

**Subject: Resolution #740 – Authorizing Execution of a Grant Agreement With the Washington State Transportation Improvement Board for Grant Funding of the Park Street Project**

**Dept. Origin:** Mayor’s Office  
**Prepared by:** Jennifer Robertson, City Attorney’s Office  
**For Agenda of:** December 7, 2021  
**Exhibits:** **Resolution #740, Grant Agreement, and Map**

**Proposed Council Action:**

Approve Resolution #740.

	Initial & Date
<b>Concurred by Mayor:</b>	_____
<b>Approved/form by City Atty:</b>	<u>12-3-21/JSR</u>
<b>Approved by _____ Director:</b>	_____
<b>Approved by Department Head:</b>	_____

**INFORMATION / BACKGROUND**

Earlier this year, Ruston applied to the Washington State Transportation Improvement Board (TIB) for two grants. TIB awarded Ruston both grants. Resolution No. 740 authorizes the City to accept the grant for the Park Street Improvement (End of road to Bennett Street) Project in the amount of \$628,502.00 which will cover 88.7086 percent of the project cost. Ruston needs to provide the \$80,000 in matching funds.

This Project will preserve the existing street and help prevent roadway failure upon Park Street (End of road to Bennett Street).

This project is included in Ruston’s 6-year TIP and the matching funds are included in the proposed 2022 budget.

**FISCAL CONSIDERATION**

By entering into this Agreement, the City will secure 88.7086 percent of funding for this project. The City will be required to comply with all of the technical and procedural requirements in accordance with the Agreement and may incur some costs in doing so and will be required to provide the \$80,000 in matching funds.

**RECOMMENDATION / MOTION**

Adopt Resolution #740.

MOTION: I move to adopt Resolution #740 authorizing the Mayor to execute a Grant Agreement with the Washington State Transportation Improvement Board for funding the Park Street Project.

**RESOLUTION NO. 740**

**A RESOLUTION OF THE CITY OF RUSTON, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE A GRANT AGREEMENT WITH THE WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD FOR FUNDING OF THE PARK STREET IMPROVEMENT (END OF ROAD TO BENNETT STREET) PROJECT.**

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WHEREAS, the Transportation Improvement Board (TIB) has offered Ruston grant funding of the Park Street Improvement (End of road to Bennett Street) Project in the amount of \$628,502.00; and

WHEREAS, the total estimated project cost would be funded at over eighty-eight percent (88.7086%) by TIB with a required \$80,000 match by Ruston; and

WHEREAS, in order to accept and utilize this grant, the City needs to enter into a Grant Agreement with TIB which is called the “Fuel Tax Grant Distribution Agreement”; and

WHEREAS, the City Council finds it in the best interests of Ruston to enter into the Grant Agreement as attached hereto as Exhibit “A” and to authorize the Mayor to execute the same;

**NOW, THEREFORE,**

**THE CITY COUNCIL OF THE CITY OF RUSTON HEREBY RESOLVES AS FOLLOWS:**

**Section 1. Acceptance of Grant.** The City Council hereby accepts this grant from the Washington State Transportation Improvement Board for the Park Street Improvement (End of road to Bennett Street) Project in the amount of \$628,502.00.

**Section 2. Agreement Authorized.** The City Council hereby authorizes the Mayor to execute the Fuel Tax Grant Distribution Agreement with the Washington State Transportation Improvement Board in substantially the form attached hereto as Exhibit “A”

**Section 3. Posting on Website Required.** Pursuant to RCW 39.34.040, once this Agreement has been executed by both Ruston and TIB, the City Clerk is directed to post a copy of this Agreement on the City's website.

RESOLVED this 7<sup>th</sup> day of December, 2021.

