

Transportation Alternatives Program 2019 Application

Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to dale.robins@rtc.wa.gov. You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 564-397-5212.

General Information

Project Title: NE 68th Street Sidewalk

Project Location and Limits: NE 68th Street - Highway 99 to NE St. Johns Road

Project Length (miles): 1.32 Miles

Agency: Clark County / City of Vancouver Partnership

Contact Person: Darlene K. Sharar

Telephone: 564-397-5794 Email: darlene.sharar@clark.wa.gov

Certified Acceptance Agency: Clark County

Project Screening Criteria

Check all that apply.

- Project is consistent with the RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design	03/01/2019	\$0	\$750,000	\$750,000
Right of Way	03/02/2020	\$0	\$356,000	\$356,000
Construction	03/01/2021	\$1,700,000	\$1,540,000	\$3,240,000
Totals	n/a	\$1,700,000	\$2,646,000	\$4,346,000
Overall Match Ratio:				60.88%

Project Type

Check all that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input type="checkbox"/> Vegetation management practices |
| <input checked="" type="checkbox"/> Safe routes for non-drivers | <input type="checkbox"/> Archaeological activities |
| <input type="checkbox"/> Abandoned railroad corridors for trails | <input type="checkbox"/> Environmental mitigation activity |
| <input type="checkbox"/> Turnouts, overlooks, and viewing areas | <input type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising | <input type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities | |

Project Information

1. Project Description:

Existing Conditions: NE 68th Street is a two-lane collector between Highway 99 and NE St. Johns Road. This busy street serves a densely populated residential neighborhood with an average daily traffic (ADT) of 3,288 vehicles, with only a few small stretches of intermittent sidewalk and no bicycle lanes. The roadway is posted at 35 MPH, but vehicles travel at an 85th percentile speed of 43 MPH, with nearly 400 vehicles daily traveling over 45 MPH. The road has two 10 to 11-foot lanes with no (or very narrow) shoulders, limited segments of sidewalk, slopes greater than 12 percent and open ditches. In some locations the roadway is 10 to 15 feet above or below the abutting parcels. The lack of a sidewalk forces pedestrians into the travel lanes, creating conflicts with vehicles which must swerve into oncoming lanes to avoid a collision. There have been 19 reported collisions along this section of the corridor in the past 10 years. Fixed object impacts account for 53 percent of collisions.

Pedestrians of all ages and abilities walk and bike along the corridor, both in the roadway and along worn pathways. There are transit routes along both Highway 99 and NE St. Johns Road. The Highway 99 Town Center, First Congregational Church UCC, Martha's Food Pantry and Metropolitan Community Church, Hazel Dell Community Park, NE 78th Street Heritage Farm, Al Noor Mosque and Vancouver Apostolic Lutheran Church are pedestrian trip generators abutting NE 68th Street.

Project Scope: This project is the design and construction of 1.34 miles of sidewalk along the south side of NE 68th Street, between Highway 99 and NE St. Johns Road. This is a joint application and partnership between Clark County and the City of Vancouver. From west of NE 28th Street to NE St. John's road bicycle lanes will also be constructed. Clark County is analyzing bicycle lane options. The sidewalk will be a minimum of five feet wide, pervious concrete with an intermittent green space buffer between the sidewalk and the travel lane.

Upon project completion, there will be a continuous pedestrian route starting at Highway 99 in Clark County and ending at NE St. Johns Road in the City of Vancouver.

Pedestrian and illumination features are proposed to be constructed to allow access to pedestrian trip generators on the north side of the roadway. The proposed locations and features are: Rapid Rectangular Flashing Beacon (RRFB) at NE 14th Avenue, pedestrian crossings at NE 17th Avenue, Hazel Dell Community Park and NE 28th Avenue.

Project Benefits: Pedestrian safety and mobility are greatly enhanced with the NE 68th Street sidewalk project. Pedestrians will no longer be forced to walk in the roadway and compete with vehicle traffic. The number of vehicles swerving into oncoming traffic or stopping in their lane when encountering pedestrians within the roadway will decrease. The reduction in vehicle/pedestrian conflicts improves safety as well as travel times for all modes of transportation. Pedestrians will have enhanced access to transit and walking, as travel options. There is direct access to transit at the NE 68th Street/Highway 99 and St. Johns Road intersections that will become fully accessible. C-TRAN offers access to a wide variety of employment opportunities, businesses, services, recreational choices, and medical providers within both Clark County and the City of Vancouver.

