



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
Submitted:	April 8th, 2024 4:44 PM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
166th St Widening and Intersection Improvements
- Regional Transportation Plan ID**
4466
- Sponsoring Agency**
Sumner
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

Contact Information

- Contact name**
Courtney Littrell
- Contact phone**
2532995710
- Contact email**
courtneyl@sumnerwa.gov

Project Description

- Project Scope**
This project greatly improves an outdated, regional interchange with SR 410 by widening 166th Ave East for increased safety and decreased congestion. This project improves a portion of 166th Ave E between two existing intersections, going from a two-to-three-lane section to four standard lanes, and rebuilds an existing stop-controlled intersection at the SR 410 WB ramps and an existing signalized intersection at 64th St E as two roundabouts. The project will include ADA-compliant pedestrian facilities to provide new north-south sidewalk access through the interchange. An existing culvert carrying Salmon Creek will be upgraded as needed. Additional information on the existing culvert can be found in the section "Other

Considerations" and is titled "WDFW Culvert Report."

Broadly, this is one of three outdated SR 410 interchanges in Sumner. With assistance from grants, Sumner rebuilt the Traffic Avenue interchange a few years ago. WSDOT is working on upgrading the SR 162/Valley Avenue interchange. This is the third interchange needing improvements. Only when this one is fixed as well will all three interchanges experience the full benefits of their improvements.

2. **Project Justification, Need, or Purpose**

The State Route 410/166th Ave interchange is extremely congested. Originally built in the early 1970s, this interchange serves not only Sumner, but also regional commuters who are cutting through to avoid the congestion experienced on SR 167. The regional drivers are traveling this route from the southern areas of Orting, South Prairie, Bonney Lake, Tehaleh, and the northern areas of Lake Tapps, and Lakeland Hills. This existing interchange is unsafe for drivers, and completely lacks pedestrian facilities. It also has an undersized and failing culvert that prevents fish from continuing upstream along Salmon Creek. The off-ramps from SR410 at this interchange are only stop-controlled, which causes drivers to make unsafe maneuvers or avoid this location entirely.

This project will improve the capacity through the intersection by removing the two-lane bottleneck between the westbound SR410 ramp terminals and the intersection to the north, at 64th St. Working together, WSDOT and the City of Sumner have identified the best benefit-to-cost ratio for the intersection is to construct two roundabouts at these two problematic intersections, which will increase the safety through the reduction in cash severity, and reducing long-term signal maintenance and replacement costs.

Project Location

1. **Project Location**

166th Ave E

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

Pierce

3. **Crossroad/landmark nearest the beginning of the project**

SR 410

4. **Crossroad/landmark nearest the end of the project**

64th St E

5. **Map and project graphics**

166th_Vicinity_Map_04.08.24.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**

Yes

2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**

Sumner Transportation Improvement Plan 2024-2029, Project A2

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

Federal Functional Classification

1. **Functional class name**

16 Urban Minor Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

The centers that will benefit from this project are the regional center of the Sumner Pacific Manufacturing/Industrial Center (MIC), the Countywide Center of the Sumner Town Center, and the Center of Local Importance of the Auburn Lakeland Hills (a map of these identified centers is uploaded under the section "Other Considerations", titled "166th Centers Map").

This project does support multiple centers; however, the primary beneficiary of this project is the Sumner Town Center. This intersection is a vital access point to the Town Center for residents of East Pierce County areas, including Bonney Lake, Auburn, Lake Tapps, and Tehaleh residents. Again, the interchanges at Traffic Ave and SR 162 are consistently congested during peak commute times, taking their loads as well as the vehicles going out of their way to avoid this 166th interchange, an important access point that also needs to function well. The Town Center Plan calls for and is generating projects of 3-4 story multifamily/commercial to fulfill Sumner's housing needs and help bring affordable, transit-oriented development for the region. The Town Center Plan also identifies the need to improve infrastructure to support additional populations. This project will help to "reinforce the commercial core on Main Street" and was identified as an improvement of high importance (pages 2-6).

The planned roadway improvements will additionally encourage redevelopment, leading to more family-wage jobs in the Sumner Town Center. The completion of these improvements help residents from East Pierce County more easily access the Town Center, leading to additional growth and redevelopment opportunities. Many of the storefronts in Downtown Sumner are rooted in antique stores and other casual shopping experiences. In order for us to be able to serve the "day trip" from the residents of the surrounding communities, infrastructure improvements need to reduce the gridlock and congestion that is present in the existing interchanges along SR410 today. The completion of this project will benefit the existing classic "Main Street" businesses, as well as providing new and enhanced opportunities for redevelopment.

The development of this infrastructure will also support access to employment opportunities that were identified in the 2018 Town Center Plan that included a major up-zone of the area. The up-zone is already in place today, but the infrastructure that is needed to support access to and from the Sumner Town Center are still needed for the new zoning that is in place to truly take effect.

Additionally, this project completes a missing sidewalk connection, which is a significant gap between sidewalks on 64th St towards the Gordon Family YMCA and the areas south of SR410. Without the development of these pedestrian improvements, a pedestrian is forced to walk on a gravel shoulder or a grassed ditch in order to reach their destination, which will connect directly to the Sumner Town Center.

This project will also support the active transportation by completing the missing connection between the businesses on 166th, south of SR410, and the businesses on Main St. Development of the sidewalk connections benefit both the residents of Sumner and the surrounding areas, additionally encouraging active transportation to and from the Sumner Town Center, and beyond. The pedestrian improvements at 166th with support both pedestrians and bicyclists entering Sumner at this intersection, and improve their experience with developed sidewalks that lead to the Sumner Town Center, providing traffic calming and expanded capacity and safety for uses entering Sumner with the Town Center as their destination.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

Population Groups within the City of Sumner:

People of Color: 27%

People with Low Incomes: 32% (above the regional average of 20.7%)

Person's with Disabilities: 19% (above the regional average of 11%)

People with Limited English Proficiency: 4%

Youth (Age 5-17): 18% (above the regional average of 15.4%)

Older Adults (Age 65+): 14% (above the regional average of 13.4%)

Maps showing these population groups, and the surrounding areas can be found in the section "Other Considerations" and is titled "166th Widening Demographics".

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

With high populations of people that are of color and with low incomes (higher than the regional average of 20.7%), this upgrade will provide better opportunities to these populations in terms of employment. These intersections will provide not only reduced travel time through the corridor but will also provide the addition of safe walking and biking routes for those who do not have access to vehicles. The intersection improvements will also provide increased mobility to those with disabilities, 19% (higher than the regional average of 11%), as there is currently no existing sidewalk within the project area, which is a current, major gap in Sumner's sidewalk system.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

This interchange should be serving increased housing in the Town Center as well as the growth potential for multi-family housing on Sumner's east neighborhood. Permits already in process with the City will build an estimated 855 new multi-family units, anticipated to increase Sumner's population by 25% in the next few years. However, this interchange already fails to serve drivers and will receive further pressure with the additional growth already built/in construction. These improvements must be made to connect residents to stores and opportunities of employment both within the City of Sumner and surrounding communities.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

As noted above, redevelopment is happening, but the potential is available for more. Future developers and potential residents can see the challenges the current interchange/intersections pose for access. These roadway improvements are required to encourage redevelopment, which will then lead to additional family-wage jobs within the Sumner Town Center. Through the completion of these two intersection improvements, residents from neighboring communities will be able to have better access to the Sumner Town Center, that would then lead to the growth and development opportunities.

3. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

The intersection improvements will expand access to high, middle, and living wage jobs for the previously mentioned EFAs through the installation of sidewalk where there is a missing gap in the sidewalk system, providing safer options of bike routes, and reduced travel time through the intersection if traveling via vehicle due to the reduced average delay time from 121 seconds to 3 seconds. There are many employment opportunities within the Sumner Pacific MIC, the largest manufacturing employment center in Pierce County, and the Sumner Sound Transit station that connects residents to many more jobs around the region.

4. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

The intersection improvement project will support the businesses within the City of Sumner, as the intersections that will be improved are key access points to the City, in which people that are passing through may be more inclined to stop within the City of Sumner due to the improved mobility that will be implemented for both pedestrian and vehicle access.

5. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

With the completion of the sidewalk network within the project area, residents and commuters will benefit from being able to have a safe route to walk along to connect them to

downtown Sumner, and the Sumner Sound Transit Station. Additionally, the reconfigured intersections will also promote safety of the movement of freight, allowing semi trucks to more efficiently and safely move through the intersections, connecting them to the Sumner Pacific MIC.

Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

There is currently a physical gap in the sidewalk system along 166th, which will be completed with the construction of this project. This will provide the essential link to those who rely on biking and/or walking to reach their destinations. By filling in this missing link, there will be additional routes provided to reach the Sumner Sound Transit Station, connecting people within the area to not only jobs within the City of Sumner, but also for jobs within the region.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

This project will add sidewalks and ADA accessible pathways that are currently non-existent through the intersections, providing additional modes of transportation through this area, connection to the Sumner Town Center. Additionally, there are minor ITS improvements, as there will be no signalized intersections as part of this project, and the existing signal will be removed. The ITS improvements that are planned are in ground monitoring, which will be available to the City in the case that metering is needed in the future, but is not anticipated for need when the project is completed.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

The intersections that will be improved through this project are bottlenecks that cause significant delays of 121 seconds, with an average peak PM speed of 3mph. The delays and the slow speeds through the intersection are dangerous, as drivers will do anything to avoid these delays and slow downs, and the chances of rear end collisions are increased due to the nature of the stop and go traffic that is produced at these two intersections in question.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

Through the installation of sidewalks throughout the project limits, the missing sidewalk link along 166th and 64th St E will be completed, connecting those who live in the surrounding areas to many new destinations, including the regional Gordon Family YMCA, which is only an 8 minute walk (0.4 miles) from this intersection. Additionally, residents will be better connected to Downtown Sumner for walking and biking to their favorite destinations such as parks and downtown shops.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

In the project location, there is currently a sidewalk gap on both 64th St and 166th Ave, which limits the access to the nearby shopping center, and the region's Gordon Family YMCA. Additionally, the project has increased delays due to the experienced congestion at both the peak AM and PM hours, which adds to the emissions in the area.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

The City has conducted extensive outreach that led to this project becoming a priority and throughout each phase of the project. This outreach will continue through preliminary and final designs. When the City completed the Traffic Ave interchange, one resident used X (formerly Twitter) to state, "Congratulations. Now what about 166th?" The project has been

featured at Open Houses put on by the City of Sumner at City Hall where a variety of projects are showcased in the Spring and Fall of each year, reducing barriers by inviting the public to ask questions about a variety of topics at one time. Online outreach continues, including a dedicated project page on the City's website, which is translatable into multiple languages. Acknowledging the limitations of online translations services, the City also offers the Language Line live translation service in Spanish on the website and in newsletters. In addition, the City continues to reach out to traditionally underheard populations with the Mayor hosting coffee at the Food Bank, senior staff participating in Youth Forums at the High School and routine outreach coffees at the Sumner Senior Center. Whether or not participants specifically mention 166th Interchange, traffic safety and traffic congestion remain top concerns in every forum.

2. Describe how this outreach influenced the development of the project.

Through the engagement and interaction described, the City had an ongoing dialogue with the public about the three SR 410 interchanges needing improvements. Traffic Avenue was the first priority because of its proximity to the Sound Transit station and parking garage. Many residents expected SR 162/Valley Avenue to be next; however, the City did extensive communication about the safety and congestion issues on 166th Avenue, leading to its prioritization over SR 162's congestion. In addition to general outreach, the City contacted adjacent property owners whose input shaped the project's footprint through careful coordination. Additionally, WSDOT has been heavily involved, which ensured that other stakeholder voices are being heard as well.

3. Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

- Transform & Diversify
- Increase Access to Single Family Neighborhoods
- Promote Investment & Opportunity

This intersection improvement project aims to increase the access to neighborhoods and the surrounding businesses with the added ease of access through the corridor, rather than having significant delays and safety concerns, trying to get through the area. Additionally, this intersection project will also promote development and redevelopment, bringing in investment opportunities to the area.

Criteria: Safety and Security

1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:

This project will add two roundabouts to the area, which according to the FHWA when changing a signalized intersection to a roundabout provides an 78% reduction in fatal and injury crashes, and when changing a two-way stop controlled intersection to a roundabout provides an 82% reduction in fatal and injury crashes. This project will also implement flashing beacons at pedestrian crossing, crosswalk visibility enhancements, and dedicated pedestrian walkways.

This project also is designed for decreased speeds, as the double roundabouts will naturally slow traffic through the area, thus reducing the need for stop and go traffic, and in turn reducing the potential for accidents in the area.

2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.

For the previously mentioned EFAs, this project will address safety issues for those living with disabilities, as this project will install ADA compliant sidewalks and crosswalks through the area. This will allow for improved access to businesses along 166th and within Downtown Sumner.

3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?

The City of Sumner has a Local Road Safety Plan, in which this intersection project is mentioned in this plan as a high priority for completion. Additionally, the City of Sumner also has a Traffic Safety Task Force, in which this intersection has also been discussed at meetings of high importance.

4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action

Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?

Yes, the City's Public Works Director attended the Regional Safety Summit in June of 2023.