APPROVED:

\_\_\_\_\_  
Bruce Hopkins, Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Judy Grams, City Clerk

FILED WITH THE CITY CLERK: \_\_\_\_\_  
PASSED BY THE CITY COUNCIL: \_\_\_\_\_  
RESOLUTION NO.: 740

**EXHIBIT "A"**

**INTERAGENCY AGREEMENT  
BETWEEN  
CITY OF RUSTON  
AND  
THE WASHINGTON STATE DEPARTMENT OF ECOLOGY**



Town of Ruston  
6-P-135(005)-1  
Park Street  
End of Road to Bennett St

STATE OF WASHINGTON  
TRANSPORTATION IMPROVEMENT BOARD  
AND  
Town of Ruston  
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the Park Street, End of Road to Bennett St (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and Town of Ruston, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

For the project specified above, TIB shall pay 88.7086 percent of approved eligible project costs up to the amount of \$628,502, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT'S Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT'S submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

- a) Project Funding Status Form
- b) Bid Authorization Form with plans and engineers estimate
- c) Award Updated Cost Estimate
- d) Bid Tabulations
- e) Contract Completion Updated Cost Estimate with final summary of quantities
- f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as



often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable amounts are greater than \$50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

## 5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

## 6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

## 7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

## 8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

## 9.0 DEFAULT AND TERMINATION

### 9.1 NON-COMPLIANCE

- a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.
- b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.
- c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.
- d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

### 9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:



- a) RECIPIENT is not making reasonable progress toward correction and compliance.
- b) TIB denies the RECIPIENT's request to amend the Project.
- c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

### 9.3 TERMINATION

- a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.
- b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.
- c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

### 9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

## 10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

## 11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the maximum payable TIB funds for the specific project. Requests must be made in writing and will be considered by TIB and awarded at the sole discretion of TIB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for all costs incurred in excess of the maximum amount payable by TIB. In the event that final costs related to the specific project are less than the initial grant award, TIB funds will be decreased and/or refunded to TIB in a manner that maintains the intended ratio between TIB funds and total project costs, as described in Section 1.0 of this Agreement.





## 12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

## 13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

## 14.0 DISPUTE RESOLUTION

- a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.
- b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.
- c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.
- d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.
- e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.



15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form  
Attorney General

By:

