

# 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

## PROJECT NOMINATION NARRATIVE

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### **Green Economy & Freight Initiatives**

#### **Highway 8/47 Intersection Improvements**

**1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration ( Answer should demonstrate that the process met minimum public involvement requirements per Appendix A).**

The Highway 47/8 Intersection Improvement Project is currently ranked number two (2) in the City's Transportation System Plan (TSP) list of projects that have the highest short-term need for implementation. This ranking was a result of a TSP update adopted by City Council in 2010. This ranking was also a result of a Project Advisory Committee and the City Planning Commission preferences. Furthermore, this improvement project is ranked the highest among RFFA freight project proposals within Washington County as a result of a narrowing process with the Washington County transportation coordinating committee.

In general, the narrowing process among Washington County proposed projects was as follows:

The Regional Flex Fund Allocation (RFFA) was on the agenda for discussion and/or action at five Washington County Coordinating Committee Technical Advisory Committee (WCCC TAC) meetings and six WCCC policy group (i.e., elected officials) meetings between January 1 and July 11, 2011. RFFA process participants were informed throughout the process, including review and discussion of the Regional Flexible Fund Task Force Report (Jan. 2011) and the Regional Flexible Fund Allocation Project Nomination Process report (April 4, 2011).

In an effort to narrow the initial list of the Green Economy & Freight projects, all projects were evaluated according to RFFA criteria by Washington County staff and WCCC TAC members. In narrowing the field to no more than the maximum three Project Summaries, projects were assigned a High, Medium, Low, Yes or No evaluation according to each of the criteria. No overall ranking, however, was deemed necessary or produced at this step in the process. At the June 6, 2011 WCCC meeting the following three Green Economy & Freight projects were approved for Project

Summaries: Pacific/Hwy. 47 intersection, Hwy. 99W/Elwert/Sunset/Kruger intersection and 10th Avenue. Presentations on these projects were made by submitters at the June 30th WCCC TAC and the July 11th WCCC meetings. Time for questions and answers was allowed at both meetings.

For the July 11th WCCC meeting, the meeting packet cover memo described the discussion that occurred at the June 30th WCCC TAC meeting as well as a table showing overall High, Medium or Low evaluations of Project Summary proposals according to RFFA criteria. In concert with the project presentations, a motion was made to select a final Green Economy and Freight project nomination. (While the project selection process had allowed time for project selection at the August 8th WCCC meeting, it did not specify that selection could not occur earlier). The motion passed with a 10 in favor/1 against/1 abstention vote to endorse allocating all \$1.3 million in Green Economy & Freight funds for the top-ranked Pacific/Hwy. 47 intersection project.

**2. Describe how you coordinated with regional agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.**

Early and continued coordination with other agencies is important for smoothing the process of completing this project in a timely and efficient manner. Oregon Department of Transportation has been a partner in this project from the beginning as evident during their involvement with the TSP analysis of this intersection and recommended needs for improvement. Considering this is a major intersection of state facilities it has also been important to coordinate state standards such as mobility standards into the improvement plans. Furthermore, Metro has been a partner in helping to coordinate and guide what projects would fit best into the criteria for this round of Regional Flexible Funds Allocation (RFFA). Also, both ODOT and Metro have been invaluable in helping to develop cost estimates for this project. TriMet was helpful in identifying the need for improving pedestrian access at this intersection (adding fourth crosswalk) to provide a better link to transit.

**3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.**

Because Metro had established County coordinating committees as nominating authorities, public comment opportunities for the RFFA process primarily occurred through the WCCC. These opportunities for both verbal and written comments were afforded at WCCC meetings and through the WCCC website:

<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/washington-county-coordinating-committee.cfm>

Ten minutes of total time was allotted for RFFA verbal comments at all WCCC meetings where RFFA was an agenda item. The following comments received at these meetings are summarized below. Following these comments is a list of stakeholders (government agency staff excluded) who were targeted during the outreach for this process.

**Summary of Comments:**

- Lise Glancy, Port of Portland - As requested at the 6/6 WCCC meeting, the Port has reviewed the WCCC list of proposed RFF freight projects. Based on the information available, the Port is comfortable with all 3 WCCC freight projects being considered for submission. If a ranking of these projects is desired, we would rank the freight benefit of the 3 projects as follows:
  - 1) Pacific Highway/47 bypass - Forest Grove, 2) 10th Avenue/Highway 26/8 connection - Cornelius, and 3) Highway 99/Ewers/Sunset/Kruger intersection - Sherwood.