Criteria: Air Quality and Climate Change

- Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway / Intersection / ITS

- What is the length of the project?**
800 feet
- What is the average daily traffic before the project?**
Average daily traffic both before and after the project is 11,000.
- What is the average daily traffic after the project?**
Average daily traffic both before and after the project is 11,000.
- What is the average speed before the project?**
Peak PM average speed is 3mph.
- What is the average speed after the project?**
Peak PM average speed is 25mph.
- What is the level of service before the project?**
F
- What is the level of service after the project?**
A
- What are the existing number of lanes (total, both directions)?**
2
- How many lanes are being added (total, both directions)?**
2
- How many intersections are along the length of the project?**
2
- How many intersections are being improved?**
2
- What is the percentage of freight truck traffic on the facility?**
7%
- Will the project result in shorter trips and reduced VMT? If so, please explain.**
The project will result in shorter trips in terms of time traveled through the intersections due to the reduction in delay. However, the VMT will remain the same.
- Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
Traffic study.
- What is the average daily transit ridership along the corridor?**
N/A
- How many daily peak period transit trips service the corridor?**
N/A
- What is the expected increase in transit speed due to the BAT/HOV lanes?**
N/A

18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
N/A
19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
N/A
20. **What are the ITS improvements being provided?**
Minimal ITS improvements are being provided due to the elimination of traffic signals. Conduits will be installed incase roundabout metering is needed in the future, however, metering is not anticipated at this time.
21. **What is the expected improvement to average vehicle delay?**
Delay will improve from 121 seconds at the WB off-ramps during the PM peak to 6 seconds.
22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
Excerpts from the ICE are attached in the section "Other Considerations" and are titled "166th Widening ICE Excerpt".

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
With funding, this project adds sidewalks and crosswalks through the project extents. There are currently no existing sidewalks within the project vicinity and the bottleneck greatly discourages any multi-model transportation sharing the existing, tight lanes.
2. **What is the length of the proposed facility?**
800 feet
3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
There are no existing bike or pedestrian facilities within the project vicinity. The transit service, "Beyond the Borders" runs through this intersection, connecting seniors, low-income, youth, and people with disabilities to places within the community. This transit service has stops at the nearby Senior Center and YMCA. There are existing sidewalks to the south and west of the project. The proposed project completes this missing sidewalk connection, enabling efficient and ADA-compliant pedestrian access underneath SR 410 from the north to the south.
4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
N/A
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
N/A
6. **What is the average bicycle trip length?**
N/A
7. **What is the average pedestrian trip length?**
N/A
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
N/A

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
December 2030
2. **Total project cost**

\$17,276,474.00

Funding Documentation

1. Documents

20220502_166th_Widening_Financial_Info.pdf, 2023-2024_Budget_Fund_605_Development_Impact_Fee_Fund.pdf

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

The City will fund the local share of the ROW costs out of the Transportation Impact Fees, as demonstrated on the attached City Project Budget Worksheet. Additionally, attached is the current balance of the Traffic Impact Fees fund, which will be used to fund this project. The City's funds are reasonably expected as the City runs on a two year budget cycle, and cannot be secured until the project falls within the current budget (2027-2028 budget). This project is listed on the City's 6-year TIP (A2). It is reasonably expected that two weeks after the award of PSRC funding, TIF funds will be secured for the ROW phase of this project.

Phase	Year	Alternate Year	Amount
ROW	2027		\$2,249,000.00

Total Request: \$2,249,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$25,000.00
Local	Secured	\$832,824.00
Other State	Secured	\$350,000.00
STBG(PSRC)	Secured	\$1,219,650.00
		<hr/>
		\$2,427,474.00

Expected year of completion for this phase: 2027

ROW

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	\$2,249,000.00
Local	Reasonably Expected	\$600,000.00
		<hr/>
		\$2,849,000.00

Expected year of completion for this phase: 2027

Construction

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$2,000,000.00
STBG(PSRC)	Unsecured	\$5,000,000.00
TIB	Unsecured	\$5,000,000.00
		<hr/>
		\$12,000,000.00

Expected year of completion for this phase: 2030

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
2. **What is the actual or estimated start date for preliminary engineering/design?**
06/24/2021
3. **Is preliminary engineering complete?**
No
4. **What was the date of completion (month and year)?**
12/2025
5. **Have preliminary plans been submitted to WSDOT for approval?**
Yes
6. **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.**
Coordination has already occurred with WSDOT for approval on the proposed design. Additionally, 30% design plans are underway for the double roundabout, and the 30% plan set for the culvert relocation and redesign have been completed.
7. **When are preliminary plans expected to be complete?**
N/A

Project Readiness: NEPA

1. **Documents**
20220502_166th_Widening_Financial_Info.pdf, 2023-2024_Budget_Fund_605_Development_Impact_Fee_Fund.pdf
2. **Please enter your description of your financial documentation in the text box below.**
The City will fund the local share of the ROW costs out of the Transportation Impact Fees, as demonstrated on the attached City Project Budget Worksheet. Additionally, attached is the current balance of the Traffic Impact Fees fund, which will be used to fund this project. The City's funds are reasonably expected as the City runs on a two year budget cycle, and cannot be secured until the project falls within the current budget (2027-2028 budget). This project is listed on the City's 6-year TIP (A2). It is reasonably expected that two weeks after the award of PSRC funding, TIF funds will be secured for the ROW phase of this project.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
Yes
2. **What is the actual or estimated start date for right of way?**
01/01/2025
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
12/2026
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
There are minimal property impacts beyond the property to be acquired that has two existing businesses located on it. However, that significantly impacted property has reached out to the City and wishes to sell the entire property as soon as possible. The City is already working with WSDOT to ensure any early property transaction is completed in compliance with federal and state regulations.
5. **What is the zoning in the project area?**
General Commercial and Interchange Commercial.
6. **Discuss the extent to which your schedule reflects the possibility of**

condemnation and the actions needed to pursue this.

We are currently working with the property owner of the property that we have yet to purchase, as there are a few factors that are at play. These conversations were started very early on in the project so we had the opportunity to avoid delays in obtaining the property needed to complete the project. We have already purchased one parcel, in which site clean up will be taking place this summer.

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

Yes

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

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

We purchased one of the parcels needed to complete this project in November of 2022, where we are working with the tenant on relocation services. For the time being, they are able to remain on site, as we are still working on preliminary project items, such as soil sampling due to the property being used as a vehicle repair shop and a car lot, historically. This soil sampling will take place this summer, and we will then be able to begin our mitigation efforts.

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

Documented Categorical Exclusion (DCE)

2. **Has the NEPA documentation been approved?**

No

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

09/01/2025

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**

Yes

2. **What is the actual or estimated start date for right of way?**

01/01/2025

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

12/2026

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

There are minimal property impacts beyond the property to be acquired that has two existing businesses located on it. However, that significantly impacted property has reached out to the City and wishes to sell the entire property as soon as possible. The City is already working with WSDOT to ensure any early property transaction is completed in compliance with federal and state regulations.

5. **What is the zoning in the project area?**

General Commercial and Interchange Commercial.

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

We are currently working with the property owner of the property that we have yet to purchase, as there are a few factors that are at play. These conversations were started very early on in the project so we had the opportunity to avoid delays in obtaining the property needed to complete the project. We have already purchased one parcel, in which site clean up will be taking place this summer.

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

Yes

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

N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

We purchased one of the parcels needed to complete this project in November of 2022, where we are working with the tenant on relocation services. For the time being, they are able to remain on site, as we are still working on preliminary project items, such as soil sampling due to the property being used as a vehicle repair shop and a car lot, historically. This soil sampling will take place this summer, and we will then be able to begin our mitigation efforts.

Project Readiness: Construction

1. **Are funds being requested for construction?**

No

2. **Do you have an engineer's estimate?**

N/A

3. **Engineers estimate document**

N/A

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

N/A

5. **Are Plans, Specifications & Estimates (PS&E) approved?**

N/A

6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**

N/A




7. **When is the project scheduled to go to bid (month and year)?**

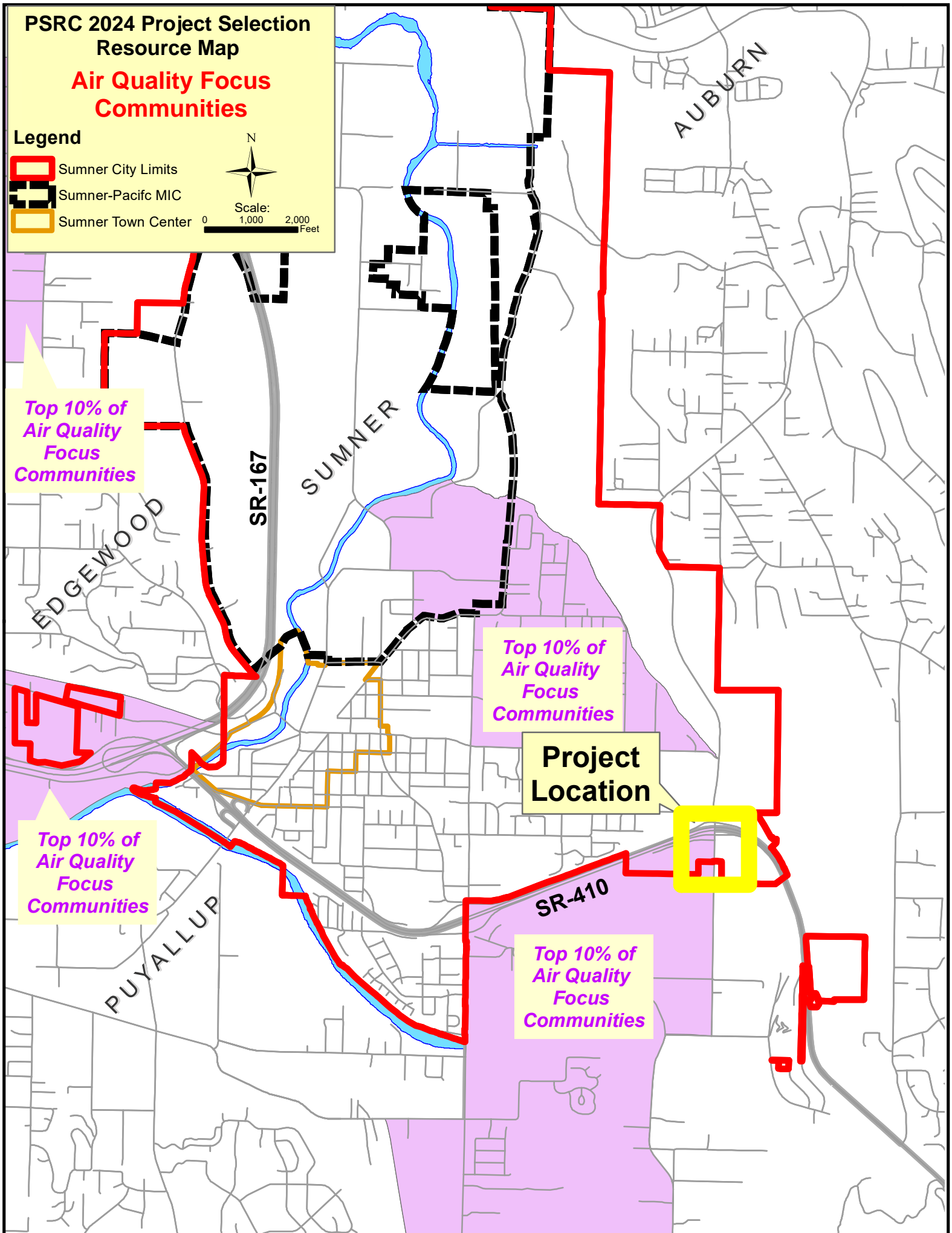
N/A

**PSRC 2024 Project Selection
Resource Map**

**Air Quality Focus
Communities**

Legend




-  Sumner City Limits
 -  Sumner-Pacific MIC
 -  Sumner Town Center
- Scale: 0 1,000 2,000 Feet