Signature on file

\_\_\_\_\_  
Guy Bowman  
Assistant Attorney General

Lead Agency

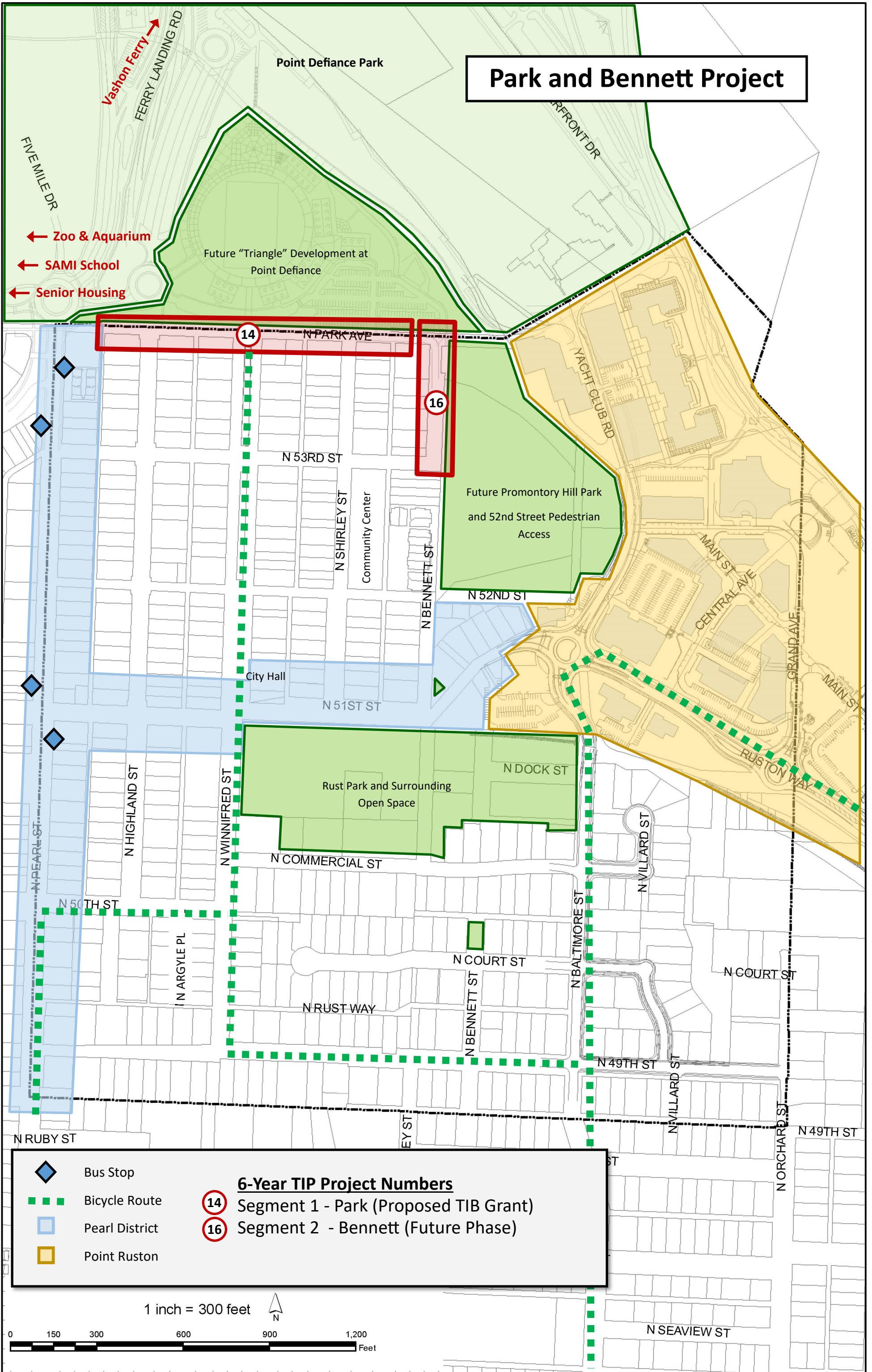
Transportation Improvement Board







\_\_\_\_\_  
Chief Executive Officer                      Date  
  
\_\_\_\_\_  
Print Name

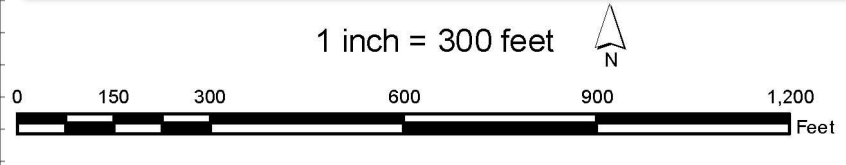
\_\_\_\_\_  
Executive Director                              Date  
  
\_\_\_\_\_  
Print Name



# Park and Bennett Project



	Bus Stop	<b>6-Year TIP Project Numbers</b>  Segment 1 - Park (Proposed TIB Grant)  Segment 2 - Bennett (Future Phase)
	Bicycle Route	
	Pearl District	
	Point Ruston	





Park and Bennett Improvement Project, looking east toward Point Ruston and Commencement Bay (Point Defiance “Triangle” Development on left)



Winnifred St and Park, looking north toward Point Defiance “Triangle”  
Development



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Google Earth

Winnifred St and Park, looking west toward Pearl Street (Point Defiance  
"Triangle" Development on right hand side)



Winnifred St and Park, looking east toward Bennett and Point Ruston  
(Point Defiance “Triangle” Development on left hand side)





