle departures	$903,000	Yes	Completing in 2023	2024	2024	2026	Received HSIP funding to complete the project, reimbursing 100% of project costs
A9	Puyallup St and Tacoma Ave Intersection Improvements	Intersection of Puyallup Street and Tacoma Avenue	Upgrade intersection to a signal and provide sidewalks/ADA improvements.	$1,500,000	No	Complete	*2023-2025*	*2026*	*2027*	Seeking grant funding for design phase of the project.
A10	SR 167 / I-5 Connection Project	Puyallup to Fife	WSDOT Gateway Program Project - The SR 167 Completion project will build the remaining four miles of SR 167 between Meridian and I-5, completing a long-planned connection to I-5. The project also includes a two mile connection from I-5 to the Port of Tacoma.	*$1,000,000,000	Yes	Complete	2017-2025	2017-2025	2019-2030	WSDOT-led regional project. Sumner has committed $500,000 as a local agency contribution to the project
A11	SR 167	From SR 410 Interchange to 15th St SW (Auburn)	Add southbound HOT lane	*Unknown	No	Complete	*2023-2025*	N/A	*2025-2027*	This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.
A12	Sumner Tapps Highway/60th St E Intersection Improvements	Sumner Tapps Highway and 60th St E Intersection	Rebuild existing intersection to improve roadway geometrics and add a traffic signal to increase allowable movements	$3,400,000	No	*2026*	*2027*	*2028*	*2029*	Potential for partial funding through TIF.
A13	SR 410 / SR 162 Interchange Improvements	Interchange ramps as SR 410	Construct a one-lane roundabout configuration at each of the interchange ramps.	*$6,650,000	Yes	Complete	2026	2028	2030	WSDOT-led project that will improve traffic flow at the existing interchange. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.
A14	Hwy. 162 Improvements	From southern city limits to SR410 EB On/Off Ramps	Construct one additional southbound lane on SR 162.	*$7,400,000	No	Complete	*2026*	*2028*	*2030*	This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.
A15	Main Street and 160th Intersection Improvements	Main St. and 160th Ave E Intersection	Evaluate intersection for an upgrade to a signal and provide sidewalks/ADA improvements	$2,000,000	No	*2026*	*2027*	*2028*	*2029*	This is a future project that will be evaulated in the coming years.

* Denotes that project is largely funded by WSDOT, and City has either committed a small percentage contribution or no contribution to date.

Six Year Transportation Improvement Program 2024-2029

City of Sumner

Prepared by:

Mike Dahlem, P.E.
Public Works Director

Projects Listed in Priority Order
Italics identify unfundend milestones

COLLECTOR STREET PROGRAM

ID	PROJECT	LOCATION	DESCRIPTION	TOTAL COSTS	FUNDED?	YEAR				REMARKS
						PLANNING	DESIGN	ROW/PERMIT	CONSTRUCTION	
C1	Elm Street Sidewalk Improvements	Bonney Ave. to Wright Ave.	Extend the sidewalk on the north side of Elm Street to connect to Bonney Ave and Seibenthaler Park	$550,000	Yes	Complete	Completing in 2023	Completing in 2023	2024	Project funded by TIB grant.
C2	Alder & Kincaid Utility Improvements Phase 2	Cherry Ave, Maple St. & Academy St.	Replacement of aging utilities in support of the Town Center Plan redevelopment	$3,000,000	Yes	Complete	Completing in 2023	N/A	2024-2025	Budget includes roadway restoration.
C3	160th Ave. E	Elm St. to Main St.	Improve 160th Ave. E. to Collector St. standards with curb, gutter and sidewalks on each side. Portions may be completed as parts of development prior to this time.	$2,700,000	partial by developers	Complete	*2025*	*2026*	*2027*	Project partially completed by developers.
C4	Elm St. E	E. Valley Highway to 160th Ave. E.	Improve Elm St. to Collector St. standards with curb, gutter and sidewalks on each side. Work will include storm drainage facilities and utility replacement	$2,400,000	partial by developers	Complete	*2025*	*2026*	*2027*	Project partially completed by developers.
C5	Parker Rd. E	62nd St. to 63rd St.	Construct curb, gutter and sidewalk on east side of the street	$250,000	Partial	Complete	*2025*	*2026*	*2027*	Funding will likely come from a combination of developer-built improvements, Street and Storm funds.
C6	Parker Rd. E	From Main St. to Elm St.	Reconstruct Parker Road to Collector St. standards with curbs, gutters, sidewalks, and drainage utilities. Portions have been completed by developer projects and sidewalk grants.	$1,300,000	Partial	Complete	*2025*	*2026*	*2027*	Funding will likely come from a combination of developer-built improvements, Street and Storm funds.
C7	Zehnder St.	From Pease Ave. to Wood Ave.	Railroad Crossing Improvements to at-grade BNSF rail crossing	$1,000,000	No	*2025*	*2025*	*2026*	*2027*	Identified Road-Rail conflict point where upgrades could be beneficial.
C8	162nd Ave. E Segment Extension	64th St. E to 60th St. E	Construct new 2-lane roadway section with sidewalks	$3,000,000	No	*2026*	*2027*	*2028*	*2029*	Element of East Sumner Neighborhood Plan, likely completed by development or LID.
C9	164th Ave. Ct. E Segment Extension	160th Ave. E to Existing 164th Ave. Ct. E	Construct new 2-lane roadway section with sidewalks	$2,000,000	No	*2026*	*2027*	*2028*	*2029*	Element of East Sumner Neighborhood Plan, likely completed by development or LID.
C10	Meade McCumber & Gary Street Sidewalk Improvements	Wood Ave. to Valley Ave.	Complete the sidewalk gaps at these two locations	$650,000	No	Complete	*2026*	*2027*	*2028*	This is a future project that will be evaulated in the coming years.

TRAIL PROGRAM

ID	PROJECT	LOCATION	DESCRIPTION	TOTAL COSTS	FUNDED?	YEAR				REMARKS
						PLANNING	DESIGN	ROW/PERMIT	CONSTRUCTION	
T1	Fryar Ave. Trail	West Main St. to Puyallup St.	Complete trail connection through town.	$7,200,000	Partial	Complete	Completing in 2023	2024	*2025*	Design and ROW partially funded by federal grant. No construction funding identified.
T2	White River Restoration Trail	#9 Ditch to area north of 16th St.	Construct 8000 LF trail in conjunction with restoration project.	$3,000,000	Partial	Complete	Completing in 2023	N/A	*2026*	Partially funded by restoration project.
T3	Rivergrove Pedestrian Bridge	Trail overpass connecting the vicinity of Alder Ave. to 143rd Ave. E	Construct trail bridge to provide a new trail connection between Sumner Town Center and the Rivergrove neighborhood over SR 410.	$11,200,000	Partial	Complete	2025	N/A	*2026*	Design funding provided by ST3 grant. No construction funding identified.
T4	Puyallup River Crossing	Sumner WWTP to Puyallup trail	Provides improved connection with the Puyallup and Foothills trail system	$4,000,000	No	*2027*	*2028*	*2029*	*2030*	Potential joint project with Puyallup. Eligible for federal CMAQ funding.
T5	Puyallup River Trail Bridge	Trail overpass connecting 144th Ave. E to 143rd Ave. E	Construct a trail bridge and trail connections to provide a connection to the Foothills Trail per the Sumner Parks and Trails Plan.	$6,000,000	No	*2027*	*2028*	*2029*	*2030*	Identified in Draft Parks and Trails Plan. No funding source secured.