PSRC 2024 Project Selection Resource Map

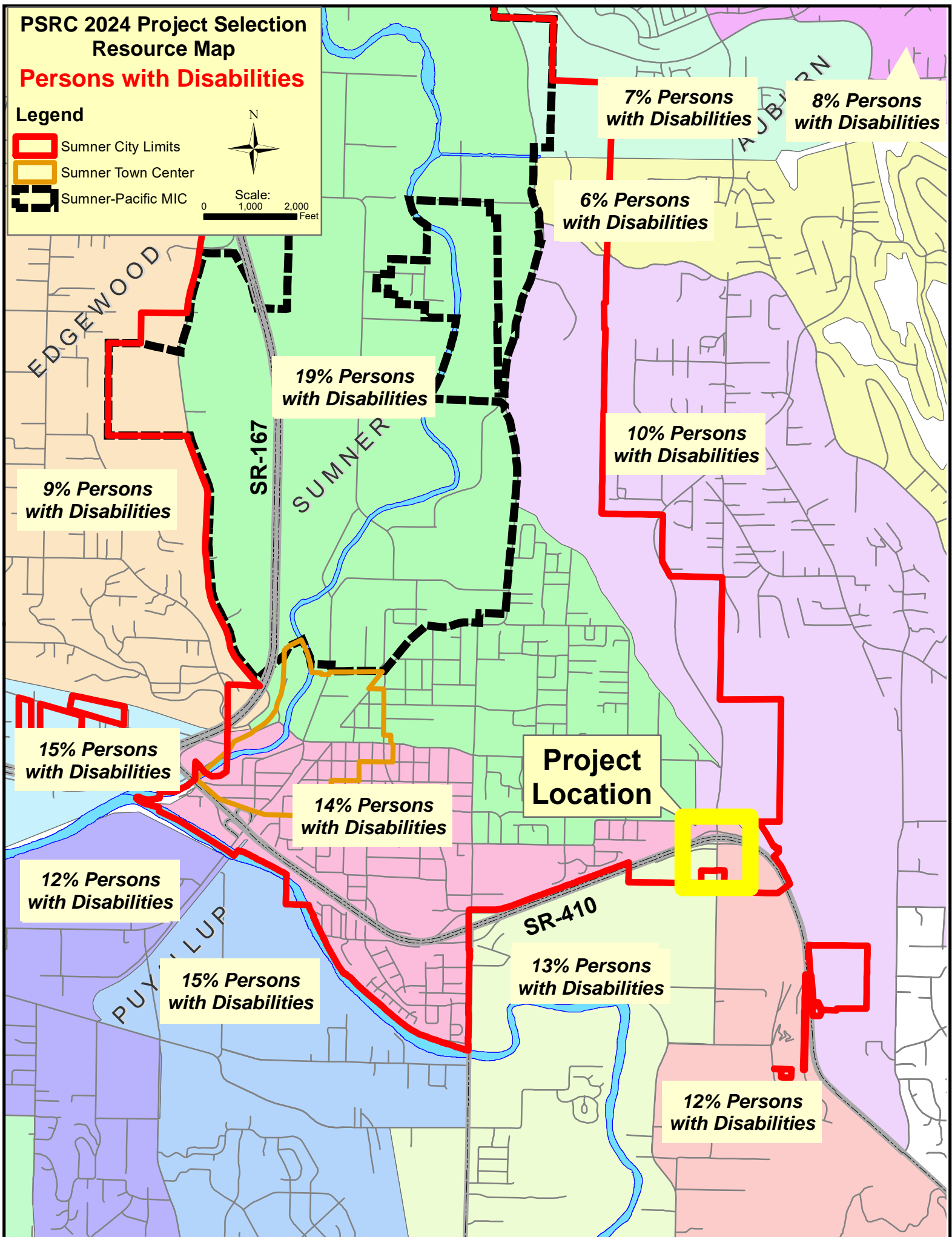
Persons with Disabilities

Legend

-  Sumner City Limits
-  Sumner Town Center
-  Sumner-Pacific MIC






Scale:
0 1,000 2,000
Feet



PSRC 2024 Project Selection Resource Map

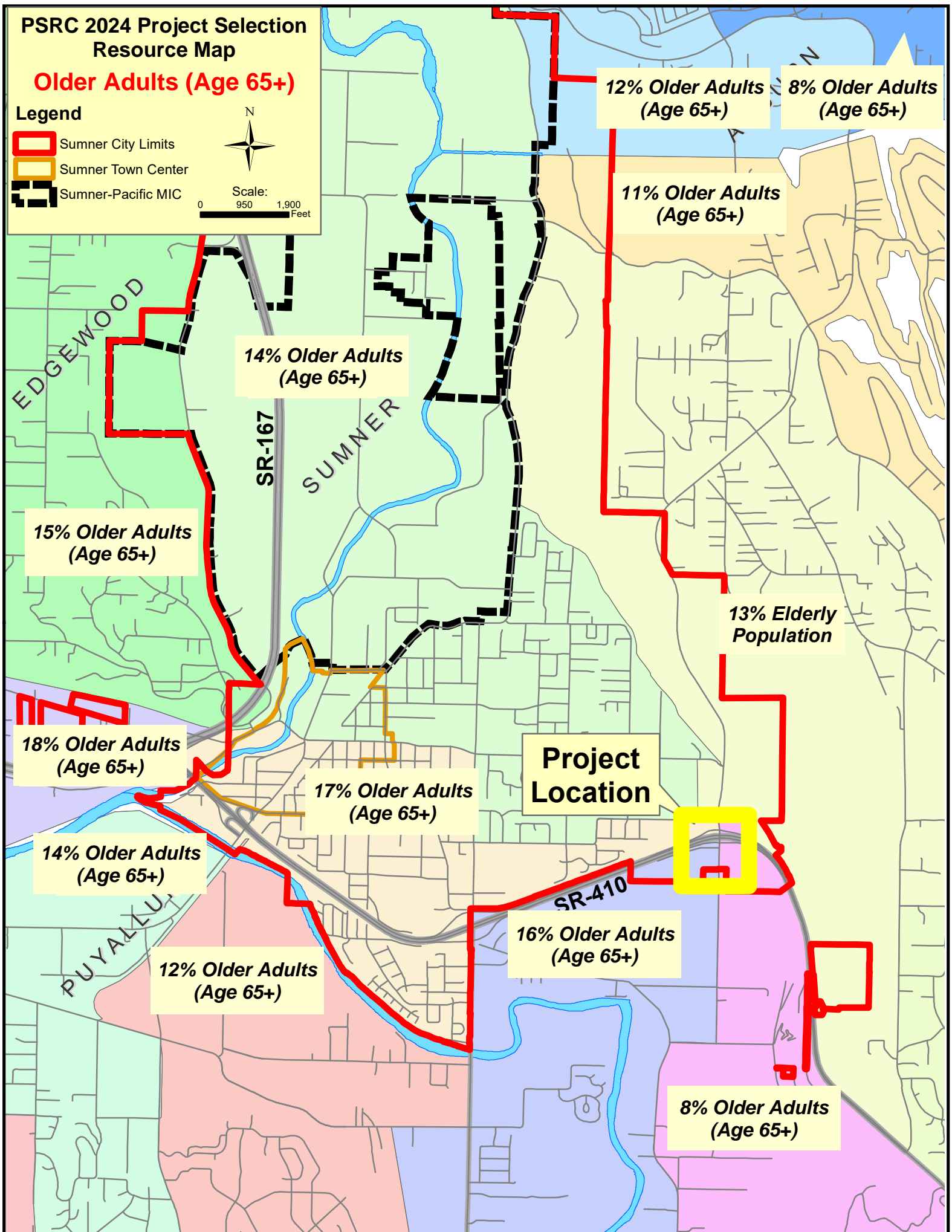
Older Adults (Age 65+)

Legend

-  Sumner City Limits
-  Sumner Town Center
-  Sumner-Pacific MIC






Scale:
0 950 1,900
Feet



PSRC 2024 Project Selection Resource Map

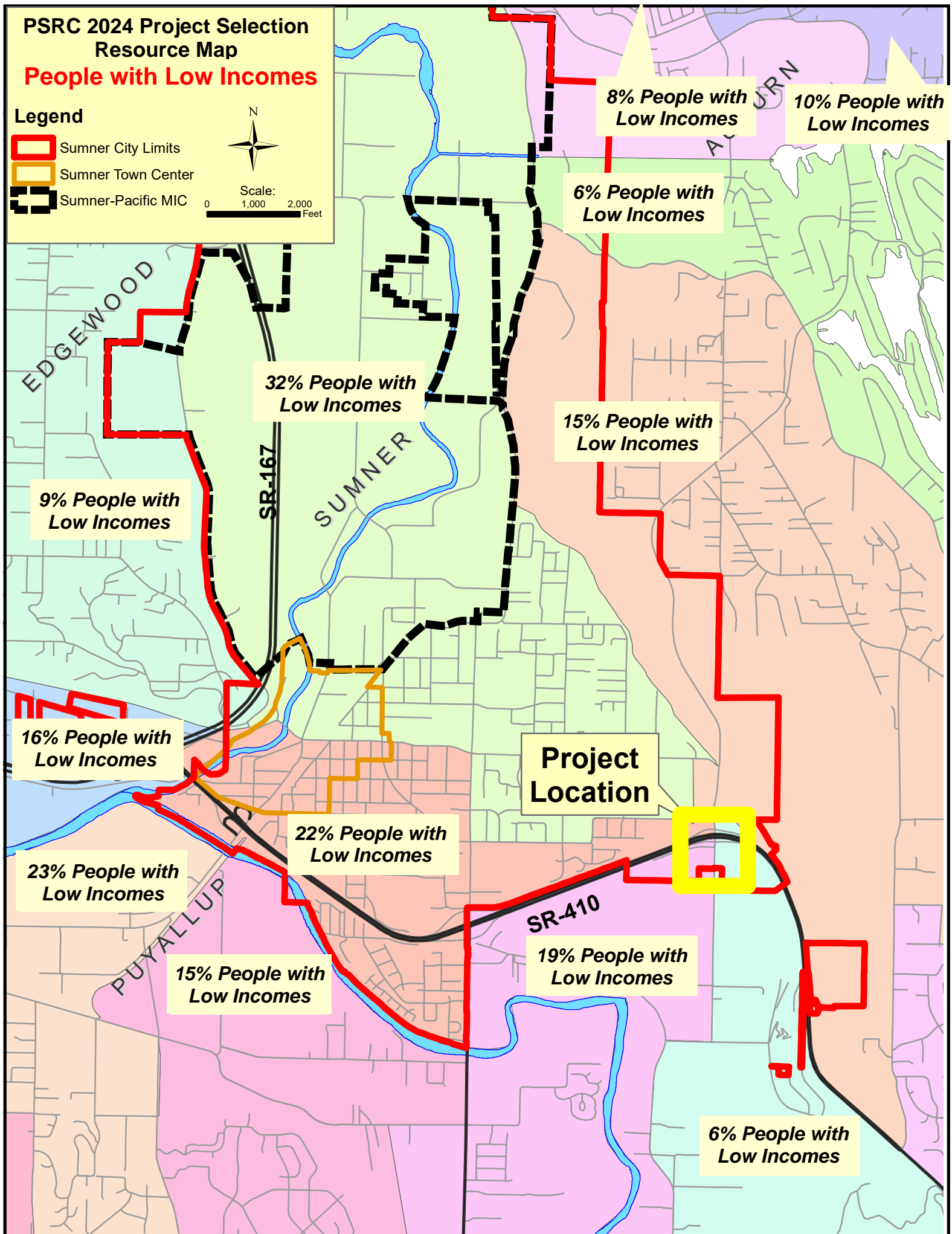
People with Low Incomes

Legend

-  Sumner City Limits
-  Sumner Town Center
-  Sumner-Pacific MIC






Scale:
0 1,000 2,000
Feet

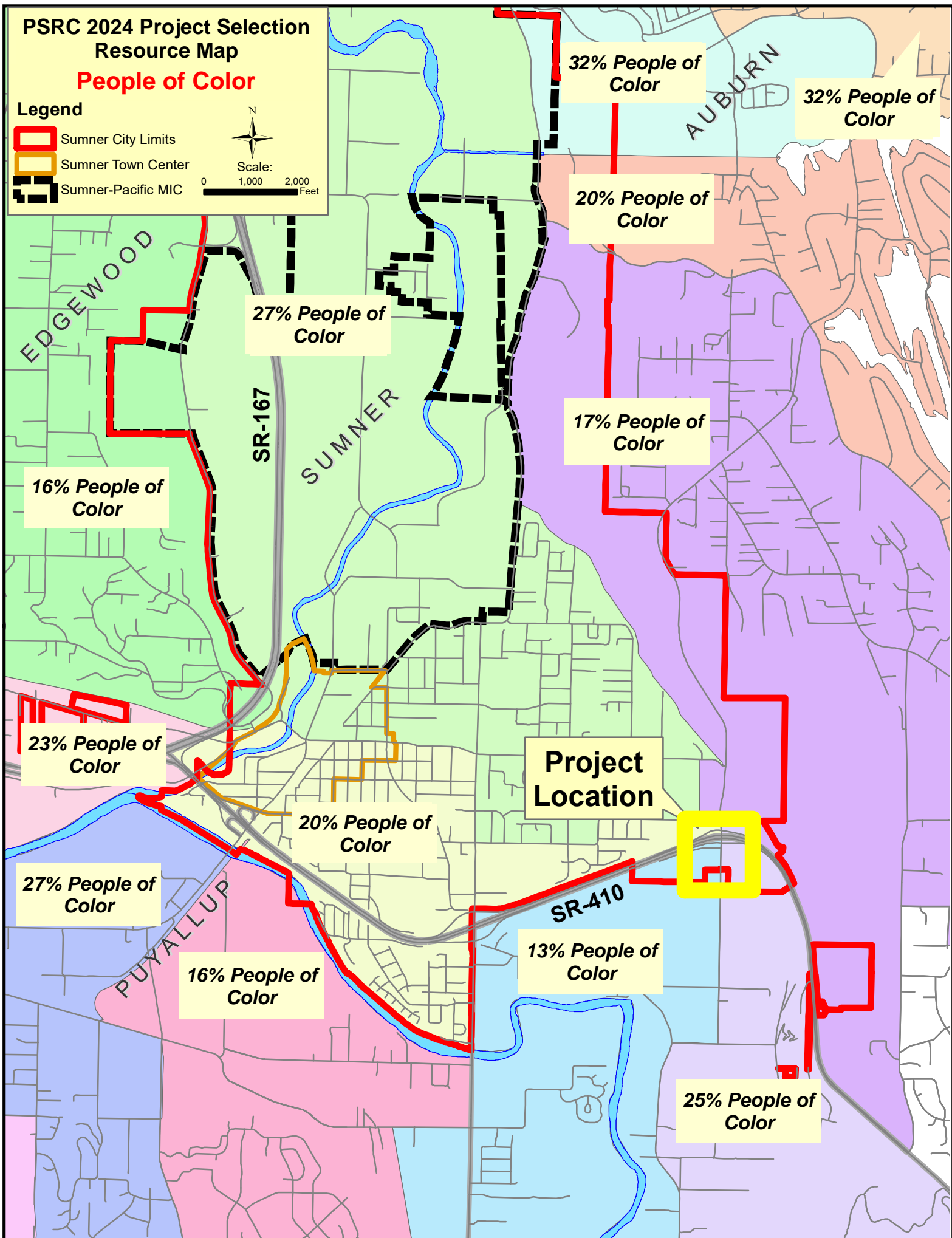


PSRC 2024 Project Selection Resource Map

People of Color

Legend




-  Sumner City Limits
 -  Sumner Town Center
 -  Sumner-Pacific MIC
- Scale: 0 1,000 2,000 Feet