**N Park Street (N 54th), West end to N Bennett Street Cost Estimate - Segment 1**



TIB xxxx Ruston SEP xxx

Bid Item Number	Item Description	Unit	Quantity	Engineer's Unit Price	Total Price
1	Mobilization	LS	1	\$55,000.00	\$55,000.00
2	Project Temporary Traffic Control	LS	1	\$6,000.00	\$6,000.00
3	Temporary Erosion and Sediment Control	LS	1	\$3,600.00	\$3,600.00
4	Clearing and Grubbing	LS	1	\$5,000.00	\$5,000.00
5	Utility Coordination	LS	1	\$2,000.00	\$2,000.00
6	Remove Unsuitable Material	CY	20	\$200.00	\$4,000.00
7	Roadway Excavation, Removal, and Disposal	TN	65	\$150.00	\$9,750.00
8	Sawcut Pavement	LF	2400	\$5.00	\$12,000.00
9	Remove Existing Asphalt Pavement	SY	495	\$27.50	\$13,612.50
10	Sawcut Concrete Curb and Sidewalk	LF	210	\$5.00	\$1,050.00
11	Remove Existing Concrete Curb and Gutter	LF	1120	\$18.00	\$20,160.00
12	Remove Existing Concrete Sidewalk	SY	395	\$35.00	\$13,825.00
13	Remove Existing Street Light	EA	4	\$1,000.00	\$4,000.00
14	Trimming and Cleanup	LS	1	\$5,000.00	\$5,000.00
15	Planing Bituminous Pavement	SY	780	\$15.00	\$11,700.00
16	Remove Existing Catch Basin	EA	4	\$500.00	\$2,000.00
17	Remove Existing Storm Drain Pipe	LF	80	\$15.00	\$1,200.00
18	Adjust Catch Basin Rim, Replace with Vaned Grate	EA	2	\$900.00	\$1,800.00
19	Connect Existing Storm Drain Pipe	EA	4	\$300.00	\$1,200.00
20	Intercept Catch Basin Type 1, with Vaned Grate	EA	4	\$2,900.00	\$11,600.00
21	Catch Basin Type 1, with Vaned Grate	EA	4	\$2,500.00	\$10,000.00
22	PVC Storm Drain Pipe, 8-Inch Diam	LF	180	\$95.00	\$17,100.00
23	Crushed Surfacing Base Course	TN	45	\$60.00	\$2,700.00
24	Crushed Surfacing Top Course	TN	90	\$80.00	\$7,200.00
25	HMA CL ½-Inch PG 64-22	TN	415	\$140.00	\$58,100.00
26	Adjust Existing Utility Risers to Grade	EA	9	\$800.00	\$7,200.00
27	Cement Concrete Driveway Entrance and Access Type "A" SU-05A	SY	145	\$100.00	\$14,500.00
28	Cement Concrete Traffic Curb and Gutter	LF	1790	\$40.00	\$71,600.00
29	Cement Concrete Sidewalk, 4-Inch Thick	SY	395	\$79.00	\$31,205.00
30	Cement Concrete Perpendicular Curb Ramp Type "A" SU-05A	EA	4	\$2,600.00	\$10,400.00
31	Cement Concrete Parallel Curb Ramp Type "A" SU-05D	EA	1	\$2,400.00	\$2,400.00
32	Topsoil Type A	LS	1	\$1,000.00	\$1,000.00
33	Turf Restoration Using Sod	LS	1	\$1,800.00	\$1,800.00
34	Plastic Crosswalk Line	SF	96	\$10.00	\$960.00
35	Plastic Stop Line	SF	30	\$10.00	\$300.00
36	Remove Existing Sign	EA	6	\$190.00	\$1,140.00
37	Relocate Existing Sign	EA	4	\$600.00	\$2,400.00
38	Street Sign	EA	20	\$650.00	\$13,000.00
39	Street Lighting including wiring	EA	9	\$15,000.00	\$135,000.00
40	Site Furnishings	LS	1	\$10,000.00	\$10,000.00
				<b>Construction Contract Total</b>	<b>\$582,502.50</b>
	Design Engineering and Survey	LS	1	\$53,000.00	\$53,000.00
	Construction Engineering and Survey	LS	1	\$73,000.00	\$73,000.00
				<b>Project Total</b>	<b>\$708,502.50</b>





# 2021 SCAP Funding Application

## Small City Arterial Program (SCAP)

Applications must be submitted online by the due date.

<b>Agency Name</b> Town of Ruston			<b>Legislative District(s)</b> 27	<b>Is project on or connected to a state highway?</b> No
<b>Arterial Name</b> Park and Bennett Improvement Project Phase 1			<b>Congressional District(s)</b> 6	<b>Is Project on a truck/bus route?</b> None
<b>Project Limits</b> Park from End of Road to Bennett			<b>Total Length in Miles</b> 0.22	<b>Number of buses/day</b> 0
<b>Agency Contact</b> Rob White	<b>Phone Number</b> (253) 759-3544	<b>Email Address</b> robw@rustonwa.org	<b>Average Daily Traffic (ADT)</b> 0	

## Federal Match Program

Used as matching funds for a federal grant. Federal funds must be 86.5%

Are you applying to be considered for the federal match program?

