

# Transportation Alternatives Program 2023 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](mailto: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: Highway 99 Sidewalk (Vicinity of NE 102nd Street - Vicinity of NE 104th Street)  
 Project Location and Limits: NE Highway 99 (Vicinity of NE 102nd Street - Vicinity of NE 104th Street)  
 Project Length (miles): 0.12  
 Agency: Clark County Public Works  
 Contact Person: Laura Hoggatt  
 Telephone: (564) 397-4372 Email: Laura.Hoggatt@clark.wa.gov  
 Certified Acceptance Agency: Clark County Public Works

## 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	01/12/2021	0	\$464,000	\$464,000
Right of Way	04/24/2023	0	\$75,000	\$75,000
Construction	11/01/2024	\$105,000	\$800,000	\$905,000
Totals	n/a	\$105,000	\$1,339,000	\$1,444,000
<b>Overall Match Ratio:</b>				92.73%

## 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 checked="" type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities |   |

## Project Information

### 1. Project Description:

This project is located along on the east side of Highway 99 between the vicinity of NE 102nd Street and NE 104th Street in urban southwest Clark County. The project will connect a gap in pedestrian infrastructure by constructing new sidewalk along the east side of Highway 99 and continue it east along the south side of NE 104th Street where it will connect to an existing sidewalk. The new sidewalk along NE Highway 99 will be supported by a retaining wall where it crosses over the ravine associated with Tenny Creek.

The existing sidewalk currently ends on Highway 99 just south of the Tenny Creek crossing. Highway 99 is a four-lane principal arterial paralleling Interstate-5 between downtown Vancouver and NE 134th Street and is also one of the highest accident corridors in Clark County. There are no sidewalks or dedicated walkways within the project limits. Pedestrians are forced to walk beside more than 20,000 vehicles per day on an uneven shoulder that averages five feet in width. A substandard guardrail and a steep embankment that drops about 25 feet starts at edge of the pavement, forcing pedestrians closer to the 40-mph travel lane.

Major project improvements include:

- Construct 650 feet of new curb and sidewalk with ADA ramps for accessibility.
- Structural stabilization of new sidewalk area at the Tenny Creek crossing.
- Pedestrian and traffic safety barrier at the Tenny Creek crossing.
- Restripe bicycle lanes on Highway 99.
- Other safety improvements as required.

This project will construct 650 feet of new raised concrete curb and sidewalk along the east side of Highway 99 and south side of NE 104th Street fulfilling the gap of missing sidewalk. The project begins where the existing sidewalk ends near NE 102nd Street and extends approximately 420 feet north to the corner of Highway 99 and NE 104th Street, then turns east along the south side of NE 104th Street for approximately 230 feet and ends at an existing sidewalk on NE 104th Street. The proposed sidewalk will vary in width between 5.5 and 10 feet. ADA compliant curb ramps will be installed at the corner of NE 104th Street and the existing pedestrian signal call button will be relocated. Additionally, a new landing pad will be constructed on the northeast corner of Highway 99 and NE 104th Street.

At the Tenny Creek crossing there is a ravine approximately 25 feet deep and 250 feet wide on the east side of NE Highway 99. The slope is armored with rock and is covered in vegetation with some trees growing in the embankment. There is an existing guardrail at the edge of the roadway shoulder. The 70 percent plans call for a Mechanically Stabilized Earth (MSE) retaining wall (about 200 feet long) to support the eastern edge of the new sidewalk. For traffic and pedestrian safety, a concrete slab will be installed behind the sidewalk with a 44 inch tall metal pedestrian handrail on top of the slab. This structure (MSE wall) could change, depending upon further engineering analysis and structural investigations. The final design may include a cantilevered sidewalk supported by a soldier pile wall, or a pedestrian bridge or other engineered solutions.

Upon completion, the project extends the sidewalk system to 2.1 miles from NE Minnehaha Street to NE 104th Street along the east side of Highway 99 increasing connectivity within the corridor.

## Project Information

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

Construction of this sidewalk will provide pedestrians with a safe alternative to walking in the roadway, thereby eliminating pedestrian-vehicle and pedestrian-bicycle conflicts. This project will also improve vehicular, bicyclist and pedestrian mobility enhancing safety for all users. This project will benefit the community by allowing better pedestrian access to their homes, jobs, schools, transit, shops, churches, and parks while increasing opportunity for walking and biking for exercise and recreation. This project will provide continuous sidewalk connectivity linking extensive sidewalk networks in the project area. Additionally, this project will encourage non-motorized and multimodal travel throughout the Highway 99 area.