PSRC 2024 Project Selection Resource Map

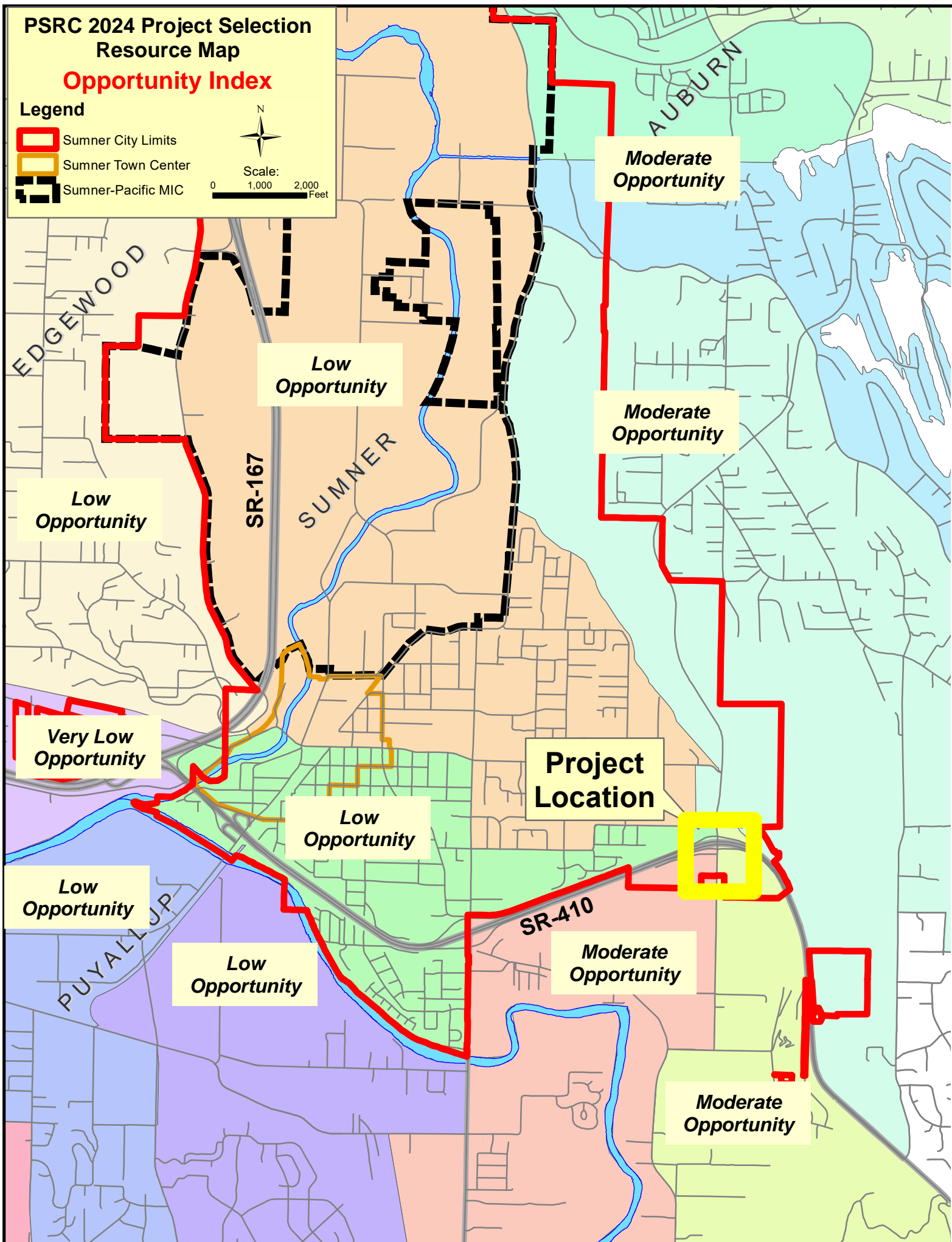
Opportunity Index

Legend

-  Sumner City Limits
 -  Sumner Town Center
 -  Sumner-Pacific MIC
- Scale: 0 1,000 2,000 Feet



Scale:
0 1,000 2,000
Feet





Support for Services

CITY OF SUMNER WASHINGTON

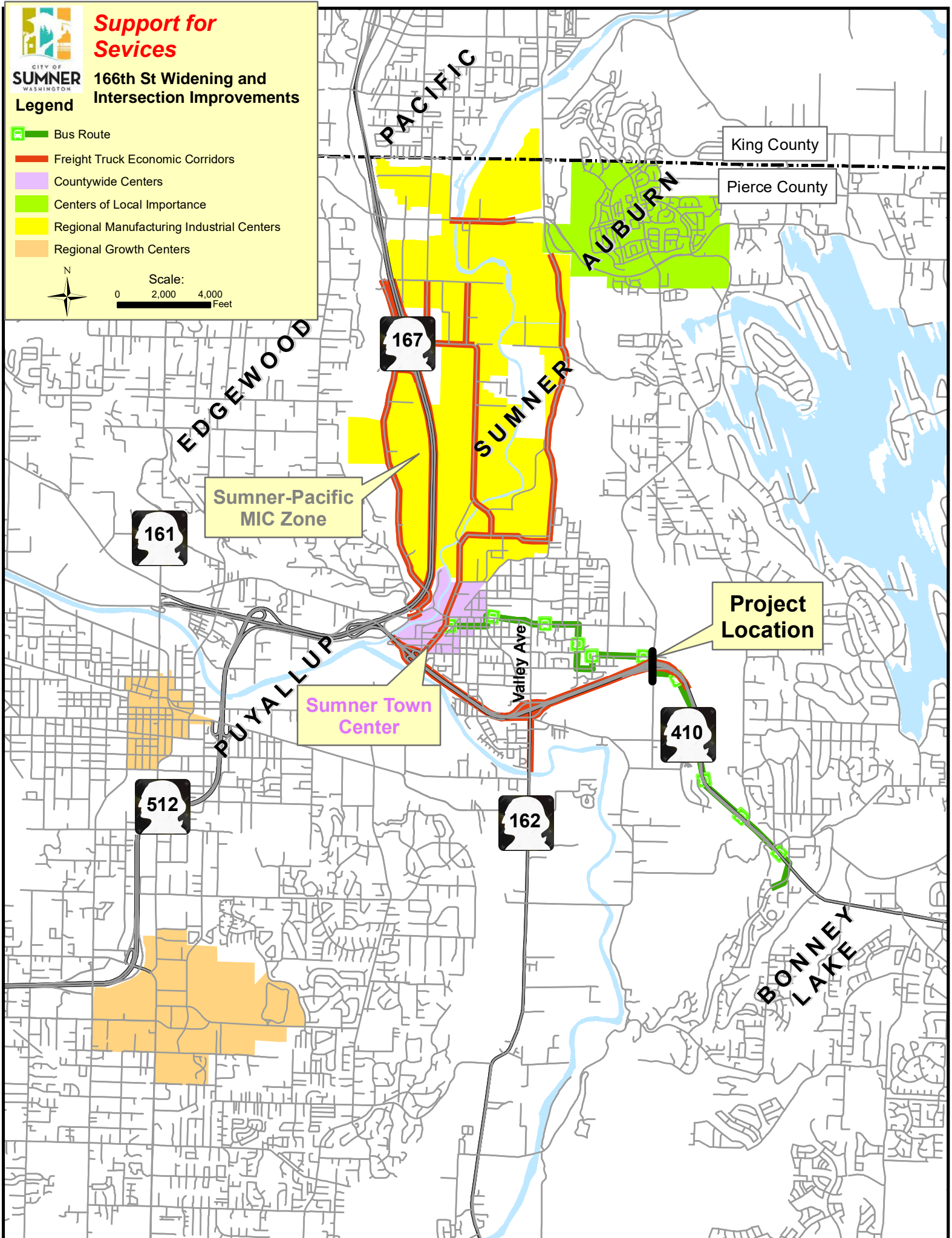
Legend

166th St Widening and Intersection Improvements

- Bus Route
- Freight Truck Economic Corridors
- Countywide Centers
- Centers of Local Importance
- Regional Manufacturing Industrial Centers
- Regional Growth Centers