Six Year Transportation Improvement Program 2024-2029

City of Sumner

Prepared by:

Mike Dahlem, P.E.
Public Works Director

Projects Listed in Priority Order
Italics identify unfundend milestones

ANNUAL STREET MAINTENANCE PROGRAMS

ID	PROJECT	DESCRIPTION	ANNUAL COSTS	FUNDED?	REMARKS
R1	Street Overlay Program	Overlay and rebuild existing streets throughout the City.	$150,000	Yes	Street Operating General Fund Budget
R2	Roadway Paint Line Application	Repaint lane lines throughout the City.	$40,000	Yes	Street Operating General Fund Budget
R3	Pavement Repairs	Repair spot surface and subgrade failures through dig-outs throughout the City.	$66,150	Yes	Street Operating General Fund Budget
R4	Roadway Plastic Marking Application	Replace crosswalk, stop bar, and arrow markings throughout the City.	$56,100	Yes	Street Operating General Fund Budget
R5	Chip Seal Application	Apply a chip seal treatment to asphalt roads throughout the City.	$136,500	Yes	Street Operating General Fund Budget
R6	Crack Seal Application	Maintain roads with crack seal throughout the City.	$78,750	Yes	Street Operating General Fund Budget
R7	Neighborhood Traffic Control Program	Modify residential streets to enhance pedestrian safety, slow speeding vehicles, and minimize cut-through traffic on collector and local roadways.	$28,000	Yes	Street Operating General Fund Budget
R8	ADA Transition Plan	Address the projects identified in the ADA Transition Plan	$40,000	Yes	Sidewalks Construction Capital Fund Budget
R9	Sidewalk Maintenance Program	Replace/rebuild existing failing sidwalks due to damage caused by street trees.	$250,000	Yes	Sidewalks Construction Capital Fund Budget. Formerly the Volunteer Sidewalk Program.
R10	Safe Routes to School	Fill in gaps in sidewalks and replace ramps that do not meet current code. Continue educational components and install speed feed back signs.	N/A	No	City will fund local match as needed. Continue to apply for SRTS Grants.

TRANSPORTATION PROJECTS COMPLETING IN 2023

PROJECT	LOCATION	DESCRIPTION	COSTS	REMARKS
Stewart Rd (8th St.) Railroad Crossing	Valentine Ave to Butte Ave (in the City of Pacific)	Widen Stewart Rd from 2 lanes to 4/5 lanes, widen the Union Pacific Railroad Crossing, Install a new signal at Butte Avenue	$6,000,000	Project was run by City of Pacific. City of Sumner contributed $700,000 of TIF funds to the project.
Alder & Kincaid Utility Improvements Phase 1	Park St. to Main St.	Replacement of aging utilities in support of the Town Center Plan redevelopment	$6,000,000	Project includes Heritage park woonerf construction.
Academy Street: Bicycle Lanes	Narrow St. to Wood Ave	Improve and reconfigure exising Academy Street to accommodate dedicated bicycle lanes.	$875,000	Design funding provided by ST3 grant.

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Certificate Of Completion

Envelope Id: 91C0FC42B8FA4C2CADA54FAA4F1185AE
Status: Completed
Subject: Complete with DocuSign: Resolution No. 1657- Six-Year TIP 2024-2029.pdf
Source Envelope:
Document Pages: 5
Signatures: 3
Certificate Pages: 5
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
Michelle Converse
1104 Maple St
Sumner, WA 98390
MichelleC@sumnerwa.gov
IP Address: 50.216.105.106