C-TRAN describes Highway 99 as their third busiest corridor, a major north-south connection in Vancouver and Clark County. The corridor is a critical component for increasing transit capacity. A new bus rapid transit (BRT) system will connect Highway 99 and Main Street corridors in Clark County and the City of Vancouver. This project will complement the new C-TRAN ten-mile improvements to help community members access the bus line at bus stop #3254 at the corner of Highway 99 and NE 104th Street via bus route #19 Salmon Creek. C-Tran's Highway 99 routes 71, 19, 31 and 78 carry about 1,670 passengers collectively per day along the corridor (2019). The proposed sidewalk improvements will enhance the travel experience and increase accessibility of transit stops for all residents and users. The Legacy Salmon Creek Medical Center, Kaiser Permanente and Washington State University-Vancouver are all within a short bus ride of the proposed project.

Clark County is one of the fastest growing counties in the State of Washington, and the Highway 99 community is experiencing a significant share of the county's overall residential and commercial growth and development. Up to 26.5% of the population living in the project area are at or below the 185% Federal Poverty level; 10% of all households don't have a vehicle and 15% of all individuals have a disability. Completing this missing segment of sidewalk is a priority in the Highway 99 Sub-area Plan, which was adopted by the County Councilors. The plan cites the importance of this sidewalk segment to connect under-served residents to schools, daycare/preschools, transit stops, grocery stores, pharmacies, banking, medical facilities, and other shopping located in the project area.

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):

This project is in a busy, densely populated area between two urban freeway interchanges (NE 99th Street and NE 134th Street). The area has numerous pedestrian destinations and generators. Zoning within a half mile of the project's site includes high density residential (R-43, R-30, R1), General Commercial (GC), Community Commercial (CC), Light Industrial (IL) and Parks/Wildlife refuge (P/WL). The project connects to more than 1,500 housing units including: approximately 15 apartment complexes; two mobile home parks; the Sarah J Anderson Elementary and Gaiser Middle Schools; two pre-school day care centers; a shopping center with a Winco grocery store and a Walgreens pharmacy; a bank; medical facilities including the Clinica de Salud Familiar medical clinic, Sheron Dental, Hazel Dell Dentistry 4 Children; two neighborhood parks; two churches including a church for the deaf; and several multi-tenant shopping centers including one adjacent to the project.

This project will complement the new C-Tran corridor improvements and will improve connections between walking, bicycling and public transit modes. Transit will become a stronger transportation mode providing a direct pedestrian route to the C-Tran #19 stop located at the corner of NE Highway 99 and NE 104th Street. Additionally, 12 transit stops are located within a 1/2 half mile radius on NE Highway 99 including the 99th Street Transit Center.

The new sidewalks and ADA ramps will provide for improved safety, mobility and connectivity for people of varying abilities. Pedestrians that walk on a regular basis will be encouraged by this project to walk more often. Individuals, parents, and persons with disabilities that understandably avoided the roadway due to vehicular conflict and high speeds will be empowered to use the newly connected sidewalk. Walking will be considered as an alternative transportation mode and will become a more attractive transportation choice. Additionally, many people without vehicles who have long relied on the pedestrian facilities on Highway 99 will be rewarded with a safe walking route.

The bicycle lane along Highway 99 will be separated from pedestrian travel by restriping between NE 102nd Street and NE 104th Street. This will result in reduced conflicts and increased safety, thereby encouraging bicycling as an alternative transportation mode.

## 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):

This project is listed in the 2023-2028 Clark County Transportation Improvement Program (Sidewalks and ADA Compliance Program), 2016-2035 Comprehensive Growth Management Plan via the Capital Facilities Plan, Highway 99 Sub-Area Plan, Clark County Pedestrian Crossing Treatment Policy, Clark County 2010 Bicycle and Pedestrian Master Plan, and supported by Clark County Complete Streets Ordinance.

Sidewalks, pedestrian features, and bicycle facilities are emphasized design elements for in the Highway 99 Sub-Area Plan adopted by the County Council. This plan builds on more than 20 years of work by the Team 99 Committee of interested stakeholders. The plan inventoried and mapped the sidewalk system and developed a list of priority projects with staff from Public Works using the current ranking criteria for the sidewalk program. This project ranked high because it improves pedestrian access to schools, transit stops, parks, and commercial and industrial job centers.

The Bicycle Advisory Committee worked with county staff to develop criteria to prioritize bike lane improvement projects. Highway 99 was listed as a high priority primary north/south bike route and NE 104th Street was listed as a priority for providing bike access to Sarah J. Anderson Elementary and Gaiser Middle Schools. While bicycle lanes exist along the majority of both routes, this project improves bicycle safety by removing pedestrians from the roadway. Bicyclists, pedestrians and assistive mobility users will have better access to the C-Tran bus system.