## Project Eligibility

Eligible projects must meet the following criteria:

- Paved streets that connect to other paved streets
- Provides circulation within the network or provide access to at least 20 residential units

## Application Attachments

Include the following attachments with your application

Documentation	
<input checked="" type="checkbox"/>	Detailed vicinity map clearly showing project limits
<input checked="" type="checkbox"/>	Detailed project cost estimate signed by a professional engineer registered in Washington State
<input checked="" type="checkbox"/>	Typical roadway section(s)
<input checked="" type="checkbox"/>	Funding commitment from all funding partners
<input type="checkbox"/>	Written concurrence from WSDOT if project is on or connects to a state highway
<input type="checkbox"/>	Adopted bicycle plan if project includes bicycle facilities
<input type="checkbox"/>	Crash history documentation
<input checked="" type="checkbox"/>	Excerpt from adopted Six-Year Transportation Improvement Program showing project
<input type="checkbox"/>	Signal Warrant with Engineering Study
<input checked="" type="checkbox"/>	Project Pictures (4 picture(s) attached.)

# Project Schedule

Enter target dates

Milestone	Date
Start Design Engineering	01/03/2021
Contract Advertisement	04/30/2022
Contract Completion	12/30/2022

# Project Funding

Total Requested TIB Funds **\$628,502** Maximum TIB Ratio **95%**

Is this a construction ready project? **NO**

Are TIB funds distributed proportionally through all project phases? **YES**

Justification for NOT distributing TIB funds proportionally across all phases.

Phase	Total Project	TIB Funds	Local Funds
Design Engineering	53,000	47,016	5,984
Right of Way	0	0	0
Construction Engineering	73,000	64,757	8,243
Construction Other	0	0	0
Construction Contract	582,502	516,729	65,773
Total	708,502	628,502	80,000
		Noneligible Engineering	0
		Other Noneligible Costs	0
		Total Eligible Cost	708,502
		TIB Matching Ratio	89%

# Funding Partners

Local funds are correct.

Source	Public or Private	Commitment Letter	Amount
Town of Ruston	Public	In CIP	80,000
			0
			0
			0
			0
			0
			0
Funding Partner Total			80,000

Are additional funds, not listed above, still being sought?

List additional funding sources/ being sought:

# Project Description

Identify the community's need for this project

Ruston is experiencing unprecedented growth within the Point Ruston Development and revitalization within the Pearl District. Improving connections to businesses, restaurants, parks, schools, medical/senior facilities, bus routes and the Vashon Ferry is crucial to support the longevity and well-being of Ruston's citizens and economy. Park St is a vital neighborhood collector, connecting tourists and residents to these uses and facilities. Uses that are either adjacent to the project, or within a few blocks, include Point Defiance Park, (zoo, aquarium, Science and Math Institute, and ferry), bus routes, future Promontory Hill Park, Ruston City Hall and Community Center, Police Dept, and a large senior housing community. Future improvements to the Point Defiance Triangle include a hotel, meeting spaces and retail. With a PCR of 45-48, non-ADA compliant 4ft-wide pedestrian facilities, and no pedestrian lighting, Park St is in need of improvement in order to serve its intended purposes.

Identify the solution to the need described above

The project will enhance safety by installing wider sidewalks, bulb-outs and on-street parking; provide a better road surface; and increase connectivity for citizens, tourists, employees, and businesses. Work includes cleaning/patching existing pavement, removal of existing curb/gutter and sidewalks, ADA ramps and structures, installation of new curb, gutter, and ramps in new bulb-outs to reduce crossing length, edge grinding of existing asphalt, and grade correction grinding of non-compliant crosswalks. Work also includes new asphalt overlay, new pavement markings, and relocating or installing signs to city standards. Street lighting systems and site furnishings will be upgraded and added to be consistent with city standards and recent projects. Park Street and connecting alleys will be converted to one-way only with vehicular traffic to the north and east. Signage and pavement markings at the end of Winnifred St, the alleys, and Bennett St will be modified to provide direction.

Does this project need a sidewalk deviation? **NO**

[Describe the needed sidewalk deviation](#)

Describe Construction Other work

Describe Non-eligible work

What is the condition of storm water conveyance facilities? **FAIR**

[Describe the existing storm water issues](#)

Existing storm system pipe and downstream system, which is mostly owned and maintained by the City of Tacoma is in acceptable condition. Street drainage systems within the Ruston city limits are in fair condition. The system includes old brick and mortar catch basins.

