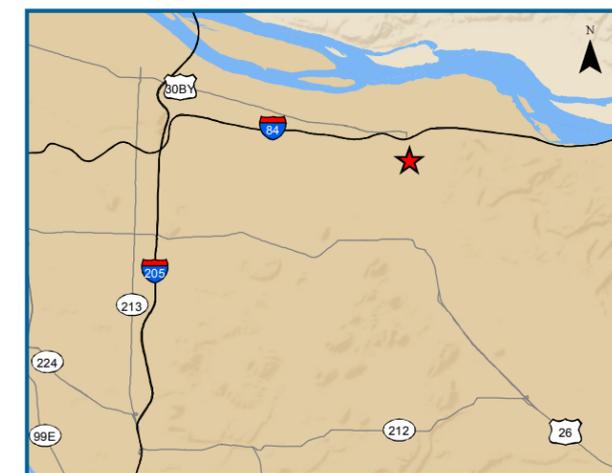


SCOPED PROJECT COSTS

Preliminary Engineering	\$ 1,140,961
Environmental	\$ 30,000
Right-of-Way	\$ 576,000
Construction Engineering	\$ 855,721
Construction	\$ 4,043,720
Contingency	\$ 1,617,488
TOTAL COST	\$ 8,307,490
REQUESTED FUNDS	\$ 7,445,416
MATCH %	10.38%

PROJECT DESCRIPTION:

Design, acquire right-of-way (ROW) for and construct widened travel lanes and bicycle/pedestrian improvements on NE 238th Drive between Halsey and Glisan Streets consistent with the East Metro Connections Plan



PURPOSE/NEED:

Currently, there are two southbound lanes and one northbound lane for vehicles; no bike lanes and only one narrow sidewalk northbound in the project area. Trucks over 40-foot in length are prohibited on this segment of NE 238th Drive. Freight improvements will accommodate trucks that are currently unable to use this road, and improvements to bike and pedestrian facilities will provide a safer facility for all users.

BENEFITS:

- Improves the efficiency and capacity of existing highway facilities by providing a viable alternate route
- Links transit, bicycle, and pedestrian facilities located north and south of the project through multi-modal improvements
- Supports efficient movement of goods and services between I-84 and US-26
- Integrates freight facilities by facilitating the use of the corridor by larger freight
- Improves a critical multimodal link between low income communities and essential services such as civic activities and commercial services, such as the City Hall, Parks, grocery stores, schools and a local library
- Provides a multi-modal connection between workers and the jobs in the nearby town centers of Wood Village and Fairview and civic/commercial services located south on Glisan Street
- Reduces the conflict between bicyclists and pedestrians with motor vehicles

ASSUMPTIONS:

- Widen southbound lane to 15-feet and northbound climbing and passing lanes to 14-feet and 12-feet, respectively
- Construct 10-foot shared-use sidewalks on both sides of the roadway
- Assumes no shoulders
- Retaining walls throughout project limits
- Full depth reconstruction through the curves
- Right-of-way acquisitions for access changes, storm water improvements, and temporary construction easements
- No fish passage, HazMat, or archaeological issues expected
- Utility relocation at utility's expense
- All cost over-runs are the responsibility of the applicant

RISKS:

- Requires design exceptions for lack of shoulders and shared use sidewalks
- The project passes through the Water Quality Resource Protection overlay zone. Mitigation for tree removal in this area will include planting up to 10 trees and 30 shrubs per tree removed. Impacts within this overlay zone may require additional ROW for mitigation