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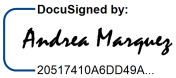
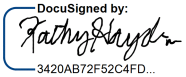
Signer Events	Signature	Timestamp
Andrea Marquez andream@sumnerwa.gov City Attorney City of Sumner Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	DocuSigned by:  20517410A6DD49A... Signature Adoption: Pre-selected Style Using IP Address: 50.216.105.106	Sent: 5/2/2023 4:20:34 PM Viewed: 5/2/2023 4:36:22 PM Signed: 5/2/2023 4:36:29 PM
Kathy Hayden khayden@sumnerwa.gov Mayor City of Sumner Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 5/2/2023 8:02:08 PM ID: 4d5ca99a-5828-407a-bd22-8c8bbbee1147	DocuSigned by:  3420AB72F52C4FD... Signature Adoption: Drawn on Device Using IP Address: 75.172.82.193 Signed using mobile	Sent: 5/2/2023 4:36:30 PM Viewed: 5/2/2023 8:02:08 PM Signed: 5/2/2023 8:02:38 PM
Michelle Converse michellec@sumnerwa.gov City Clerk City of Sumner Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	DocuSigned by:  9BA22DE678404D1... Signature Adoption: Uploaded Signature Image Using IP Address: 174.61.175.159	Sent: 5/2/2023 8:02:39 PM Viewed: 5/3/2023 12:18:50 PM Signed: 5/3/2023 12:18:55 PM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	5/2/2023 4:20:34 PM
Certified Delivered	Security Checked	5/3/2023 12:18:50 PM
Signing Complete	Security Checked	5/3/2023 12:18:55 PM
Completed	Security Checked	5/3/2023 12:18:55 PM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

SOUNDTRANSIT

April 30, 2020

Derek Barry
City of Sumner
Community Services Manager
1104 Maple Street
Sumner, WA 98390

Subject: City of Sumner Rivergrove Community Pedestrian Bridge Grant Application for Pierce Countywide Funding

Dear Mr. Barry,

On behalf of Sound Transit, I am writing to support the City of Sumner's application for Puget Sound Regional Council (PSRC) 2020 Pierce Countywide Funding for the Rivergrove Community Pedestrian Bridge.

This project will construct a shared-use pedestrian/bicycle bridge over State Route 410 that will reconnect the Rivergrove neighborhood to Sumner's downtown core and Sound Transit's Sumner Station, which is served by Sounder South commuter rail and ST Express bus service.

As Pierce County continues to experience rapid population growth, access to transit will be more critical to meet growing demand. The Rivergrove Community Pedestrian Bridge will help address this need in Sumner and Pierce County.

Sound Transit considers this project an important addition around our Sumner Station by connecting more riders to our commuter rail service.

Sound Transit supports the City of Sumner's grant application.

Sincerely,

Tracy Butler
Chief Financial Officer

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Washington State Department of Transportation

Olympic Region
5720 Capitol Boulevard, Tumwater
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / FAX: 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 21, 2020

Derek Barry
City of Sumner Community Services Manager
1104 Maple Street
Sumner, WA 98390

Re: SR 410 Rivergrove Community Pedestrian Bridge
Pierce Countywide Funding
WSDOT Letter of Support

Dear Mr. Barry:

On behalf of the Washington State Department of Transportation (WSDOT), I would like to express our support for the City of Sumner's application for funding from the 2020 Pierce Countywide Competition for Federal Highway Administration Funding.

This project advances WSDOT's goal of integrating critical transportation systems and modes by constructing a non-motorized bridge and connection over SR 410 enabling bicycle and pedestrian travel between the Rivergrove neighborhood and Sumner Station/Sound Transit facilities. It will also provide the Rivergrove neighborhood non-motorized access to Sumner Town Center and Sumner-Bonney Lake School District's Early Learning Center, Maple Lawn Elementary and Sumner Middle School.

Therefore, based on the conceptual information provided to us to date, WSDOT supports the City of Sumner's request for the 2020 Pierce Countywide Funding, provided that these improvements meet all applicable WSDOT design and construction requirements, including all applicable American with Disabilities Act requirements, for any work that occurs within the SR 410 state highway right-of-way. In addition, be please advised future discussions will be needed with the City of Sumner to determine if ownership of any non-motorized structure over SR 410 will be owned by the City or WSDOT.

Thank you for the opportunity to express our support for this City of Sumner funding opportunity. If you have any questions please contact me at (360) 357-2798 or email at SchuelJ@wsdot.wa.gov.

Sincerely,

JoAnn Schueler, PE.
Assistant Regional Administrator for Multimodal Development and Delivery

JS:ds
cc:
Bryan Dias, PE - WSDOT
Steve Kim, PE - WSDOT