[Describe the proposed storm water solution](#)

Street drainage systems will be modified as needed to facilitate installation of corner bulb outs. Old brick and mortar catch basins will be replaced with standard precast models with new vaned grates. There are no significant proposed changes to the storm system general layout or function.

Describe any other work

# Project Utilities

## Water Utilities

Age of Utilities <b>- 0 to 10 years</b>	Planned Work <b>- Leave Existing in Place</b>	Utility Condition <b>- Good</b>	<input type="checkbox"/> No water utilities Improvements Funded? <b>- No</b>
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Planned Water Improvements (funding, coordination, schedule)  
Existing facility. No changes proposed.

## Sewer Utilities

Age of Utilities <b>- 0 to 10 years</b>	Planned Work <b>- Leave Existing in Place</b>	Utility Condition <b>- Excellent</b>	<input type="checkbox"/> No sewer utilities Improvements Funded? <b>- No</b>
--	--	---	--

Planned Sewer Improvements (funding, coordination, schedule)  
Existing facility. No changes proposed.

## Power Utilities

Age of Utilities <b>- 11 to 20 years</b>	Planned Work <b>- Leave Existing in Place</b>	Utility Condition <b>- Good</b>	<input type="checkbox"/> No power utilities Improvements Funded? <b>- No</b>
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Planned Power Improvements (funding, coordination, schedule)  
Existing facility. No changes proposed.

## Additional Utilities

Age of Utilities -	Planned Work -	Utility Condition -	Improvements Funded? -
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Planned Improvements (funding, coordination, schedule)

Age of Utilities -	Planned Work -	Utility Condition -	Improvements Funded? -
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Planned Improvements (funding, coordination, schedule)

Describe utility relocations necessary for this project

None proposed other than the addition of pedestrian lighting, there are not any utility upgrades needed.

Describe the road base (subsurface) condition

The existing driving surface has a PCR of 45 and 48, has areas of minor to moderate alligator cracking and needs grind and overlay to prevent degradation.

# Roadway Geometrics

Enter the parameters as they currently exist and after the project is constructed

Segment Termini  Segment Length (in Feet)  Non-Compliant ADA Ramps Upgraded	Segment One		Segment Two	
	N PARK ST END OF ROAD TO N BENNETT ST			
	1,160			
	4			
	Existing	Proposed	Existing	Proposed
<b>Pavement Width</b> Curb to curb or edge to edge	21	18		
<b>Number of Travel Lanes</b> Do NOT include parking lanes	2	1		
<b>Travel Lane Width</b> Typical lane width	11	10		
<b>Continuous Left Turn Lane Width</b> Enter width of lane in feet	0	0		
<b>Shoulder or Parking Width</b> Enter average width per side in feet	0	8		
<b>Shoulder or Parking Placement</b>	None	One Side		
<b>Shoulder or Parking Surfacing</b>	None	Surfaced		
<b>Storm Drainage</b>	Enclosed System	Enclosed System		
<b>Bicycle Lane Type</b>	No Facilities	No Facilities		
<b>Bicycle Lane Width</b> Bicycle lane width in feet	0	0		
<b>Pedestrian Buffer</b> Width between curb and sidewalk in feet	0	0		
<b>Sidewalk Placement</b>	One Side	One Side		
<b>Sidewalk Width</b> Enter the width of the sidewalk in feet	4	5		
<b>Curb Placement</b>	One Side	Both Sides		
<b>Intersection Control</b>	Stop Controlled Minor Approach	Stop Controlled Minor Approach		

# Safety

Consider this application in the Safety Band

Enter the total numbers for crash history within the project limits. Include crash history from the last **three** years. Crash documentation must be attached so TIB staff can analyze the information. WSDOT does not provide pedestrian only incident information, this must be documented by your agency.

Number of property damage only incidents	0
Number of incidents with injuries	0
Number of incidents with fatalities	0

## Project Deficiencies

Select Deficiency Type from the dropdown menu and describe the existing deficiency within the project limits. Describe the project corrective measure(s) that eliminates or mitigates the deficiency.