This sidewalk will support and encourage pedestrians to walk for pleasure and exercise. Clark County and City of Vancouver neighborhoods will have direct access to Hazel Dell Community Park and the abutting NE 78th Street Heritage Farm. Hazel Dell Community Park offers covered shelters with electricity and water, BBQ grills, picnic tables, play equipment and restrooms. The 79-acre NE 78th Street Heritage Farm provides accessible community gardens, educational and recreational opportunities. Walking trails within the 20-acre Hazel Dell Community Park site are proposed.

Project Information

2. Describe how the project will improve the public travel experience, and travel options, including the benefit to the community:

Improve the public travel experience: The construction of a sidewalk along NE 68th Street will enhance travel not only for pedestrians, but for all travel modes. This project will allow pedestrians an alternative to walking within the travel lanes. Pedestrians will be separated from fast moving vehicular traffic. Future vehicle/pedestrian, pedestrian/bicycle and vehicle/vehicle conflicts are reduced significantly with the sidewalk construction. These factors improve pedestrian, bicyclist and motorist safety, mobility and their overall travel experiences.

Additional travel options: A dedicated pedestrian route will encourage and enhance pedestrian activity and accessibility. Walking to transit at both the NE 68th Street/Highway 99 and NE St. Johns Road intersections will become a practical multi-modal travel option. More pedestrians will consider walking as viable, when they no longer have to compete with and dodge vehicular traffic.

Community benefits: Design and construction of this project will address a longstanding community need. Neighborhood Associations and several citizen groups have actively sought this project for the last several years. The NE 68th Street sidewalk will link pedestrians to employment opportunities, business centers, services, recreational choices and medical providers along Highway 99 and NE St. Johns Road. Accessibility to transit will provide non-drivers access to destinations throughout the greater Clark County, City of Vancouver and the Portland area.

The community benefits will continue to increase as the density and numbers of multi-family structures grow along this corridor. Pedestrian activity from the large number of neighborhoods and residences surrounding the project area will continue to increase. Greater opportunities for pedestrians to walk for exercise will be created as this sidewalk will connect the non-driving community to transit and recreational options. The First Congregational Church UCC, Martha's Food Pantry and Metropolitan Community Church, Hazel Dell Community Park, NE 78th Street Heritage Farm, Al Noor Mosque and Vancouver Apostolic Lutheran Church will all become directly accessible. A pedestrian route to transit stops at Highway 99 and NE St. Johns Road will be established.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

Provides connectivity and improves transportation choices: Public transit will become a more available transportation mode in this area. Construction of the sidewalk will provide a dedicated pedestrian route to C-TRAN routes on Highway 99 and NE St. Johns Road. There are several new housing developments along the project that have pedestrian access to NE 68th Street, but no pedestrian access to Highway 99, First Congregational Church UCC, Martha's Food Pantry and Metropolitan Community Church, Hazel Community Dell Park, NE 78th Street Heritage Farm, Al Noor Mosque, Vancouver Apostolic Lutheran Church or NE St. Johns Road. There is a new hotel proposed near the northeast corner of 68th Street and Highway 99. The route would allow tourists and business travelers the opportunity to explore the nearby Hazel Community Dell Park and NE 78th Street Heritage Farm.

Walking will become an attractive transportation choice. Pedestrians that currently walk on NE 68th Street will be encouraged to walk more often. Individuals that were too concerned with vehicle conflicts to walk within the roadway will be empowered to use the sidewalk. Walking will be considered an attractive alternative transportation mode.

Connections to land uses within a half-mile of project: The project corridor consists of multiple densities of residential housing, including neighborhoods that feed into NE 68th Street. Park and recreational land (Hazel Dell Community Park and NE 78th Street Heritage Farm) adjoin the project. Employment, businesses, services, recreational choices, lodging, medical providers, churches and the Ellen Davis Trail are scattered through the half-mile radius of the project limits. Accessibility to these land uses will be enhanced with the addition of a sidewalk.

The NE 68th Street/Highway 99 and NE St. Johns Road intersections are comprised primarily of commercial land uses. These areas provide a variety of employment opportunities for all skill levels. Along both corridors are strip malls, restaurants, lodging, banks, automobile sales and other various services. The specific associated land uses include: General Commercial (GC), Community Commercial (CC), Highway 99 Overlay District transitional areas and recreation.

Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

NE 68th Street is listed as a priority in the Clark County Bicycle and Pedestrian Master Plan. NE 68th Street sidewalk is included in the Highway 99 Sub-Area Plan and the plan strongly encourages additional sidewalk connecting to the Highway 99 corridor. The project is included in the Adopted 2019-2024 Transportation Improvement Plan (TIP).

Although not specifically mentioned by "NE 68th Street Sidewalk Project", the adopted Clark County plans that include NE 68th Street pedestrian facilities are: 2016-2035 Comprehensive Growth Management Plan; Chelatchie Prairie Rail with Trail Corridor Study 2008; Clark County Regional Trails Map; NE 78th Street Heritage Farm Master Plan April 2010; Clark County Trails Map and the Heritage Trail Plan.

Specific City of Vancouver adopted plans include: City of Vancouver Comprehensive Plan (2011) and the City of Vancouver Compete Streets Policy (2017).

5. Describe to what extent the project will improve mobility for disadvantage populations, including elderly, disabled minority, and low income populations:

US Census data reported by Clark County Public Health states that 12.5 to 17.5 percent of residents live below the federal poverty level within the project area. This is the second highest quintile measured in Clark County.

There are existing small segments of intermittent sidewalk on NE 68th Street. They end hundreds of feet short of Highway 99 and St. Johns Road intersections, severely restricting pedestrian mobility. Direct access to transit and other walking routes will be created with the pedestrian facility. Mobility for elderly, disabled, minority and low income populations will be provided. Both transit and walking become viable and accessible modes of transportation.

Access to an ADA compliant, dedicated pedestrian route, with direct access to transit near the NE 68th Street/Highway 99 and NE St. John Road intersections will be created. Transit service will become available not only along Highway 99 and St. Johns Road, but to the larger C-TRAN network. The C-TRAN network provides access to employment, community centers, recreation, shopping, medical facilities, and schools within Clark County, City of Vancouver and Portland. This connectivity will greatly improve mobility and quality of life for all citizens, including low income, elderly and disabled populations.

6. List affordable house complex and number of housing units that are within 1/2 mile of project:

The US Census data reported by Clark County Public Health states that 12.5 to 17.5 percent of residents live below the federal poverty level within the project area. This is the second highest quintile measured. Much of the housing in this area is single family, with a few apartment complexes within a half-mile of the project area and two within a quarter-mile. Rolling Creek Apartments has 111 units and is identified as having affordable rent. Hampton Hills Apartments also has affordable rent and 110 units according to Vancouver Housing Authority information.

There are several mobile home and RV parks within the half-mile radius of the project.

The large number of residents living below the federal poverty level suggests that there are other pockets of affordable housing in the area. These low-income populations would benefit from this sidewalk project. Access to transit, Highway 99, First Congregational Church UCC, Martha's Food Pantry and Metropolitan Community Church, Hazel Community Dell Park, NE 78th Street Heritage Farm, Al Noor Mosque, Vancouver Apostolic Lutheran Church, employment, community centers, recreation, shopping, medical facilities and schools within Clark County, Vancouver and Portland would become more viable for pedestrian traffic.

Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

- a) Within the project area, NE 68th Street does not have a continuous pedestrian route. This lack of a separate facility forces pedestrians into the vehicle travel lanes, competing with vehicles at multiple points. Vertical sight distance is limited near the NE 14 Street/NE 68th Avenue intersection.
- b) High speed is another major concern. NE 68th Street is posted at 35 MPH, but the 85th percentile speed is 43 MPH, with nearly 400 vehicles daily are traveling at over 45 MPH. There have been 15 reported collisions along this section of the corridor in the last 10 years, with 53 percent being impacts with fixed objects.
- c) On recent site visits, pedestrians were observed walking down the center of the travel lanes. This causes drivers to either swerve into oncoming traffic or stop in their lane to avoid pedestrians. The probability of pedestrian, head-on and rear-end collisions, is increased with pedestrians in the roadway.

The Columbian newspaper published an article on May 24, 2017 sharing the residents long-term commitment to getting sidewalks for their neighborhood:
(<https://www.columbian.com/news/2017/may/24/long-sprint-to-add-walks-on-northeast-68th-street/>).