Scale:
0 2,000 4,000 Feet





CITY OF
SUMNER
WASHINGTON

City of Sumner

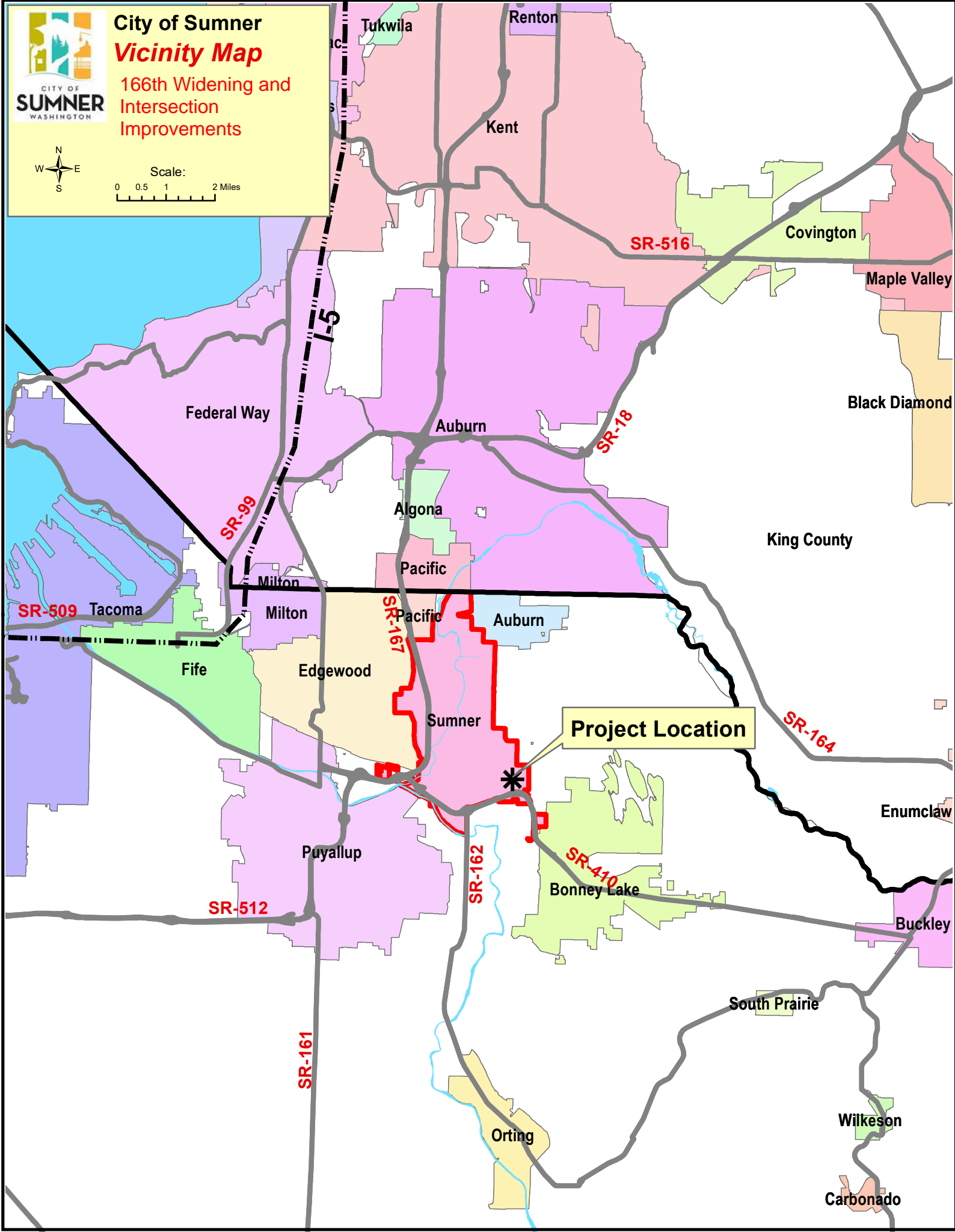
Vicinity Map

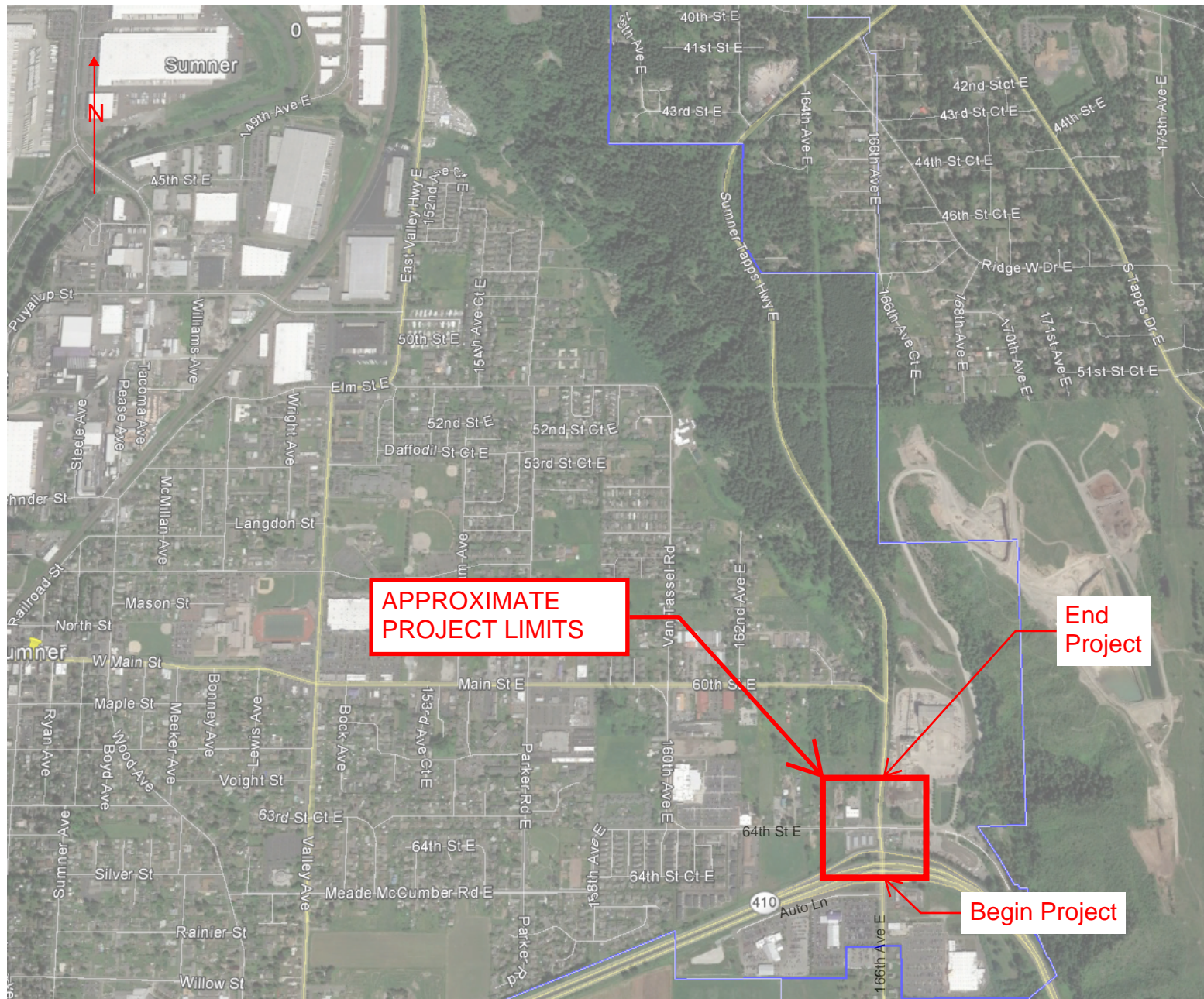
166th Widening and
Intersection
Improvements



Scale:

0 0.5 1 2 Miles



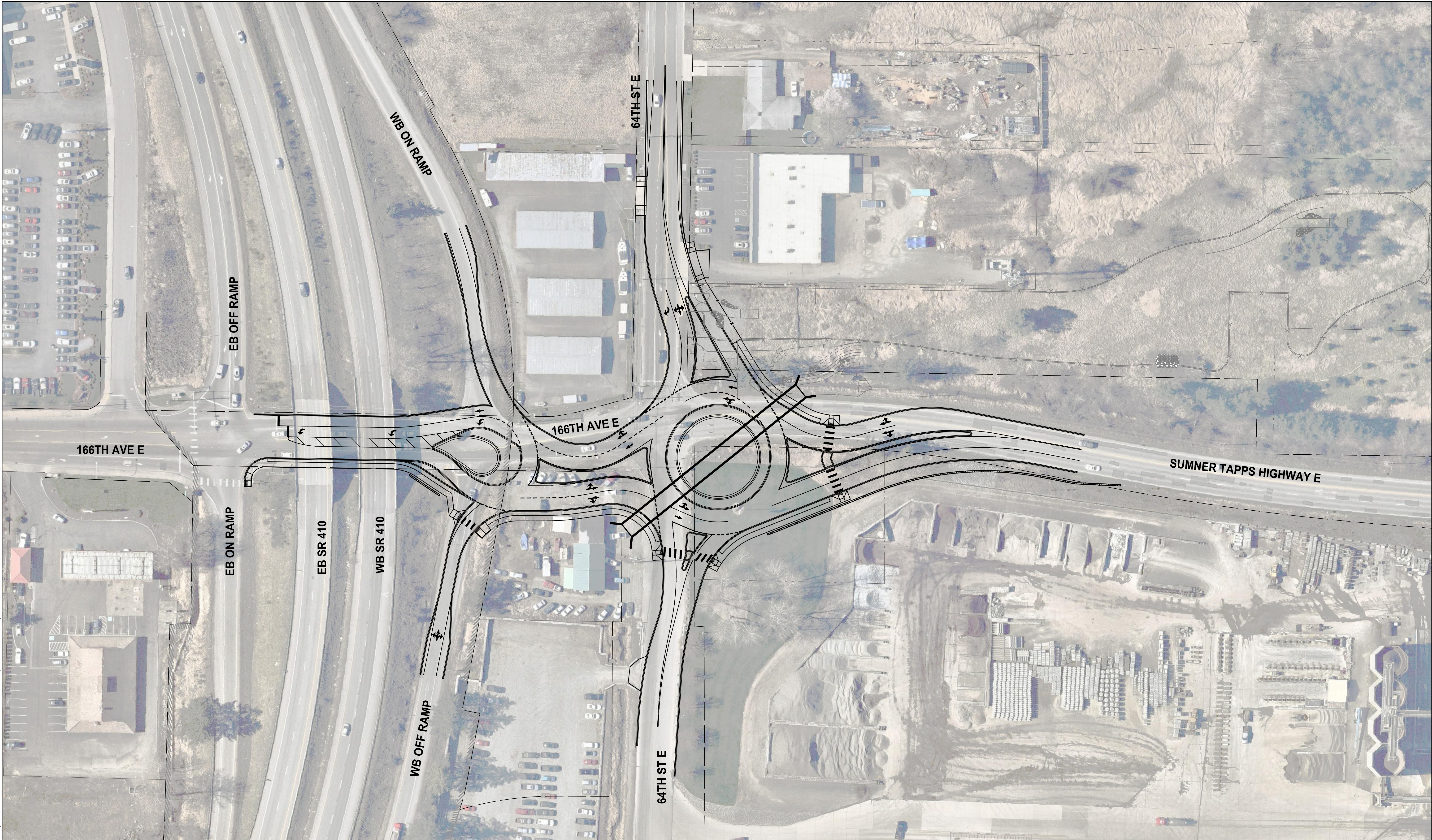


Vicinity Map - Not to Scale

166th Widening and Intersection Improvements

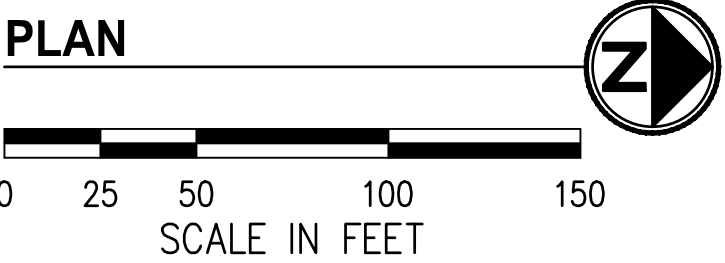
5-17-2021

K:\PROJECTS\SUMNER\18158 - SUMNER 166TH\DESIGN\Drawings\Presentation\18158 - CREEK EXHIBIT.dwg 7/5/2023 4:56 PM



166TH AVE E WIDENING AND INTERSECTION IMPROVEMENTS

PRELIMINARY DESIGN PLAN, JULY 2023



Intersection Control Evaluation for SR 410 and 166th Avenue E Interchange City of Sumner



SR 410 and 166th Avenue E Intersection Control Evaluation

Prepared for:

**City of Sumner
1104 Maple Street
Sumner, WA 98390**

Prepared by:

**KPG
2502 Jefferson Avenue
Tacoma, WA 98402**

and

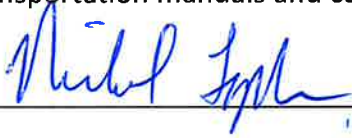
**Kittelson & Associates
851 SW 6th Avenue, Suite 600
Portland, OR 97204**

May 2020

Intersection Control Evaluation
SR 410 and 166th Avenue E Interchange
Washington State Department of Transportation
Olympic Region
Tumwater, Washington

1. This Intersection Control Evaluation (ICE) Report, under my direct supervision, has been prepared in accordance with appropriate Washington State Department of Transportation manuals and current design guidelines and procedures.

By: _____



Date: _____

5/20/2020

Approved By: _____

Steve Kim, P.E. _____

Date: _____

Olympic Region Traffic Engineer

Concurrence By: _____

Brian Walsh, P.E. _____

Date: _____

State Traffic Design and Operations Manager

Intersection Operations

KPG used Synchro 10 traffic modeling software to calculate intersection level of service (LOS) and delay. Intersection LOS is defined by the average seconds of delay experienced by vehicles traveling through the intersection. The intersection LOS ranges from A to F, with LOS A assigned when minimal delays are present and LOS F when lengthy delays occur. **Table 1** shows the LOS criteria for unsignalized and signalized intersections.

Table 1. Level of Service (LOS) Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Average Delay per Vehicle (seconds)	Signalized Average Delay per Vehicle (seconds)
A	0 to 10	0 to 10
B	10 to 15	10 to 20
C	15 to 25	20 to 35
D	25 to 35	35 to 55
E	35 to 50	55 to 80
F	> 50	> 80

Source: 2010 Highway Capacity Manual.

During the PM peak hour, the signalized intersection at 64th Street E/166th Avenue E operates at LOS F and experiences significant queuing for a few hours each weekday evening. The high volume of southbound vehicles in the single lane causes southbound traffic to queue extensively, and the high eastbound right turn volume (590 PM peak hour vehicles) causes traffic to queue on 64th Street E.

During the AM and PM peak hours, the unsignalized SR 410 westbound ramps/166th Avenue E intersection operates at LOS F. This is due to left turning vehicles at the single-lane off-ramp having a difficult time finding a gap in southbound and northbound traffic.

The signalized SR 410 eastbound ramps/166th Avenue E intersection and unsignalized Auto Lane/166th Avenue E intersection both operate at LOS C or better during the AM and PM peak hours.

Table 2 shows the 2019 existing AM and PM peak hour intersection LOS and delay at the study intersections.

Table 2. 2019 Existing AM and PM Peak Hour Intersection LOS and Delay (Seconds)

Intersection	Traffic	AM Peak Hour	PM Peak Hour
64th Street E/166th Avenue E	Signal	A (6)	F (102)
SR 410 westbound ramps/166th Avenue E*	Stop Sign	F (117)	F (121)
SR 410 eastbound ramps/166th Avenue E	Signal	B (11)	B (11)
Auto Lane/166th Avenue E*	Stop Sign	B (11)	C (16)

Notes: Signal and stop sign LOS and delay calculated using HCM 6th Edition Methodology.

*Intersection delay reported for the worst performing stop-controlled approach.