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

Community walkability is key to promoting health, accessibility and pedestrian safety. Current conditions require that residents walk, ride or roll in the street alongside heavy 40 mph traffic. Parents with children in strollers and individuals in wheelchairs or on a motorized scooter have been observed along the roadway to get to the bus stop, the North Creek Deaf Church on the corner of NE Highway 99 and NE 104th Street and area business locations.

Data within the four census tracts connected to the project reveal that 23% of all individuals are living at or below 185% of the federal poverty level; 24% are of minority race/ethnicity; 10% of all households don't have a vehicle and 15% of all individuals have a disability.

There are approximately 4,170 children under 18 years of age and 3,700 elderly (65+) living in the area. The Clark County Commission on Aging Transportation Focus Report highlights the importance of safe walking environments to support access to community amenities or public transit as an alternative to driving. The Highway 99 Sub-Area Plan and the C-Tran corridor plan cites the importance of pedestrian safety to connect under-served residents to transit stops, schools, daycare, grocery stores, pharmacies, banking, medical facilities, jobs, businesses and services located in the project area. Installing the missing sidewalk and enhancing bicycle lanes along this busy portion of Highway 99 will improve mobility for individuals with disabilities, the elderly, and all disadvantaged populations.

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

There are portions of four census tracts within a 1/2-mile radius of this project. The combined occupied housing units of the four census tracts is 8,184, 37% of which is renter occupied and 63% owner occupied housing. The percentage of the population at or below 185% the Federal Poverty Guidelines averages 23%. Sarah J. Anderson Elementary student data reveals that 52% of students are living in low-income households.

The Vancouver Housing Authority (VHA) does not operate any affordable housing complexes in the project area however, the VHA reports that there are 187 subsidized units in the project's four census tracts. The VHA indicated that many of those subsidized units are located within the 15 apartment complexes and two mobile home parks located in the project area including Hidden Village Mobile Home Park, Vancouver Landing Mobile Home Park, Ridge Crest Apartment, Timber Knoll Apartment, Maple Knoll Apartment, Bridge Creek Apartments, Alderbrook Apartments, Park Lane Apartments, Teal Pointe Apartments, West Wynd Apartments, Erica Village, Trail Creek Apartments, Olympic Park, Crystal Springs, Starcrest Apartments, Forest Canyon Village Apartments and Salmon Creek Oxford Recovery.

## 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) There are no existing pedestrian facilities within the project area. This lack of separate facility forces pedestrians to walk on the roadway in close conflict with vehicles and bicyclists.

b) High speed is another major concern. The NE Highway 99 speed limit is posted at 40 MPH. During a traffic study completed on 11/9/2022, the 85th percentile speed was recorded at 44 MPH, with a high traffic volume of over 13,000 vehicles daily, some of which travel up to 45 MPH. There were 6 reported collisions along this section of the corridor in the last five years and 50% of the accidents had possible or suspected injuries. In September 2016, a vehicle hit a pedestrian in the roadway approximately 210 feet north of the NE 102nd Street/Highway 99 intersection at the Tenny Creek crossing. While the accident is just beyond the 5-year analysis, it is an important data point.

c) The existing east-side guardrail north of Tenny Creek crossing does not meet current standards. In other areas, rough, uneven ground edges are a potential for injury.

d) Missing sidewalks and ADA ramps hinder travel and access to bus transit for individuals with disabilities. Bicyclists and pedestrians must share the paved shoulder area in the roadway creating additional concerns for roadway conflicts.

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) 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.

c) Constructing a sidewalk and ADA ramps will improve travel and access to bus transit for individuals of varying abilities, including those with disabilities. The ADA ramps will be constructed to provide a smoother transition to the street crossings and sidewalk for wheelchair bound residents and pedestrians with strollers.

d) Shoulders will be re-striped for designated bike lanes. Bicyclists and pedestrians will have specific spaces of modality to further improve safety for alternative transportation choices along the corridor.

In addition, these improvements will provide better access to the new C-Tran Bus Rapid Transit (BRT) VINE system furthering connections to businesses and services along the corridor and beyond.

9. Readiness:

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

Please explain:

Preliminary Engineering: Clark County received \$145,000 TAP funding for preliminary engineering in 2022. The project is currently at 70% design. Plans have been developed that call for a structural wall to support the eastern edge of the sidewalk at the Tenny Creek ravine. A plan page and cross sections have been included with this application at 60% preliminary design. The 90% preliminary design plan set is scheduled for 6/5/2023. The environmental permitting process is under way.