8. Describe how the project addresses the safety issues identified:

- a) Constructing a sidewalk will remove pedestrian traffic from the vehicular travel lanes. The potential for future vehicle/pedestrian, pedestrian/bicycle and vehicle/vehicle conflicts and collisions will be significantly reduced. The sidewalk will create a buffer from high speed vehicles. It also constructs a pedestrian specific environment.
- b) Vehicle speeds will not be decreased by the project, but the safety of pedestrians will be enhanced by removing them from proximity to fast moving traffic.
- c) Removing pedestrians from the travel lane will lessen the number of vehicles swerving into oncoming traffic or vehicles stopping in their lane when they encounter pedestrians travelling to Highway 99, First Congregational Church UCC, Martha's Food Pantry and Metropolitan Community Church, Hazel Community Dell Park, NE 78th Street Heritage Farm, Al Noor Mosque, Vancouver Apostolic Lutheran Church and NE St. John's Road.

While none are documented, the project will also lessen the potential for vehicle/pedestrian and vehicle/vehicle head-on collision types.

9. Readiness:

- Design at 70% or higher
- Right of way acquisition complete or not needed
- Environmental permits approved

Please explain:

Right of way acquisition: Every effort is being made to minimize the project impacts to right-of-way. Several small strips of right-of-way adjacent to the back of the sidewalk for walls and slopes will be required. Details on these acquisitions will be fine-tuned as design progresses.

Permitting: The environmental permitting process will begin in 2019, if funds are awarded.

Construction: Construction is planned for 2021/2022 following completion of the design and right-of-way phases.

Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

Pedestrian sidewalks have been requested within the project area for over a decade by public and local groups. A May 24, 2017 article from The Columbian describing community efforts is included as an attachment. The local community is in strong support of construction of a dedicated pedestrian route along NE 68th Street. Letter-writing campaigns by community members and the neighborhood association were conducted in 2013, 2014, 2016 and 2017. There is a long history of public testimony in favor of this project at County Council meetings.

Clark County and the City of Vancouver have been and continue to actively partner on the NE 68th Street sidewalk project. Both agencies have a long history of strong commitment to this sidewalk project. Clark County and the City of Vancouver are jointly working on the current design effort and are partnering on this TA application. The partnership with the City of Vancouver provides a seamless project and pedestrian facility from Highway 99 to NE St. Johns Road, across jurisdictional boundaries. Both agencies will partner on future applications to obtain construction funding to complete this important pedestrian accessibility project.

During on-site reviews in 2017 and 2019, the consultant teams were approached by several community members inquiring on the status of the sidewalk project.

To date no project opposition has been encountered and none is anticipated. The public and local community has been actively engaged in efforts to have a sidewalk constructed along NE 68th Street for nearly 30 years. The article "The Long Sprint" shares the long-term efforts: (<https://www.columbian.com/news/2017/may/24/long-sprint-to-add-walks-on-northeast-68th-street/>).

Public outreach to discuss the sidewalk and proposed crossings will be conducted starting summer of 2019.

11. Describe how the project improves public health and increase physical activity:

The project decreases the potential conflict between vehicles and pedestrians, and the associated probability of severe or disabling injury conflicts. The reduction in pedestrian conflicts improves public health.

Public health is further enhanced by increasing the viability of walking to nearby transit. A sidewalk project provides pedestrians direct access to transit along Highway 99 and NE St. Johns Road. The availability of transit connects neighborhoods along and that access the corridor to medical services and providers beyond typical walking distances, improving public health.

Having sidewalk along NE 68th Street will encourage walking for both exercise and access to transit. The sidewalk will facilitate access to the extensive network of sidewalks within neighborhoods abutting NE 68th Street, as well as Hazel Dell Community Park and NE 78th Street Heritage Farm. This connectivity increases the distances pedestrians can safely walk, and correspondingly improves public health.

12. Describe how the project includes design elements that contribute to quality of life:

The sidewalk, driveways and ramps will be designed to meet ADA requirements. Having an ADA complaint sidewalk allows all populations and age groups equal opportunity for access to employment, recreation, civic, community, medical, education and religious centers. Each of these opportunities individually contributes to the improvement of quality of life for all population groups along the NE 68th Street. The addition of an ADA complaint sidewalk will help enhance walkability for all people.

An additional benefit includes the connection of existing sidewalks that abut or connect to NE 68th Street. These were previously constructed at considerable expense by new developments as frontage improvements. However, the existing sidewalks do not connect or extend along NE 68th Street for any great distance. This project will link this previous investment to a sidewalk network along NE 68th Street from Highway 99 to NE St. Johns Road. Illuminated, marked crossings will provide defined crossing locations of NE 68th Street for pedestrians desiring to reach: First Congregational Church UCC, Martha's Food Pantry and Metropolitan Community Church; Hazel Community Dell Park; 78th Street Heritage Farm; Al Noor Mosque and Vancouver Apostolic Lutheran Church.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Clark County (Federal TA \$150,000)	\$1,826,000
City of Vancouver	\$820,000

Other Information

You may use this space to provide any additional project information considered worth noting:

Clark County Council, the City of Vancouver Council, the neighborhoods and surrounding area highly support this project. Clark County has received many request for a sidewalk along NE 68th Street for the past 30 years.