**Appendix A: Kittelson & Associates Technical
Memo dated May 4, 2020**

TECHNICAL MEMORANDUM

Date: May 4, 2020

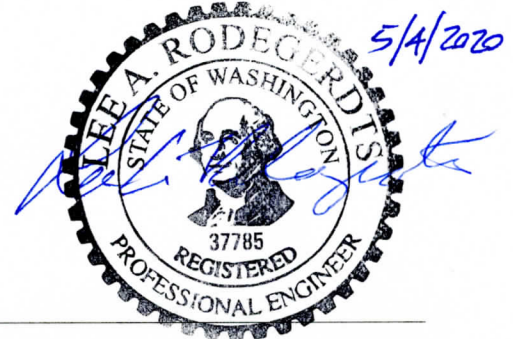
Project #: 24839

To: Terry Wright (KPG)

From: Lee Rodegerdts, PE, Zachri Jensen, Carrie Theus,
and Hermanus Steyn, PE (Kittelson)

Project: 166th Avenue East Improvements, Sumner, WA

Subject: Independent Intersection Control Evaluation



INTRODUCTION

This technical memorandum documents an independent Intersection Control Evaluation (ICE) prepared by Kittelson & Associates, Inc. (Kittelson) for the SR 410 Westbound Ramps and 64th Street East intersections on 166th Avenue East in Sumner, Washington. The analysis uses background information and traffic projections prepared and documented by KPG in their ICE report dated October 2019 (Reference 1, hereafter referred to as the "KPG study"), and it builds upon analysis of existing conditions and the analysis of alternatives presented in the KPG study. As such, this technical memorandum should be considered supplemental to the KPG study.

This memorandum is organized into the following sections:

- Introduction
- Background and Project Needs
- Analysis Methods
- Traffic Volume Projections
- Alternatives Development and Evaluation
- Safety Performance
- Life-Cycle Cost Evaluation
- Summary and Conclusions
- References

In summary, the evaluation looked at three alternatives in detail: an alternative with two roundabouts, an alternative with one roundabout, and an alternative with two signals. Of the three alternatives considered, the alternative with two roundabouts appears to have the most overall benefit and fewest risks.

BACKGROUND AND PROJECT NEEDS

The 166th Avenue East corridor is a north-south corridor located on the east side of the City of Sumner, Washington. It intersects with SR 410, a Washington State Department of Transportation (WSDOT) facility that functions as a freeway from this interchange to its terminus to the west at SR 167. East of this interchange, SR 410 is a four-lane highway with at-grade intersections east of the interchange.

The study area, shown in Figure 1, comprises a series of closely spaced intersections. The SR 410 Eastbound Ramps intersection was recently signalized as part of a development project to the south of the interchange. The SR 410 Westbound Ramps intersection, located 240 feet to the north, is stop-controlled. Immediately north of the interchange is a signalized intersection at 64th Street East, located 160 feet from the SR 410 Westbound Ramps intersection. This intersection provides a major access route to the City of Sumner to the west. Due to the topography in the area, 64th Street East also provides the only feasible access to Corliss Resources, a concrete,

COMPARISON OF OPERATIONAL PERFORMANCE

Table 7 provides a summary and comparison of Year 2040 operation performance for the three alternatives. Both roundabout alternatives have substantially lower estimated delays than the signal alternative.

Table 7 – Comparison of Year 2040 Operational Performance

Intersection	2040 Weekday AM Peak Hour			2040 Weekday PM Peak Hour		
	Volume-to-Capacity Ratio ¹	Average Control Delay (s/veh)	LOS	Volume-to-Capacity Ratio ¹	Average Control Delay (s/veh)	LOS
Alternative A – Two Roundabouts						
166 th Avenue E/SR 410 WB Ramps	0.44	5	A	0.46	6	A
166 th Avenue E/64 th Street E	0.65	5	A	0.61	4	A
Alternative B – One Roundabout						
166 th Avenue E/64 th Street E/SR 410 WB Ramps	0.52	7	A	0.54	8	A
Alternative C – Two Signals						
166 th Avenue E/64 th Street E	0.49	21	C	0.68	52	D
166 th Avenue E/SR 410 WB Ramps	0.65	22	C	0.62	21	C

¹ Intersection Volume-to-Capacity for Traffic Signal and Critical Lane Volume-to-Capacity for Roundabouts

SAFETY PERFORMANCE

Kittelson compared the safety performance of the three alternatives at a planning level using the FHWA Safety Performance for Intersection Control Evaluation (SPICE) tool (Reference 8). This tool implements safety performance functions (SPFs) and crash modification factors (CMFs) provided in the Highway Safety Manual (HSM, Reference 9). Per the WSDOT Safety Analysis Guide, calibration factors of 1.00 were applied to the HSM SPFs used in the model (Reference 10).

The HSM SPFs are established for a range of common configurations of intersections and interchanges and are implemented in SPICE to allow comparisons across configurations under the same opening year and design year volume conditions. For this project, both Alternative A and Alternative B represent configurations that are not included within the scope of the HSM. Alternative A has a roundabout at one ramp terminal intersection and a signalized intersection at the other; the HSM models the entire interchange assuming the same form and control both ramp terminal intersections. Similarly, Alternative B has a roundabout with more than four legs; there is no SPF for this condition in the HSM or the latest research in National Cooperative Highway Research Program (NCHRP) Report 888 (Reference 11).

With these caveats in mind, a generalized range of safety performance can be developed to compare the alternatives to one another. The no-build condition falls outside the range of the HSM models for stop-controlled intersections and was not considered further. Table 8 shows a summary of the results of this evaluation; calculation worksheets are in Attachment G. As can be seen from the table, the roundabout alternatives are likely to exhibit somewhat fewer crashes overall than the signalized alternatives and substantially fewer fatal and injury crashes.

DEVELOPMENT IMPACT FEE FUND

FIDUCIARY FUND NO. 605/MANAGED BY THE FINANCE DEPT



KEY PERFORMANCE INDICATORS:

None

DEPARTMENT HIGHLIGHTS:



- When development occurs, the owner is assessed mitigation or impact fees. These fees help offset the increased level of service that is necessary as a result of the development.
- Mitigation/impact fees are charged for recreation (parks & trails), streets, and fire services.
- Funds are retained for management purposes in this fund, and transferred out to the appropriate capital project funds through the budget process.
- For reporting purposes, fund reserves are reported in their functional fund.

'23-24 GOALS



- Balance current development needs with saving for the future.
- Analyze fee levels

LONG-TERM GOALS



- Growth helps pay for growth

COUNCIL STRATEGIC PRIORITIES



- EXCELLENT GOVERNMENT: Focus on long-range financial stability
- EXCELLENT GOVERNMENT: Transparency in policy and actions

DEVELOPMENT IMPACT FEE FUND

FIDUCIARY FUND NO. 605/MANAGED BY THE FINANCE DEPT

Resource Summary:

Fund 605									
Development Impact Fees	Actual			Rev	2021/2022	2021/2022	2023	2024	2023/2024
Resource Summary	2019	2020	2021	2022	Adopted	Revised	Adopted	Adopted	Adopted
<u>Revenues</u>									
Taxes	-	-	-	-	-	-	-	-	-
Licenses & Permits	-	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	-	-	-	-	-
Charges for Service	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Miscellaneous									
Fire Mitigation	18,670	15,530	19,860	-	-	-	-	-	-
Street SEPA Mitigation	5,722	440	-	-	-	-	-	-	-
Traffic Impact Fees	1,775,490	3,391,812	967,078	-	-	-	-	-	-
Street Impact - CTI Tonnage	-	-	-	-	-	-	-	-	-
Parks Mitigation	543,797	379,350	203,123	350,000	700,000	700,000	250,000	250,000	500,000
Interfund Loan Repayment	-	-	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-	-	-
Revenues	2,343,679	3,787,132	1,190,061	350,000	700,000	700,000	250,000	250,000	500,000
<u>Expenditures</u>									
Personnel Salaries	-	-	-	-	-	-	-	-	-
Personnel Benefits	-	-	-	-	-	-	-	-	-
Supplies	-	-	-	-	-	-	-	-	-
Services & Charges	-	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	-	-	-	-	-
Interfund	-	-	-	-	-	-	-	-	-
Capital Outlay	-	-	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	-	-	-	-
Interfund Loan Disbursement	-	-	-	-	-	-	-	-	-
Transfer Out									
to Sidewalk Fund (302)	-	-	101,000	-	101,000	101,000	-	-	-
to Parks and Trails Capital (310)	-	568,500	565,000	-	380,000	515,000	51,124	947,709	998,833
to Street Capital Fund (320)	1,080,000	98,775	2,516,200	1,100,000	2,916,200	3,616,200	-	-	-
to Gen Gov't CIP (303)	-	-	-	-	-	-	-	-	-
Expenditures	1,080,000	667,275	3,182,200	1,100,000	3,397,200	4,232,200	51,124	947,709	998,833
Net Annual Cash	1,263,679	3,119,857	(1,992,139)	(750,000)	(2,697,200)	(3,532,200)	198,876	(697,709)	(498,833)
Beginning of the Year Cash	5,256,672	6,520,350	9,640,207	7,648,068	7,026,351	4,914,288	6,898,068	7,096,944	6,898,068
End of the Year Cash	6,520,350	9,640,207	7,648,068	6,898,068	4,329,151	1,382,088	7,096,944	6,399,235	6,399,235

Budget Notes: Funding for 2023/2024 is programmed to support capital projects.

Project	Fund	Fund Name	2023	2024
CIP 14-10 Fryar Ave Trail (Local Match)	310	Parks Capital	\$ 51,124	\$ 51,124
Bennett Park Phase I	310	Parks Capital	\$ -	\$ 409,085
Seibenthaler Park Phase I (Spray Park)	310	Parks Capital	\$ -	\$ 487,500
			\$ 51,124	\$ 947,709

PROJECT BUDGET WORKSHEET

Project Name: 166th Ave E Roadway Widening and Intersection Improvements							G/L Acct: 40859431.563446 & 32059530.563513			
Stage of Completion: Final Design & ROW							Amount Budgeted: \$ 1,585,000.00			
Project No: CIP 13-11			Capacity Project: Yes				Amount This Request: \$ 4,127,474.00			
Location/Address: 166th Ave E/Sumner Tapps Hwy & 64th St E, SR 410 WB Ramps							Anticipated Year Complete: 2028			
Description: Reconstruct two intersections on 166th at the WB SR 410 interchange ramps and at 64th. Widen the roadway between the intersections to relieve the bottleneck.										
Funding Source	BUDGET	Bud. Inc.	Rev. Budget	2019/Earlier	2020	2021	2022	2023/Later	Total	Bud Var
CITY FUNDED			-						-	-
PLANNING	5,777.00		5,777.00	777.00		5,000.00			5,777.00	-
PS&E STORMWTR UTIL	628,692.00	(200,000.00)	428,692.00	81,376.59	136,362.12	120,000.00	50,000.00	40,953.30	428,692.00	-
PS&E (TIF FUNDS)	448,355.00	(150,000.00)	298,355.00	101,374.38	110,334.25	20,000.00	30,000.00	36,646.38	298,355.00	-
ROW (TIF FUNDS)	600,000.00	(500,000.00)	100,000.00					100,000.00	100,000.00	-
CONST			-						-	-
CONST ENGR			-						-	-
FEDERAL FUNDING			-						-	-
PS&E (STP Funds)	1,219,650.00		1,219,650.00			10,000.00	309,650.00	900,000.00	1,219,650.00	-
ROW		1,550,000.00	1,550,000.00					1,550,000.00	1,550,000.00	-
PORT OF TACOMA FUNDING			-						-	-
DESIGN - ROADWAY	25,000.00		25,000.00			25,000.00			25,000.00	-
STATE FUNDING (Legislature)			-						-	-
PS&E		350,000.00	350,000.00					350,000.00	350,000.00	-
ROW		150,000.00	150,000.00					150,000.00	150,000.00	-
CONST			-						-	-
CONST ENGR			-						-	-
TOTAL REV	2,927,474.00	1,200,000.00	4,127,474.00	183,527.96	246,696.37	180,000.00	389,650.00	3,127,599.67	4,127,474.00	-

Expenditures	BUDGET	Bud. Inc.	Rev. Budget	2019/Earlier	2020	2021	2022	2023/Later	Total	Bud Var
DESIGN-0010										
CITY LABOR - STORM	41,000.00		41,000.00	5,665.40	8,771.27	5,000.00	10,000.00	11,563.34	41,000.00	-
CITY LABOR - TRANSP	44,000.00		44,000.00	5,665.40	8,771.27	5,000.00	10,000.00	14,563.34	44,000.00	-
PROF SERVICES-STORM	607,692.00		607,692.00	75,711.19	127,590.86	115,000.00	40,000.00	249,389.95	607,692.00	-
PROF SERVICES - TRANSP	1,632,005.00		1,632,005.00	95,708.98	101,562.99	53,000.00	329,650.00	1,052,083.04	1,632,005.01	-
OTHER- ADVERTISEMENT	2,777.00		2,777.00	777.00		2,000.00			2,777.00	-
ROW-0020			-						-	-
CITY LABOR - STORM										
LAND	500,000.00	1,200,000.00	1,700,000.00					1,700,000.00	1,700,000.00	-
PROF SERVICES-ROW	100,000.00		100,000.00					100,000.00	100,000.00	-
CONSTRUCTION-0030			-						-	-
CITY LABOR			-						-	-
CONTRACT			-						-	-
O & M-0015			-						-	-
TOTAL EXP	2,927,474.00	1,200,000.00	4,127,474.00	183,527.96	246,696.37	180,000.00	389,650.00	3,127,599.67	4,127,474.00	-
DIFFERENCE	-	-	-	-	-	-	-	-	-	-

DocuSigned by:

For Grant Purposes ☒

Kassandra Raymond 5/2/2022 | 8:16 AM PDT

Signature: Chief Financial Officer
Kassandra Raymond

Date

DocuSigned by:

Jason Wilson 5/2/2022 | 8:18 AM PDT

Signature: City Administrator
Jason Wilson

Date

DocuSigned by:

Budget Worksheet Updated ☐

Mike Dahlem 4/29/2022 | 8:56 AM PDT

Signature: Public Works Director
Mike Dahlem

Date

DocuSigned by:

Michael Kosa 4/29/2022 | 7:35 AM PDT

Signature: Project Manager
Michael Kosa

Date

March 31, 2022

Mr. Mike Dahlem
Public Works Director
City of Sumner
1104 Maple Street, Suite 260
Sumner, Washington 98390-1447

**166th / SR 410 Interchange
2022 Supplemental Transportation Budget
State Funding**

Dear Mr. Dahlem:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding through the 2022 Supplemental Transportation Budget. The state funding is limited as shown below:

166th / SR 410 Interchange

\$500,000

Scope: Rebuild existing bridge and reconfigure two intersections for an improved interchange.