Right of way acquisition: The sidewalk project is expected to be built almost entirely within existing right of way with the exceptions of temporary construction easements and a possible sliver acquisition on NE 104th Street. Survey has been completed to support these efforts. Right of way started in February 2023.

Construction: Clark County received TAP funding in the amount of \$400,000 for construction in 2024.

## 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:

Daily, pedestrians encounter many challenges associated with not having a sidewalk in this busy area. The missing sections of sidewalk and narrow shoulders, steep slopes, and uneven surfaces force pedestrians to walk in the roadway where they can come into conflict with close passing vehicles and bicycles.

The local community (residents, businesses, and neighborhood associations) strongly support sidewalk along Highway 99. With help from residents, businesses, and property owners, known as Team 99, Clark County developed a subarea plan to revitalize Highway 99 and neighborhoods nearby. The Highway 99 Subarea Plan was adopted by the Board of Clark County Commissioners on December 16, 2008. The corridor also figured as a prominent area of need in the 2010 Clark County Bicycle and Pedestrian Plan. Eighteen different community leaders participated in the development of this 20-year plan. The Bicycle and Pedestrian Advisory Committee currently includes 11 members of the community who provide input on county projects and proposals.

Pedestrian sidewalks have been proposed within the project area over the past several years. The local community has been in strong support of construction of a dedicated pedestrian route along Highway 99. Letter-writing campaigns by community members and the neighborhood association were conducted in 2013, 2014 and 2016 and there is a long history of public testimony in favor of sidewalks along Highway 99, noted during County Council public comment periods.

Additional input was received during work session presentations to County Council in 2019 to discuss phased corridor sidewalk improvements along the corridor.

The C-Tran Bus Rapid Transit project on Highway 99 has held two open house events and other public outreach efforts in 2022 and 2023, further emphasizing the need for sidewalks and safety improvements to access the public transportation system.

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

Local and national survey respondents cited safety, such as a lack of sidewalks as a primary deterrent to walking in their community. The project decreases the potential conflict between pedestrians and vehicles or bicycles and the possibility of severe or disabling injuries. Physical activity improves health and reduces stress. Individuals who walk, ride or roll consistently reduce risks associated with obesity, diabetes, heart disease, hypertension, osteoporosis and depression.

New sidewalks & bicycle lanes encourage people to use active transportation options such as walking and cycling instead of driving. This reduces air pollution and traffic congestion, which in turn helps improve public health and environmental justice disparities.

Connections to local parks and trails are an important component to promote physical activity for individuals of various ages and abilities. This project will improve access to Clark County's Gaiser Middle School Park. The project overall extends the sidewalk system to 2.1 miles from NE Minnehaha Street to NE 104th Street along the east side of Highway 99.

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

Design elements that contribute to quality of life will be developed as the project design process progresses. Design elements may include decorative concrete, landscaping/hardscaping, planting strips, furniture (benches, trash receptacles, etc.), and/or other elements that beautify the streetscape per the adopted Highway 99 Subarea Plan. These elements contribute to quality of life by encouraging people to appreciate the area as they transit to their destination.

The addition of new curb separated sidewalks and ADA improvements will create safer pedestrian experiences as residents access transit stops, shopping, job centers, medical facilities, schools, churches, and public parks both inside and outside of the project area. ADA upgrades will provide better experiences for those who rely on wheelchairs, are visually challenged, and for pedestrians with strollers.

## Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Federal Funds - SW Regional Transportation Council / TA Award in 2021 for PE/CN	\$545,000
Local Dollars - County Road Fund/Real Estate Excise Tax II	\$794,000

## Other Information

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

The Clark County Bicycle and Pedestrian Advisory Committee, neighborhood groups, citizens from the surrounding area, Team 99, the Hazel Dell/Salmon Creek Business Association and the Vancouver School District are highly supportive of this project.

This project aligns with the Clark County Aging Readiness Plan, Clark County Complete Streets guidelines, and the Highway 99 Subarea Plan. In addition, the project furthers Safe Routes to School and Safe Routes to Parks initiatives.

The Highway 99 Subarea Plan Technical Report 4; Sidewalk Assessment identifies the project termini as an area of need within the key findings. Completion of the project will help to close the gap of incomplete / non-existent sidewalks. New ADA ramps will improve equitable access for more individuals of varying abilities.

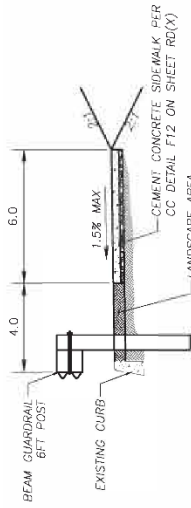
Note: Clark County applied for State Pedestrian and Bicycle grant funds in 2022. This project was not listed among the projects to receive a grant award. Additional funding through the Transportation Alternatives Program will help to fill the gap for full funding.