The expense of this project will likely require it to be constructed in phases, but all efforts are being made to complete construction in one phase.

NE 68th Street is a link to several pedestrian trails: Clark County Trails, which is a regional system across the county: <https://www.clark.wa.gov/sites/default/files/dept/files/public-works/Parks/RegionalTrailsMap.pdf>.

Clark County is currently analyzing the cost of a bicycle lane.

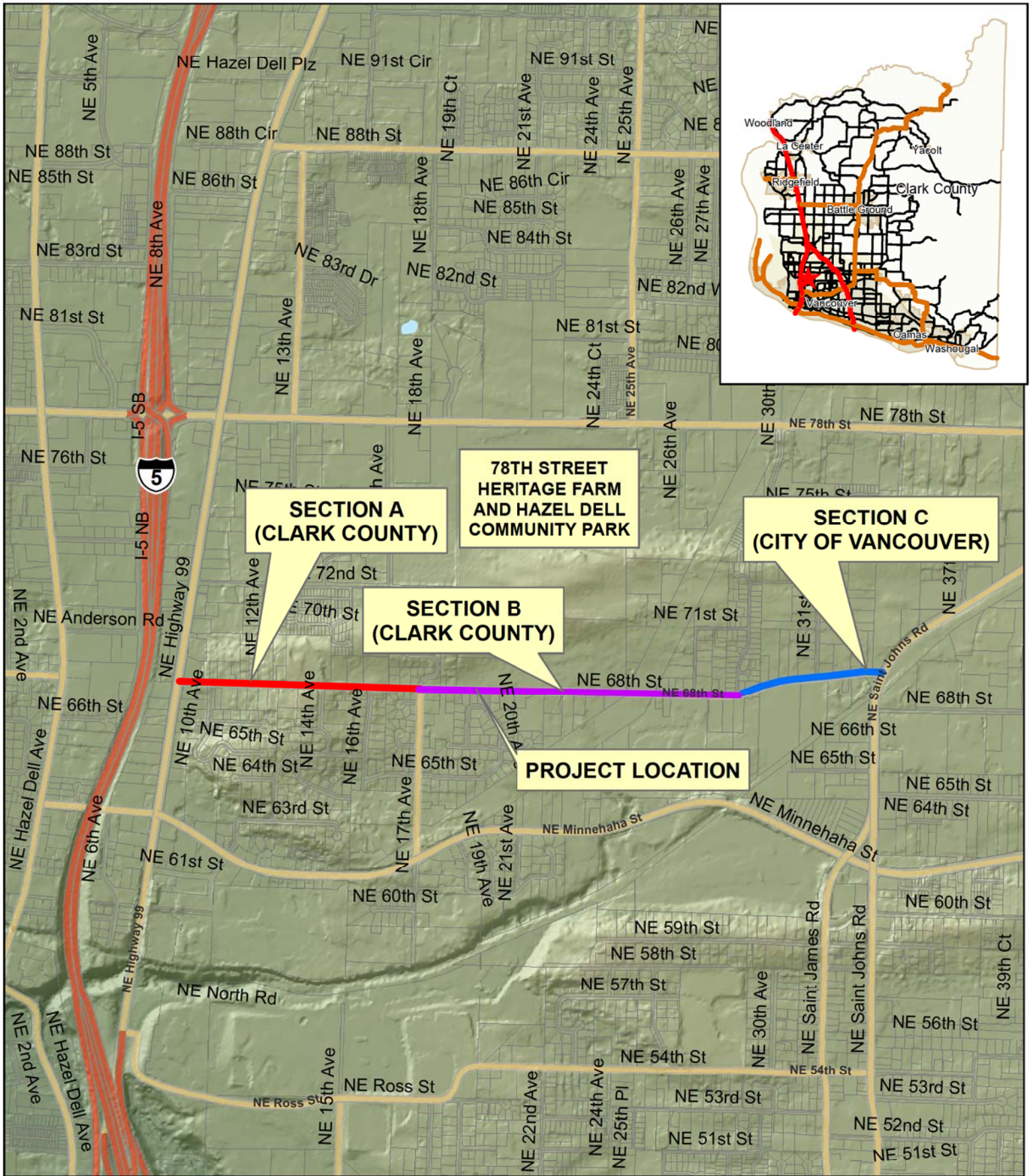
The City of Vancouver's will be constructing six foot wide bicycle lane, plus an additional two feet for striped buffer between the travel and bicycle lanes, as shown on the City of Vancouver attachment.