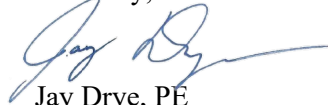
In order to meet state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs web page for detailed authorization information, including: (<https://wsdot.wa.gov/business-wsdot/support-local-programs>)
 - ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
 - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
 - ✓ Funding and billing forms;
 - ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Sumner** and your password is **Sumne723**. The password is case sensitive.

As a reminder, Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance please contact Bryan Dias, your Region Local Programs Engineer, at 360.357.2631.

Sincerely,



Jay Drye, PE
Director
Local Programs

JD:st:ml

cc: Kelly McGourty, Transportation Director, PSRC
Bryan Dias, Olympic Region Local Programs Engineer, MS 47440

**RESOLUTION NO. 1442
CITY OF SUMNER, WASHINGTON**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, RELATING TO AD VALOREM PROPERTY TAXES; ESTABLISHING THE AMOUNT TO BE COLLECTED IN 2016 BY TAXATION ON THE ASSESSED VALUATION OF THE PROPERTY OF THE CITY; AND SETTING THE LEVY FOR THE YEAR 2016.

WHEREAS, the Sumner City Council attests that the City of Sumner population is 9,660; and

WHEREAS, the Sumner City Council has properly given notice of the public hearing held November 2, 2015, to consider the City of Sumner's ad valorem property tax for the 2016 budget, pursuant to RCW 84.55.120; and

WHEREAS, the City of Sumner's highest lawful levy is \$3,753,151.49 with the actual levy amount from the previous year being \$1,212,217.00; and

WHEREAS, the City of Sumner has continued to take a lead in reducing costs to citizens through collaboration with other agencies, consolidation of services, adoption of operational efficiencies, and negotiation of lower expenses; and

WHEREAS, the delay in the sale of the Sumner Meadows Gold Course, combined with external limitations on revenue sources and increasing expenses outside of City control; and

WHEREAS, the City Council, after conducting the required public hearing and after duly considering all relevant evidence and testimony presented, determined that the City of Sumner requires a regular levy of \$2,702,965, which includes an increase in property tax revenue from the previous year, and amounts resulting from the addition of new construction and improvements to property and an increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made; and

WHEREAS, the City Council is hereby establishing a policy that \$0.15/\$1,000 of this property tax increase shall be used only for street improvements and further directs staff to establish a committed reserve account in the appropriate fund to segregate these funds from any other general fund dollars and that these funds are restricted from any other purpose without City Council approval; and

WHEREAS, the Sumner City Council finds that to best protect the public health, safety, and welfare, to best protect the City's future property tax levy capacity, to best serve the citizens of Sumner by maintaining an appropriate level of service throughout the City, to appropriately discharge the City's expected expenditures and obligations, and to best serve the citizens of Sumner through a continued commitment throughout the City, substantial needs exists to increase its tax levy authority over last year.

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

Section 1. Property Tax Levy. The City Council adopts the substantial need findings above, and further finds that in light of substantial increases in costs to maintain and operate basic infrastructure, including streets, as well as inflationary impacts on the cost to provide essential public safety services,

Policy has provided \$330,000 in funds for street improvements (available for local match and maintenance work) annually since 2016


parks and recreation programs, information technology, planning, building services, and administration services, the City Council finds that there is in fact a substantial need for additional revenue, great enough to justify an increase in property taxes.

The legally maximum authorized levy is \$3,753,151.49. The required regular property tax levy needed by the City of Sumner of \$2,618,690 is hereby authorized for the levy to be collected in the 2016 tax year. The dollar amount of the increase of the actual levy amount from the previous year is \$1,406,473. This is a 116.025% increase from the previous year. This increase is exclusive of additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, any increase in the value of state assessed property, any annexations that have occurred and refunds made.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.


Section 3. This resolution shall become effective immediately upon adoption.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 2nd day of November, 2015.




Mayor David L. Enslow

ATTEST:



City Clerk Terri Berry, MMC

APPROVED AS TO FORM:



City Attorney Brett C. Vinson

Levy Certification

Submit this document to the county legislative authority on or before November 30 of the year preceding the year in which the levy amounts are to be collected and forward a copy to the assessor.

In accordance with RCW 84.52.020, I, Kassandra Raymond,
(Name)

Financial Services Manager, for the City of Sumner, do hereby certify to
(Title) (District Name)

the Pierce County legislative authority that the City Council
(Name of County) (Commissioners, Council, Board, etc.)

of said district requests that the following levy amounts be collected in 2016 as provided in the district's
(Year of Collection)

budget, which was adopted following a public hearing held on 11/02/15 :
(Date of Public Hearing)

Regular Levy: \$2,670,945.00
(State the **total** dollar amount to be levied)

Excess Levy: \$0.00
(State the **total** dollar amount to be levied)

Refund Levy: \$32,020.12
(State the **total** dollar amount to be levied)

Signature: Kassandra Raymond

Date: 11/3/2015

AGREEMENT BETWEEN THE CITY OF SUMNER
AND THE PORT OF TACOMA
REGARDING IMPROVEMENTS TO THE 166th AVE EAST
INTERCHANGE WITH STATE ROUTE 410

This Agreement ("AGREEMENT") is entered into this 2 day of October, 2020 by and between the City of Sumner, a municipal jurisdiction of the State of Washington (hereinafter, the "City"), and the **PORT OF TACOMA**, a Washington public port district (the "Port"), (collectively "Parties") in consideration of the mutual covenants contained herein. The Parties hereby recite and agree as follows:

RECITALS

1. The Port is charged by state statute with a mission of furthering economic development. To that end, the Port has adopted a Local Economic Development Policy by which the Port administers its monetary support of economic projects sponsored by local public agencies in Pierce County.
2. The City of Sumner's 166th Ave East Interchange with SR 410 project ("Project") is a transportation infrastructure project that will eliminate a traffic bottleneck, improve two intersections and add culverts for fish passage in Salmon Creek.
3. The City of Sumner requested funding and the Port agrees to provide an investment of up to \$25,000 toward the Project costs, conditioned upon proof of Project expenditures, and as expressly specified herein.
5. The Port finds the requested contribution meets the Port's Local Economic Development Policy criteria as follows:
 - a. This Project best aligns with investment focus and priority "a" – Road and freight rail infrastructure projects that create long-term jobs.

NOW, THEREFORE, pursuant to Chapter 39.34 RCW the Interlocal Cooperation Act, and in consideration of the mutual benefits and covenants described herein, the Parties agree as follows:

1. SCOPE OF WORK.

The City of Sumner's 166th Avenue East interchange with SR 410 improvement Project consists of the following:

- All as described in the City of Sumner's application, as attached hereto as **Attachment A**. Specifically, these monies will be used for the design phase for two interchanges to improve traffic flow and safety and add fish culverts for fish passage in Salmon Creek.

2. PORT'S CONDITIONAL AGREEMENT TO CONTRIBUTE FUNDS.

Subject to the terms herein, the Port agrees to contribute to the City of Sumner's 166th Ave East interchange Project with SR 410 an amount not to exceed \$25,000. Conditions of the Port's funding are as follows:

If the Project costs are higher than projected, the City of Sumner will assume any excess Project costs.

The Port's annual Project contribution shall be allocated and is identified in the Port's 2020 budget.

The Port's distribution of funds is further contingent on the City of Sumner obtaining full committed funding by May 1, 2022 for the Project's complete design phase and the contents of this AGREEMENT remain unchanged.

Port payments up to the not-to-exceed amount will be made pursuant to this signed AGREEMENT, and within 45 days of the City of Sumner's submittal of written proof to the Port that the City of Sumner has paid its minimum contribution of \$25,000 in Project design expenditures.

3. DURATION/PROJECT SCHEDULE.

Design Phase – Q2 2020 through Q2 2022

4. CITY OF SUMNER'S PROJECT FINANCIAL SUMMARY.

Total Design and Permitting Cost: \$2.5 million

Source of Funds (other than the Port):

City of Sumner \$417,000

Application request to Transportation Improvement Board for \$7 million (design/const.)

Legislative request for \$2.5 million (culvert and const.)

Sumner hopes to leverage the Port's support for the requested funds.

5. ABANDONMENT. If the Project is abandoned by the City, then this AGREEMENT shall be of no further force or effect.

8. ASSIGNMENT. Neither Party to this AGREEMENT shall have the right to convey, assign, apportion or otherwise transfer any and all of its rights, obligations, conditions and interests under this AGREEMENT, without the prior written approval of the other.

9. THIRD PARTY BENEFICIARIES. This AGREEMENT is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person shall have any right or cause of action based upon any provisions of this AGREEMENT.

10. EQUAL DRAFTING. This AGREEMENT has been reviewed and revised by legal counsel for both Parties, and no presumption or rule construing ambiguity against the drafter of the document shall apply to the interpretation or enforcement of this AGREEMENT.

11. SEVERABILITY. If any provisions of this AGREEMENT are determined to be unenforceable or invalid pursuant to a final decree or judgment by a court of law with jurisdiction, then the remainder of this AGREEMENT not decreed or adjudged unenforceable or

invalid shall remain unaffected and in full force and effect to the extent that the primary purpose of this AGREEMENT can be preserved.

12. **MODIFICATION.** This AGREEMENT may not be modified except by mutual agreement reduced to writing in a formal amendment hereto and approved by each Party's governing body.

13. **TERMINATION.** This AGREEMENT shall terminate upon completion by both Parties of their respective obligations hereunder, or on May 1, 2022 unless terminated earlier.

14. **GOVERNING LAW.** This AGREEMENT shall be governed exclusively by the laws of the State of Washington both as to interpretation and performance without recourse to any principles of Conflicts of Laws. Any action at law, suit in equity or judicial proceeding for the endorsement of this AGREEMENT or any provisions thereof shall be instituted and maintained only in any of the courts of competent jurisdiction in Pierce County, Washington

15. **NOTICES.** All notices given pursuant to this AGREEMENT shall be deemed delivered to the respective party on the date that it is personally delivered to the address(es) set forth below, or on the date that it is successfully sent by email transmission to the email addresses set forth below:

City of Sumner: 1104 Maple St
Sumner, Washington 98390
Attention: Mike Dahlem
Email: miked@sumnerwa.gov

Port of Tacoma: PO Box 1837
Tacoma, Washington 98401
Attention: Evette Mason
Email: emason@portoftacoma.com

16. **ENTIRE AGREEMENT.** This AGREEMENT constitutes the entire agreement of the parties, supersedes all previous oral or written understandings, and incorporates all prior discussions and agreements pertaining to this subject matter. The Parties participated equally in any negotiations and the process leading to execution of this AGREEMENT. If a dispute should arise with regard to the meaning or interpretation of any provision hereof, there shall be no presumption of draftsmanship as to such provision.

17. **LEGAL RELATIONS.**

A. **Independent Governments.** The Parties hereto are independent governmental entities, and nothing herein shall be construed to limit the independent government powers, authority or discretion of the governing bodies of each Party. It is understood and agreed that this AGREEMENT is solely for the benefit of the Parties hereto and gives no right to any other party. No joint venture or partnership is formed as a result of this AGREEMENT. No employees or agents of any Party shall be deemed, or represent themselves to be, employees of any of the other Party.

B. Legal obligations. This AGREEMENT does not relieve either Party of any obligation or responsibility imposed upon it by law.

C. Timely Performance. The requirements of this AGREEMENT shall be carried out in a timely manner according to a schedule negotiated by and satisfactory to the Parties.

D. Recording. A copy of this AGREEMENT shall be recorded in the Office of the Pierce County Auditor in accordance with RCW 39.34, or shall be posted to each Parties' web site.

18. RECORDS AND AUDIT. During the term of this AGREEMENT, and for a period not less than six (6) years from the date of termination, records and accounts pertaining to the work of this AGREEMENT and accounting therefore shall be kept by each Party and shall be available for inspection and audit by representatives of either Party and any other entity with legal entitlement to review said records. If any litigation, claim, or audit is commenced, the records and accounts along with supporting documentation shall be retained until all litigation, claims, or audit finding has been resolved, even though such litigation, claim, or audit continues past the six-year (6) retention period. This provision is in addition to and is not intended to supplant, alter or amend records retention requirements established by applicable state and federal laws.