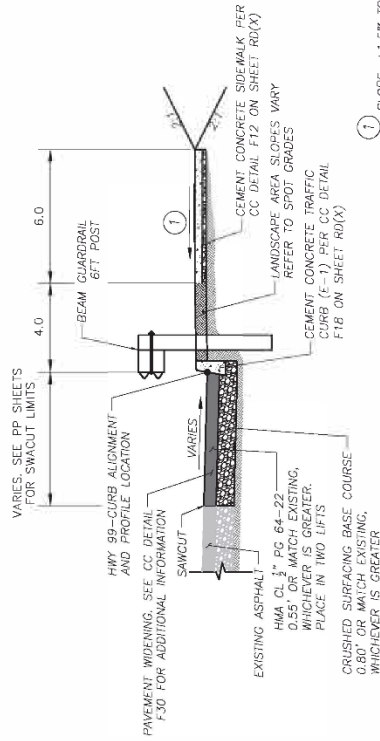


# Highway 99 Sidewalk (Vicinity of NE 102nd Street - Vicinity of NE 104th Street)

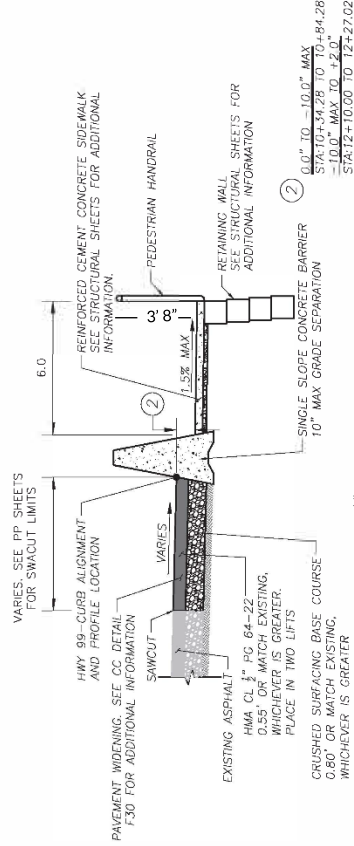
## 60% Cross Sections



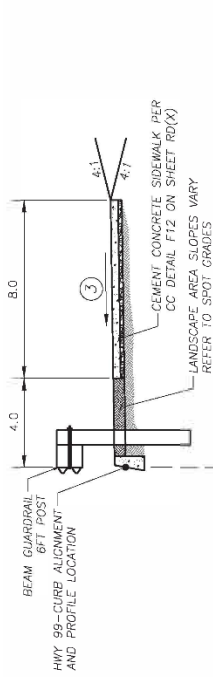
**NE HIGHWAY 99**  
STA:9+23.00 TO STA:9+82.13



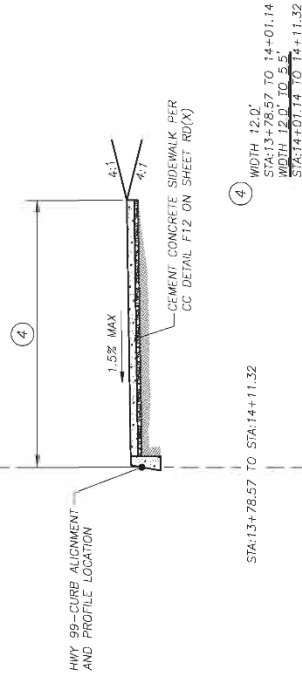
**NE HIGHWAY 99**  
STA:9+82.13 TO STA:10+34.28



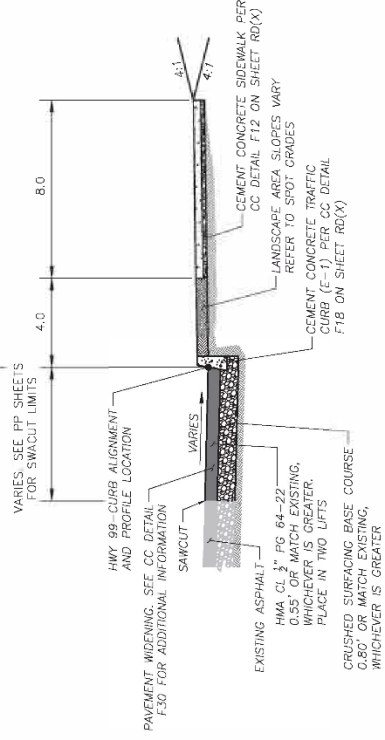
**NE HIGHWAY 99**  
STA:10+34.28 TO STA:12+27.02