This project is a partnership between Clark County and the City of Vancouver. The project costs splits between the county and the city are noted in the attached table. The total project costs include: preliminary engineering at \$750,000, wetland mitigation at \$94,000, 15% of the construction estimate total for construction engineering and the project construction costs.

NE 68th Street Sidewalk

Cost Summary

<u>Phase</u>	<u>Agency</u>	Apply for TIB				
		<u>2018 TAP Funds</u>	<u>2020 TAP Funds</u>	<u>Local Funds</u>	<u>Total</u>	
PE	Clark County	\$ 150,000	\$ -	\$ 400,000	\$ 550,000	
	COV	\$ -	\$ -	\$ 200,000	\$ 200,000	
		\$ 150,000	\$ -	\$ 600,000	\$ 750,000	
ROW	Clark County	\$ -	\$ -	\$ 225,000	\$ 225,000	
	COV	\$ -	\$ -	\$ 131,000	\$ 131,000	
		\$ -	\$ -	\$ 356,000	\$ 356,000	
CN	Clark County + 15% CE	\$ -	\$ 1,000,000	\$ 1,050,000	\$ 2,050,000	\$ 276,750
	1,819,851 + 272,978 = 2,092,829					
	COV + 15% CE	\$ -	\$ 700,000	\$ 489,000	\$ 1,189,000	\$ 160,515
	(wetland migigation) 94,000 +					
	950,000 + 145,000 = 1,189,000					
		\$ -	\$ 1,700,000	\$ 1,539,000	\$ 3,239,000	\$ 437,265



**CLARK COUNTY AND CITY OF VANCOUVER PARTNERSHIP
NE 68TH STREET SIDEWALK PROJECT
(HIGHWAY 99 TO NE ST. JOHNS ROAD)**

1,000 500 0 1,000 Feet



N.E. 68TH STREET HWY 99 TO ST. JOHNS BLVD.

Clark County (CRP #372122) & Vancouver (Proj. # 072462)

PREFERRED SIDEWALK & STREET TOTALS FOR COMBINED SECTIONS A, B, & C

Engineer's Cost Estimate - Preliminary (30%) Design

(Based on the "Preferred Layout" and study exhibits dated 3/29/2019 for Sections A & B; and half-street improvements for the City 2-Lane Collector/Minor Arterial - Std Plan T10-13 for Section C)

April 26, 2019

CRK-35 (S/JN/CLH)



ITEM	Item ID #	BID ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
1	101.07	MOBILIZATION (12%)	L.S.	1	\$261,800	\$261,800
2	110.00	PROJECT TEMPORARY TRAFFIC CONTROL (3%)	L.S.	1	\$65,400	\$65,400
3	201.00	CLEARING AND GRUBBING	L.S.	1	\$17,420	\$17,420
4	203.00	ROADWAY EXCAVATION INCLUDING HAUL	C.Y.	3,100	\$37	\$114,700
5	203.03	ROADWAY EMBANKMENT (From Excavation)	C.Y.	684	\$10	\$6,840
6	404.01	CRUSHED SURFACING BASE COURSE (Open Graded)	C.Y.	1,305	\$75	\$97,875
7	504.02	HMA CL. 1/2 IN. PG 64-22	TON	817	\$90	\$73,530
8	613.00	STRUCTURAL EARTH WALLS	S.F.	9,042	\$50	\$452,100
9	704.10	CORRUGATED POLYETHYLENE STORM SEWER PIPE 12 IN. DIAM.	L.F.	383	\$95	\$36,385
10	704.10	POLYETHYLENE STORM SEWER PIPE 48 IN. DIAM. DETENTION SYSTEM	L.F.	300	\$350	\$105,000
11	704.10	PERFORATED CORRUGATED POLYETHYLENE STORM SEWER PIPE 4 IN. DIAM.	L.F.	4,860	\$30	\$145,800
12	802.00	BIORETENTION SOIL MIXTURE	C.Y.	45	\$60	\$2,700
13	903.12	GRAVEL BACKFILL FOR DRAINS	C.Y.	45	\$46	\$2,070
14	905.50	STORM MANHOLE	EACH	6	\$5,000	\$30,000
15	905.50	FLOW CONTROL STORM MANHOLE	EACH	2	\$7,500	\$15,000
16	905.50	AREA DRAIN, 24 IN. BASIN	EACH	14	\$2,000	\$28,000
17	801.00	EROSION CONTROL (5%)	L.S.	1	\$109,100	\$109,100
18	800.00	FRONTAGE RESTORATION	L.S.	1	\$16,560	\$16,560
19	802.00	BIORETENTION PLANTINGS	L.S.	1	\$2,500	\$2,500
20	802.83	ROADSIDE RESTORATION	S.Y.	2,500	\$5	\$12,500
21	804.01	CURB AND GUTTER	L.F.	800	\$35	\$28,000
22	812.00	CHAIN LINK FENCE (TYPE 4)	L.F.	332	\$50	\$16,600
23	814.01	CEMENT CONC. SIDEWALK (PERVIOUS)	S.Y.	3,263	\$80	\$261,040
24	814.01	CEMENT CONC. CURB RAMP	S.Y.	96	\$170	\$16,320
25	821.00 & 822.00	SIGNING AND STRIPING	L.S.	1	\$34,000	\$34,000
26	821.00 & 822.00	RECTANGULAR RAPID FLASHING BEACON (RRFB)	L.S.	1	\$45,000	\$45,000
27	929.00	ILLUMINATION FOR CROSSWALKS	L.S.	1	\$100,000	\$100,000
29	801.03	TREE MITIGATION	L.S.	1	\$3,600	\$3,600