19. LIMITS OF FINANCIAL OBLIGATIONS/PROPERTY OWNERSHIP. Except as provided above, each Party shall finance its own conduct of responsibilities under this AGREEMENT. No ownership of property will transfer as a result of this AGREEMENT.

20. INDEMNIFICATION AND HOLD HARMLESS.

A. The City releases the Port from, and shall defend, indemnify, and hold the Port and its agents, employees, and/or officers harmless from and against all claims, demands, suits at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, made by or on behalf of the City and/or its agents, employees, officers, contractors and/or subcontractors, arising out of or in any way related to the City's performance of its obligations under this AGREEMENT, unless and except to the extent the same be caused in whole or in part by the negligence or willful conduct of the Port or its agents, employees, and/or officers.

B. The City shall defend, indemnify, and hold the Port and its agents, employees, and/or officers harmless from and against all claims, demands, suits at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, made by or on behalf of any third parties and/or their agents, employees, officers, contractors and/or subcontractors, arising out of or in any way related to the City's performance of its obligations under this AGREEMENT, unless and except to the extent the same be caused in whole or in part by the negligence or willful conduct of the Port or its agents, employees, and/or officers.

C. The Port releases the City from, and shall defend, indemnify, and hold the City and its agents, employees, and/or officers harmless from and against all claims, demands, suits at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, made by or on behalf of the Port and/or its agents, employees, officers, contractors and/or subcontractors,

arising out of or in any way related to the Port's performance of its obligations under this AGREEMENT, unless and except to the extent the same be caused in whole or in part by the negligence or willful conduct of the City or its agents, employees, and/or officers.

D. The Port shall defend, indemnify, and hold the City and its agents, employees, and/or officers harmless from and against all claims, demands, suits at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, made by or on behalf of any third parties and/or their agents, employees, officers, contractors and/or subcontractors, arising out of or in any way related to the Port's performance of its obligations under this AGREEMENT, unless and except to the extent the same be caused in whole or in part by the negligence or willful conduct of the City or its agents, employees, and/or officers.

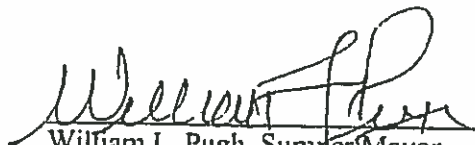
E. Each Party specifically assumes liability for actions brought by its own employees against the other Party and for that purpose each Party specifically waives, as respects the other parties only, any immunity under the Worker's Compensation Act, RCW Title 51.

F. The Parties recognizes that this waiver was the subject of mutual negotiation. In the event any Party incurs attorney's fees, costs or other legal expenses to enforce the provisions of this AGREEMENT against the other Party, all such fees, costs and expenses shall be recoverable by the prevailing Party.

G. No liability shall attach to any of the Parties by reason of entering into this AGREEMENT except as expressly provided herein.

H. The provisions of this Article 20 shall survive any termination or expiration of this AGREEMENT.

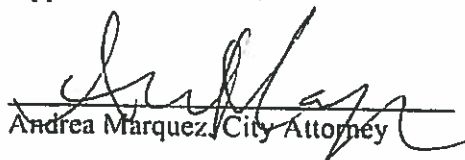
CITY OF SUMNER:

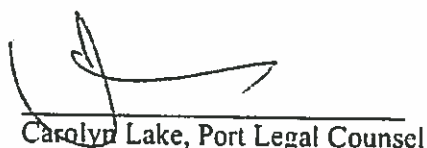

William L. Pugh, Sumner Mayor
Date: 9/23/2020

PORT OF TACOMA:


Eric Johnson, Executive Director
Date: 10/2/2020

Approved as to form:


Andrea Marquez, City Attorney


Carolyn Lake, Port Legal Counsel

ACCOUNT SUMMARY TRIAL BALANCE FOR FY22/JAN TO EOY

FUND 605

ACCOUNT ACCOUNT NAME	BEG. BALANCE	ORG	DEBITS	CREDITS	NET CHANGE	END BALANCE
605-00-000-000-00000-00-111100- Equity in Pooled Cash	-1,076,400.85	605	125,006.53	1,223,102.45	-1,098,095.92	-2,174,496.77
605-00-000-000-00000-00-111121- Cash - Fire Mitigation Fees	156,329.93	605	520.00	.00	520.00	156,849.93
605-00-000-000-00000-00-111122- Cash - Recreation Mitig Fees	922,056.46	605	8,260.11	.00	8,260.11	913,796.35
605-00-000-000-00000-00-111123- Cash - Traffic Impact Fees	7,134,991.52	605	114,322.34	.00	114,322.34	7,249,313.86
605-00-000-000-00000-00-111124- Cash - Street Impct Fees (CTF)	70,966.32	605	.00	.00	.00	70,966.32
605-00-000-000-00000-00-111140- Cash in Pool Investments	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-118100- Investments at Cost	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-124000- Interest Receivable	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-126400- Oth Receivable	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-151221- Investments - Fire Mitig Fees	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-151222- Investments - Recreation Mitig	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-151223- Investments - Traffic Impact F	430,124.63	605	.00	.00	.00	430,124.63
605-00-000-000-00000-00-213100- Accounts Paybl	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-223400- Retainage Paybl	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-223450- Cntr Retng Paybl	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-231300- Accrued Payroll Paybl	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-281100- Reserve For Encumbrances	.00	605	.00	.00	.00	.00
605-00-000-000-00000-00-282100- Restricted Fund Balance/Retain	-70,966.32	605	.00	.00	.00	-70,966.32
605-00-000-000-00000-00-282103- Restricted Fund Balance/Fire M	-120,939.93	605	.00	.00	.00	-120,939.93
605-00-000-000-00000-00-282104- Restricted Fund Balance/Recrea	-1,584,083.64	605	.00	.00	.00	-1,584,083.64
605-00-000-000-00000-00-282105- Restricted Fund Balance/Traffi	-4,138,062.46	605	.00	.00	.00	-4,138,062.46
605-00-000-000-00000-00-286100- Committed FB - Stewart Road	-1,682,699.00	605	.00	.00	.00	-1,682,699.00
605-00-000-000-00000-00-288100- Unreserved Fund Balance/Retain	-51,316.66	605	.00	.00	.00	-51,316.66
605-00-000-000-00000-00-291100- Estimated Revenue Control	.00	605	350,000.00	.00	350,000.00	350,000.00
605-00-000-000-00000-00-291200- Estimated Approp/Expenditure C	.00	605	.00	1,100,000.00	-1,100,000.00	-1,100,000.00
605-00-000-000-00000-00-291700- Estimated Beg Fund Balance Con	-30,000.00	605	.00	.00	.00	-30,000.00
605-00-000-000-00000-00-291800-		605				



Washington Department of Fish and Wildlife

Fish Passage & Diversion Screening Inventory Database Report Cover Sheet

The following report is extracted from the Washington Department of Fish and Wildlife's (WDFW) Fish Passage and Diversion Screening Inventory Database (FPDSI). WDFW makes every attempt to keep these reports in sync with FPDSI; however, the dynamic nature of the data and workflows associated with maintaining the database may result in short-term differences.

Users are encouraged to contact WDFW to discuss appropriate use of the data and how we can assist with fish passage barrier removal or inventory. Please visit the Fish Passage web site for contact information at: <https://wdfw.wa.gov/species-habitats/habitat-recovery/fish-passage/about>

Disclaimers:

- Data presented here represent a snapshot observation of conditions in a dynamic environment that is subject to change. Fish passage data are also collected from a variety of agencies and sources. Therefore, WDFW makes no guarantee concerning the data's content, accuracy, completeness, or the results obtained from use of the data. WDFW assumes no liability for the data represented here.
- These data are not an attempt to provide you with an official agency response as to the impacts of your project on fish and wildlife.
- Note that some fish passage features, habitats or species may occur in areas not currently known to the WDFW Fish Passage division, and may not be reflected in this database. A lack of data does not necessarily indicate that a feature, habitat, or species are not present.
- Unauthorized attempts to alter or modify these data are strictly prohibited.
- Bankfull width measurements included in these reports should not be used for fish passage crossing design. They are solely for assessment purposes.
- The barrier status reported in this document is based on the swimming abilities of adult salmonids. Passabilities are a qualitative value, and should not be interpreted as a quantitative calculation. Please see page 1-4 of the Fish Passage Inventory, Assessment and Prioritization Manual for further clarification: <https://wdfw.wa.gov/publications/02061>
- EXIF data presented with Image Reports may be erroneous due to camera battery failures and resetting of camera clock functions.

Abbreviations:

Most abbreviations in this report are defined in the Quick Reference Tables of the Fish Passage Inventory, Assessment, and Prioritization Manual. Additional commonly used abbreviations are defined as follows:

NFB = no potential salmonid use, **BB** = both banks, **LB** = left bank looking downstream, **RB** = right bank looking downstream, **US** or **U/S** = upstream, **DS** or **D/S** = downstream, **WSDrop** = water surface drop, **BFW** = bankfull width, **OHW** = ordinary high water, **SLW** = scour line width, **CMP** = corrugated metal pipe, **Q_{fp}** = fish passage flow, **V&D** = Velocity and Depth, **ROW** = Right of Way

The FPDSI database often uses default values such as '-99.99' or '-999' to represent null values.

WDFW Fish Passage and Diversion Screening Inventory Database

Site Description Report

Site ID 105 R051319a

Project FBRB

☐ Mitigated

Geographic Coordinates

Latitude (WGS 84): 47.1993446
Longitude (WGS 84): -122.2083054
East (NAD 83 HARN): 1,215,776.6
North (NAD 83 HARN): 685,100.1

Waterbody

Stream: Salmon Cr
Tributary To: White R
WRIA: 10.0035
River Mile: -999.99
Fish Use Potential: Yes
FUP Criteria: Biological

General Location

Road Name: Sumner-Tapps Hwy E
Mile Post: -999.99
County: Pierce
WDFW Region: 4

Owner

Type: City
Name: City of Sumner

PI Species

☐ Sockeye ☐ Chinook ☒ Sea Run Cutthroat
☐ Pink ☒ Coho ☒ Resident Trout
☒ Chum ☒ Steelhead ☐ Bull Trout

Associated Features

☒ Culvert ☐ Dam ☐ Natural Barrier ☐ Diversion
☐ Non-Culvert Xing ☐ Other ☐ Fishway

Location/Directions

Site is under intersection of Sumner-Tapps Highway and 64th St. E in Sumner. Outlets into road ditch across from Corliss Concrete gravel pit.

Site Comments

Long pipe that bends underground, probable slope breaks. Salmonids observed at outlet (WDFW 2019).

11/18/2021

These data represent a snapshot of the Washington Department of Fish and Wildlife's current records. Due to the ongoing nature of assessment and inventory of these features, these data may not accurately represent conditions on the ground, and are subject to change.

WDFW Fish Passage and Diversion Screening Inventory Database

Level A Culvert Assessment Report

Site ID: **105 R051319a**
 Latitude: **47.1993446** Stream: **Salmon Cr** WRIA: **10.0035**
 Longitude: **-122.2083054** Tributary To: **White R** Fish Use Potential: **Yes**

Data Source: Washington Department of Fish and Wildlife

Field Crew: Stratis;Tran

Review Date: 8/6/2019

Culvert Details

Level A Parameters

ID	Shape	Material	Span	Rise	Length	WDIC	Apron	WSDrop	Location	Countersunk	Backwater	Slope (%)	Sediment
1.1	RND	CST	0.99	0.99	96.80	0.99	NO	0.00		No	No	0.75	

All dimensions in meters

Channel Description

Toe Width (m): 1.2

Average Width (m): 4.91

Culvert/Stream Width Ratio: 0.20

Plunge Pool

Length (m): 0.00

Max Depth (m): -99.99

OHW Width (m): -999.99

Road

Fill Depth (m): 2.00



Assessment Results

Tidal Influence:

Tidegate Present: No

Barrier: Unknown

Passability (%): Unknown

Method: Level B

Reason: Grade Break

Fishway Present: No

Recheck:

Comments

Unable to perform IBI due to pipe bending underground. Culvert submerged at outlet. LB SST .31 RND dragline pipe input at outlet. Undercut banks DS. US concrete slab armoing both banks.

Potential Habitat Gain

Survey Type:

Spawning (sq m):

Length (m):

Significant Reach: Unknown

Rearing (sq m):

PI Total:

11/18/2021

These data represent a snapshot of the Washington Department of Fish and Wildlife's current records. Due to the ongoing nature of assessment and inventory of these features, these data may not accurately represent conditions on the ground, and are subject to change.

WDFW Fish Passage and Diversion Screening Inventory Database

Image Report - Active

Site ID: 105 R051319a

Latitude: 47.1993446

Stream: Salmon Cr

WRIA:

10.0035

Longitude: -122.2083054

Tributary To: White R

Fish Use Potential:

Yes

Associated Features

☒ Culvert

☐ Dam

☐ Natural Barrier

☐ Diversion

☐ Non-Culvert Xing

☐ Other

☐ Fishway



11/18/2021

These data represent a snapshot of the Washington Department of Fish and Wildlife's current records. Due to the ongoing nature of assessment and inventory of these features, these data may not accurately represent conditions on the ground, and are subject to change.