**NE HIGHWAY 99**  
STA:12+27.02 TO STA:14+11.32



**NE HIGHWAY 99**  
STA:14+11.32 TO STA:17+02.55



**NE HIGHWAY 99**  
STA:17+02.55 TO STA:19+58.52

OTAK ENGINEERING & CONSTRUCTION

TRANSPORTATION PROGRAM

OTAK COUNTY WASHINGTON

PUBLIC WORKS ENGINEERING & CONSTRUCTION DIVISION

60% PRELIMINARY

NE HWY 99 SIDEWALK IMPROVEMENTS - CRP #3100422 (PRJ0001259)

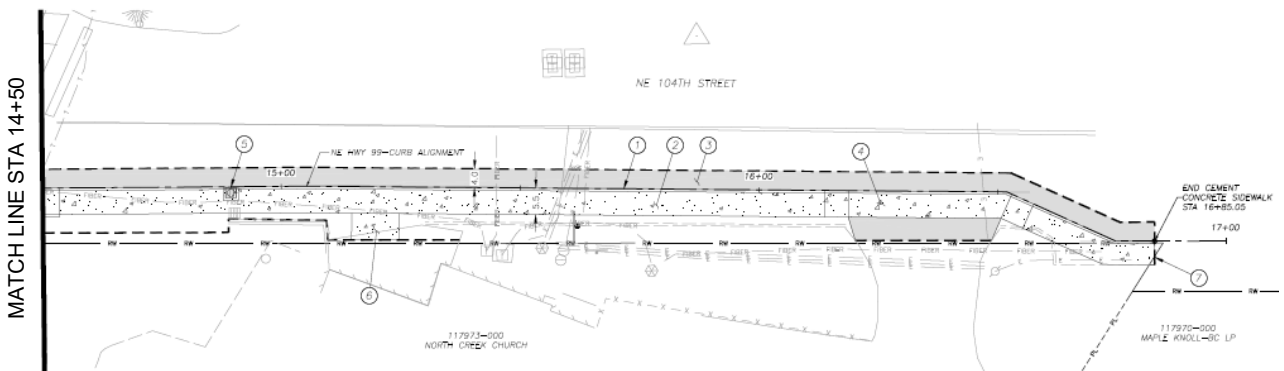
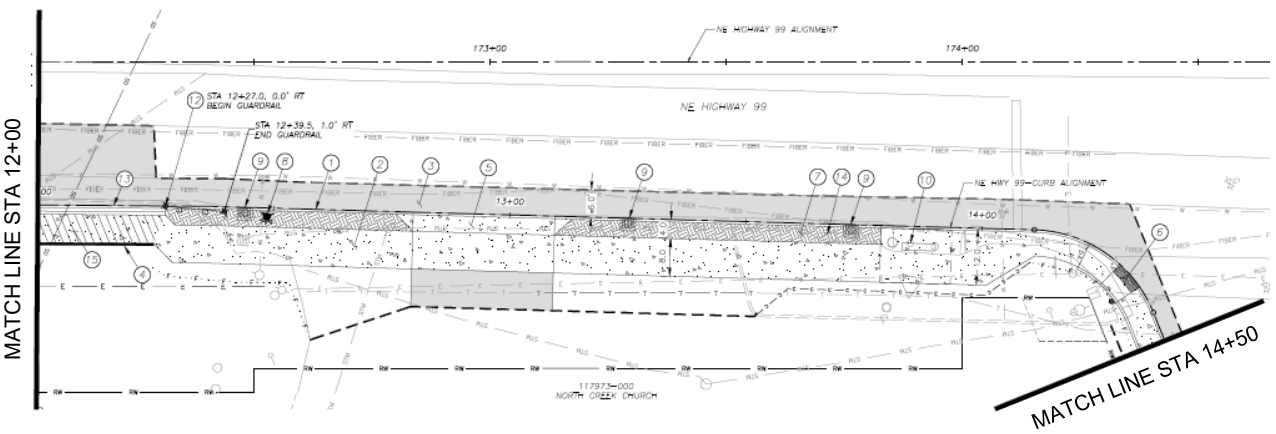
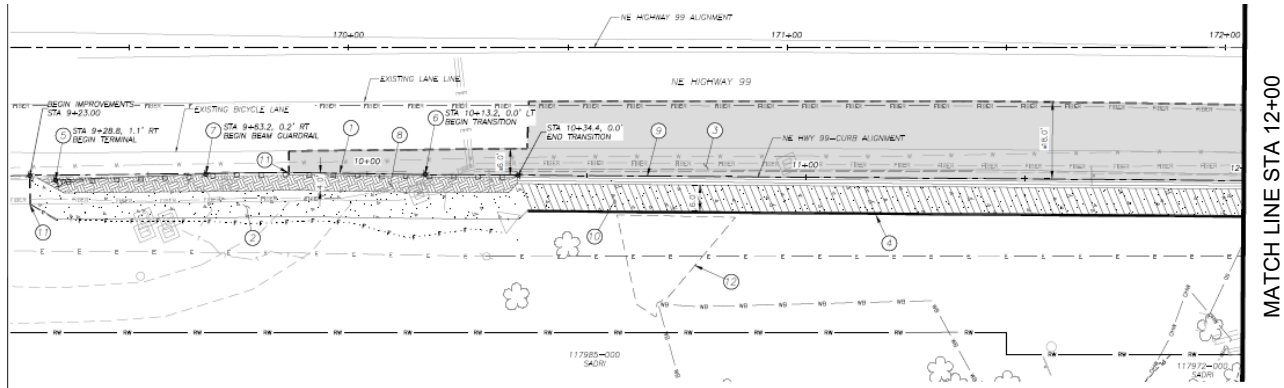
DATE: 01/21/23