Construction Estimate Sub-Total **\$2,099,840**
 Contingencies (30%) **\$629,952**
Construction Estimate Total \$2,729,792

28	N/A	WETLAND MITIGATION	L.S.	1	\$94,000	\$94,000
30	N/A	SLOPE EASEMENT (and TCE for Section C)	S.F.	9,070	\$6	\$54,420
31	N/A	RIGHT OF WAY ACQUISITION	S.F.	20,130	\$15	\$301,950

Construction Estimate Total (with Wetland Mitigation, R/W, Slope Easements, and Section C TCEs) **\$3,086,162**

Construction Engineering at 15% of the Construction Estimate Total **\$409,469**



Project Photos:
Highway 99 to NE 17th Avenue:



East of NE 17th Avenue



Hazel Dell Community Park Frontage:

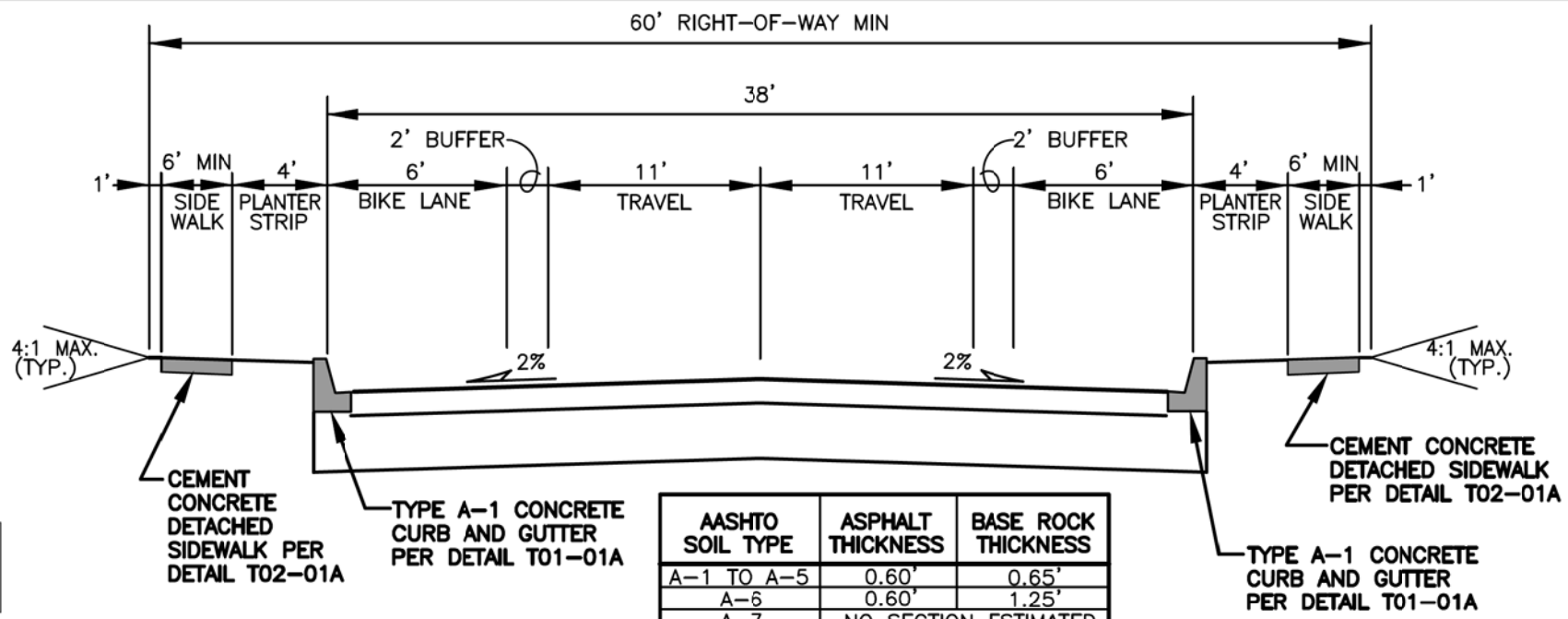


Clark County / City of Vancouver
NE 68th Street East Sidewalk Project
(Highway 99 – NE St. Johns Road)

REV	NO	DATE	BY	APPN
1	5/19	RAW	MHA	
APPROVED BY: <i>M. H. Williams</i>				
APPROVED DATE: 5/22/2019				



PUBLIC WORKS TRANSPORTATION
 STANDARD PLAN NUMBER
 2-LANE COLLECTOR/
 MINOR ARTERIAL
 WITH BIKE LANES
 CITY OF VANCOUVER



AASHTO SOIL TYPE	ASPHALT THICKNESS	BASE ROCK THICKNESS
A-1 TO A-5	0.60'	0.65'
A-6	0.60'	1.25'
A-7	NO SECTION ESTIMATED	
OTHER	NO SECTION ESTIMATED	

NOTES:

- BASE ROCK SHALL CONFORM TO WSDOT SPECIFICATION FOR CRUSHED SURFACING BASE COURSE. ASPHALT TREATED BASE (ATB) MAY BE SUBSTITUTED FOR BASE ROCK. THE SUBSTITUTION RATIO SHALL BE 1" ATB=2" BASE ROCK.