### Deficiency 1 - none

[Describe](#)

[Corrective Measure\(s\)](#)

### Deficiency 2 - none

[Describe](#)

[Corrective Measure\(s\)](#)

### Deficiency 3 - none

[Describe](#)

[Corrective Measure\(s\)](#)

### Deficiency 4 - none

[Describe](#)

[Corrective Measure\(s\)](#)

### Deficiency 5 - none

[Describe](#)

[Corrective Measure\(s\)](#)



**Deficiency 6 - none**

Describe

Corrective Measure(s)

# Economic Vitality

Consider this application in the Economic Vitality Band

## Access for All Users

Considers All Users

Describe how the improvements consider all users

All users are considered with improvements such as new asphalt; on-street parking; ADA ramps; bulb-outs; pedestrian lighting; bollards; and wayfinding signage. Future Park St frontage improvements planned by Metro Parks (north side) will expand facilities to include on-street parking and a 10-12ft sidewalk. Developer mitigation along the Bennett St frontage (east) in phase 2, includes on-street parking, 10-12ft sidewalk, and a new alley and sidewalk between Bennett and Yacht Club Rd via 52nd.

Pedestrian Scale Lighting

Curb Extensions (bulb-outs)

Other Traffic Calming (medians, refuge islands, etc.)

Community / Business Support

Describe how the improvements support the community / businesses

Ruston has recently experienced substantial growth as the old ASARCO site has been replaced with condos, businesses, and a new hotel. Improvements to Point Defiance have occurred (with more to come along Park Ave), and the Pearl District is redeveloping. Preservation of, and improvement to the street grid and sidewalks are vital as they connect residents and tourists to local attractions and businesses, in turn promoting tourism, redevelopment, job creation, and an overall healthy community.

## Aesthetics

Gateway Signs / Wayfinding / Decorative Signs

Decorative Surface Treatment

Decorative Lighting / Street Furniture

Other Streetscape Improvements

Describe the other streetscape improvements being performed

This project will implement streetscape improvements that will contribute to and preserve Rustons historic charm. These include historic-style lighting and signage; corner/crossings that include historic-style bollards; and 2-foot by 2-foot historic-style grid patterns finish/surface treatment applied to any new or replacement sidewalk panels.

# Sustainability & Constructability

## Agency Policies and Ordinances

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Agency has adopted Complete Streets ordinance<br><a href="#">Enter Ordinance Number</a> <a href="#">Adoption Date</a><br><b>1487</b> <b>September 20, 2016</b> | <input type="checkbox"/> Agency has adopted Greenhouse Gas Emissions policy<br><a href="#">Enter Policy Number</a> <a href="#">Adoption Date</a>                                    |
| <input checked="" type="checkbox"/> Agency has adopted a "No Cut" ordinance<br><a href="#">Enter Ordinance Number</a> <a href="#">Adoption Date</a><br><b>1416</b> <b>August 06, 2013</b>          | <input type="checkbox"/> Agency has adopted TBD or other locally dedicated transportation funding by ordinance<br><a href="#">Enter Policy Number</a> <a href="#">Adoption Date</a> |

## Sustainability Measures

Select the sustainable elements that appear within the project limits

- Solar-powered signage
- LID or enhanced treatment storm water controls
- Hardscaping or native planting (no permanent irrigation)
- In-place recycling

[Describe the sustainability elements selected above](#)

The project does not propose any landscaping. Instead, enhanced hardscaping surface treatments such as Ruston's historic sidewalk scoring patterns, historic-style bollards, and signage are to be utilized to achieve desired aesthetics, minimal maintenance, and maximum sustainability.

## Construction Readiness & Ease of Implementation

Does this project construct a new roadway?

- New Roadway

Select the elements below that apply to the project

- Plans, specs and estimate complete
- Cultural resources complete
- Right of way certified or not required at application
- No federal funding
- No railroad impact
- Utility upgrades not needed or already funded

[Describe the constructability elements selected above](#)

Ruston is not applying for any federal funding, the project is not near a railroad, the project is proposed within existing right of way, and other than the addition of pedestrian lighting, there are not any utility repairs or upgrades needed.