SIDEWALK PLAN



# Highway 99 Sidewalk (Vicinity of NE 102nd Street - Vicinity of NE 104th Street)

## 60% Design Plan View



**CLARK COUNTY PUBLIC WORKS**  
**CRP #310422 / PRJ #0001259**  
**Highway 99 Sidewalk Improvements Between NE 102nd St & NE 104th St**  
**Engineers Estimate of Probable Construction Cost**  
**60% Design**



Estimate date: 1/31/2023  
 Prepared by: Phil Hymas, Otak

Unit costs for items derived from prior bid tabulations, WSDOT unit costs, and professional experience.

Note: Estimate does not include costs for property acquisition or utility impacts

**ITEMS**

BID ITEM NUMBER	BID ITEM IDENT. NO.	SPEC. SECTION	BID ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1			MOBILIZATION (10%)	L.S.	1	\$ 63,600.00	\$ 63,600.00
2			ROADWAY SURVEYING	L.S.	1	\$ 10,000.00	\$ 10,000.00
3			ADA FEATURES SURVEYING	L.S.	1	\$ 3,500.00	\$ 3,500.00
4			PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	1	\$ 26,600.00	\$ 26,600.00
5			CLEARING AND GRUBBING	L.S.	1	\$ 5,000.00	\$ 5,000.00
6			REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	1	\$ 10,000.00	\$ 10,000.00
7			ROADWAY EXCAVATION INCL. HAUL	C.Y.	365	\$ 50.00	\$ 18,250.00
8			COMMON BORROW INCL. HAUL	C.Y.	30	\$ 125.00	\$ 3,750.00
9			REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIALS	C.Y.	20	\$ 50.00	\$ 1,000.00
10			CRUSHED SURFACING BASE COURSE	TON	375	\$ 55.00	\$ 20,625.00
11			HMA CL 1/2 IN PG 64-22	TON	245	\$ 150.00	\$ 36,750.00
12			HMA FOR APPROACH CL 1/2 IN PG 64-22	TON	10	\$ 200.00	\$ 2,000.00
13			TEMPORARY HMA RAMP	S.F.	30	\$ 50.00	\$ 1,500.00
14			CONCRETE COMBINATION CURB INLET	EACH	4	\$ 2,500.00	\$ 10,000.00
15			STORM SEWER PIPE 10 IN. DIAM.	L.F.	40	\$ 105.00	\$ 4,200.00
16			QUARRY SPALLS	C.Y.	10	\$ 200.00	\$ 2,000.00
17			ADJUST MANHOLE	EACH	1	\$ 800.00	\$ 800.00
18			ADJUST JUNCTION BOX	EACH	1	\$ 400.00	\$ 400.00
19			ADJUST VALVE BOX	EACH	2	\$ 500.00	\$ 1,000.00
20			MOVING EXISTING HYDRANTS	EACH	1	\$ 2,500.00	\$ 2,500.00
21			EROSION CONTROL AND WATER POLLUTION PREVENTION	L.S.	1	\$ 10,000.00	\$ 10,000.00
22			INLET PROTECTION	EACH	6	\$ 100.00	\$ 600.00
23			SILT FENCE	L.F.	525	\$ 5.00	\$ 2,625.00
24			SEEDING, FERTILIZING, AND MULCHING	L.S.	1	\$ 10,000.00	\$ 10,000.00
25			CEMENT CONC. TRAFFIC CURB (E-1)	L.F.	510	\$ 40.00	\$ 20,400.00