- HOT MIX ASPHALT FOR ALL ARTERIAL ROADWAYS SHALL BE CLASS 1/2" PG 58H-22 3.0 TO 30 ESAL MIX DESIGN.
- PRIOR TO ANY PAVEMENT DESIGN, CONTACT PUBLIC WORKS PAVEMENT MANAGER FOR DESIGN METHODOLOGY.
- SUGGESTED PAVEMENT DESIGNS ARE FOR PROLONGED DRY WEATHER CONSTRUCTION. ADDITIONAL MATERIALS AND/OR GEOTEXTILE FABRICS MAY BE REQUIRED DURING WET WEATHER CONSTRUCTION.
- A PAVEMENT DESIGN REPORT WILL BE REQUIRED FOR ALL ARTERIAL ROADWAY PAVING EXCEEDING 2000 S.F. THE PAVEMENT STRUCTURE SUGGESTED IN THE TABULAR DATA IS FOR ESTIMATING PURPOSES OR MINOR PAVING ACTIVITIES ONLY.
- A PAVEMENT DESIGN REPORT WILL BE REQUIRED FOR ALL A-7 AND OTHER SOILS. THE PAVEMENT STRUCTURE SUGGESTED IN THE TABULAR DATA IS FOR ESTIMATING PURPOSES ONLY, ACTUAL PAVEMENT DESIGNS MAY REQUIRE SUBSTANTIALLY HIGHER STRENGTH. THE TOTAL PAVEMENT STRUCTURE SHALL NOT EXCEED 2.5 FEET.
- A PAVEMENT DESIGN REPORT SHALL BE DONE FOR ALL PCC PAVEMENT CONSTRUCTION.
- MEANDERING SIDEWALKS MAY BE ALLOWED WITH THE DIRECTOR'S APPROVAL.
- WIDER SIDEWALKS MAY BE REQUIRED UNDER SPECIAL CIRCUMSTANCES.
- ALL ARTERIAL STREETS REQUIRE STREET LIGHTING, SEE STANDARD PLAN T21-01A AND T21-01B CITY STREET LIGHTING REQUIREMENTS SCHEDULE AND NOTES.