26			CEMENT CONC. SIDEWALK	S.Y.	365	\$ 105.00	\$ 38,325.00
27			CEMENT CONC. APPROACH TYPE 1	S.Y.	40	\$ 125.00	\$ 5,000.00
28			CEMENT CONC. APPROACH TYPE 2	S.Y.	20	\$ 125.00	\$ 2,500.00
29			PARALLEL CURB RAMP TYPE A	EACH	1	\$ 3,500.00	\$ 3,500.00
30			DETECTABLE WARNING SURFACE	S.F.	13	\$ 50.00	\$ 650.00
31			PAINT LINE	L.F.	780	\$ 3.50	\$ 2,730.00
32			PEDESTRIAN PUSH BUTTON	EACH	1	\$ 5,000.00	\$ 5,000.00
33			SINGLE SLOPE CONCRETE BARRIER	L.F.	205	\$ 175.00	\$ 35,875.00
34			PEDESTRIAN HANDRAIL - MODIFIED	L.F.	200	\$ 300.00	\$ 60,000.00
35			REINSTALL BENCH & GARBAGE CAN	L.S.	1	\$ 500.00	\$ 500.00
36			REINSTALL MAILBOX	EACH	1	\$ 1,000.00	\$ 1,000.00
37			REINSTALL SIGN	EACH	8	\$ 400.00	\$ 3,200.00
38			TREE TRIMMING	L.S.	1	\$ 5,000.00	\$ 5,000.00
39			BEAM GUARDRAIL TYPE 31	LF	50	\$ 85.00	\$ 4,250.00
40			BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL	EACH	1	\$ 5,000.00	\$ 5,000.00
41			BEAM GUARDRAIL TRANSITION SECTION TYPE 24	EACH	1	\$ 3,000.00	\$ 3,000.00
42			BEAM GUARDRAIL ANCHOR TYPE 11	EACH	1	\$ 1,800.00	\$ 1,800.00
43			STRUCTURE EXCAVATION	C.Y.	785	\$ 35.00	\$ 27,475.00
44			GRAVEL BACKFILL FOR WALL	C.Y.	680	\$ 50.00	\$ 34,000.00
45			RETAINING WALL - MSE	S.F.	1730	\$ 65.00	\$ 112,450.00
46			SHORING OR EXTRA EXCAVATION	L.S.	1	\$ 20,000.00	\$ 20,000.00
47			REINFORCED SIDEWALK SLAB	S.Y.	130	\$ 400.00	\$ 52,000.00
48			ST. REINF. BAR FOR REINFORCED SIDEWALK SLAB	LB.	3385	\$ 2.50	\$ 8,462.50

<b>SUBTOTAL</b>		<b>\$ 698,817.50</b>
<b>CONTINGENCIES</b>	<b>15.00%</b>	<b>\$ 104,822.63</b>
<b>CONTRACT SUBTOTAL</b>		<b>\$ 803,640.13</b>
<b>CM/CE</b>		<b>\$ 101,359.87</b>
<b>TOTAL CONSTRUCTION COST</b>		<b>\$ 905,000.00</b>
<b>PE / ENVIRONMENTAL PERMITTING</b>		<b>\$ 464,000.00</b>
<b>ROW</b>		<b>\$ 75,000.00</b>
<b>TOTAL ESTIMATED PROJECT COST</b>		<b>\$1,444,000.00</b>

**NE Highway 99 Sidewalk (Vicinity NE 102nd Street - Vicinity NE 104th Street)**  
Current Condition Photos



**End of sidewalk Hwy 99 near NE 102nd Street – Looking north**



**Corner of Hwy 99 – Looking south**



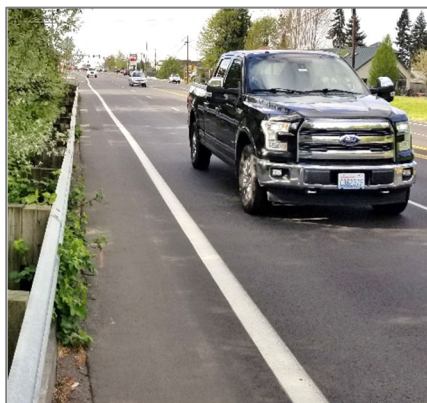
**End of sidewalk NE 104th Street – Looking west to Hwy 99**



**Corner of Hwy 99 & NE 104th Street – Looking east**



**Ped/Bike Conflict Hwy 99**



**Ped/Vehicle Conflict Hwy 99**



**C-Tran #19 Salmon Creek Route – Bus Stop ID 3254**