**List of Targeted Individuals (elected officials and government agency staff excluded)**

- Baker Lyon, citizen
- Lynne Mutrie, Oregon Safe Routes to Schools
- Steph Routh, Willamette Pedestrian Coalition
- Susan Peithman, Bicycle Transportation Alliance
- Tim McGilvrey, CPO 4M
- Hal Ballard, citizen
- Heather McCarey, Westside Transportation Alliance
- Ernie Platt, Homebuilders Association
- Jonathan Schlueter, Westside Economic Alliance
- Lois Ditmars, Peterkort Development
- Mary Manseau, CPO 7
- Matt Wellner, Metropolitan Land Group
- Jamie Morgan-Stasny, Metropolitan Land Group
- Margot Barnett, OSU Extension Service
- Matt Gramor, Gramor Development Corp.
- Ray Pitz, Community Newspapers
- Bruce Bartlett, CPO 1
- Deanna Palm, Hillsboro Chamber of Commerce
- Linda Gray, OSU Extension Service

## **Location**

- 1. Describe how you identified the location for the project and how the criteria and regional and local data support this location as your top priority (See page 12 for criteria relevant to prioritizing project location).**

There is a need for improving safety, operations, and capacity where the intersection of Regional Freight Corridors 23 (Hwy 47 or Quince St.) and Regional Freight Corridor 24 (Hwy 8 or Pacific Ave) come together. This intersection and need for improvement is not only significant because of its close proximity to the City Industrial Park, but this intersection is the primary through-route access for freight traveling to/from Highway 26, the Oregon Coast, and further regional travel access south of Forest Grove. This project meets the highest level criteria of reducing freight vehicle delay by addressing a bottleneck at an intersection of two freight routes. Furthermore, project adds a new pedestrian crossing where currently none exist.

The Port of Portland ranks this project as the highest priority for Green Economy/Freight Initiative projects in Washington County. This project includes direct freight specific design elements that substantively address existing safety and capacity constraints at the intersection of a principal arterial and major arterial, as well as addressing a pedestrian barrier.

## **Project definition**

### **Base project information**

- 1. Corresponding RTP project number(s) for the nominated project:**

This intersection improvement project corresponds to Metro Regional Transportation Plan (RTP) federal financial constrain project number 10779.

- 2. Project sponsor agency:**

City of Forest Grove

**3. Contact information for Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager):**

Derek J. Robbins, PE  
djrobbins@forestgrove-or.gov  
City of Forest Grove  
Engineering Department  
1924 Council Street  
Forest Grove, Oregon 97116  
Main (503) 992-3228  
Direct (503) 992-3292  
Fax (503) 992-3203

**4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed (Metro staff is available to help design measurement methodologies for post-construction project criteria performance).**

*Design Elements Update – Changes have been made on project scope, since it was originally proposed back in June. Updated design and cost estimates have revealed a potential funding gap. In efforts to close this gap a preliminary design modification has been made to eliminate the south bound right turn improvement from the project. This modification was discussed early on as a potential cost savings measure. This project can be further segmented to help with project budget if needed. Additional information on how project proposal team could close the gap between ultimate cost of project and available funding is presented in the cost estimate worksheet. The project team will continue to seek permission from JPACT and the Metro Council for any significant changes in project scope.*

Project corrects an obvious access and safety problem at intersection of two regional freight routes and includes Active Transportation component. Project improves the intersection of Regional Freight Corridors 23 (Hwy 47 or Quince St.) and 24 (Hwy 8 or Pacific Ave.). Following are key project design elements (see Figure 1 attached).

Widen Westbound Right Turn Lane and Increase Radius – Currently the right turn lane is operating with a substandard turn radius and shared with the bike lane. This project will eliminate issues encountered with freight traffic having to negotiate a tight turn radius. This project will also separate vehicle right turn movement with westbound bicycle traffic.

~~Provide Southbound Right Turn Lane – Currently the north leg of the intersection is operating with vehicle queue lengths close to available storage limits. The southbound vehicle queuing issue remains unless additional capacity is added at the intersection. Adding a southbound right turn lane was found to be the most beneficial alternative. This shortens the through queue length by allowing the right turn to clear~~ **(Design element eliminated in order to reduce cost).**

Provide a Crosswalk on East Leg of Intersection – Currently the intersection is operating with a pedestrian crossing gap on the east leg. Currently the large multi family residential area to the NE of the intersection experiences delay having to travel out of direction. At a minimum, this project would add a painted crosswalk and modify signaling in the east leg of the intersection. Additional areas of focus for this crossing and others will include:

- Consider adding pedestrian crossing countdown timers.
- Consider whether channelization islands are the best design alternative and whether the benefits created outweigh the potential negatives associated with larger turning radii that may be needed.
- Seek to minimize pedestrian crossing distance.

The project design will be further refined to ensure it provides the intended freight mobility and active transportation benefits. This project is on an ORS 366 Freight Route and will require consultation with the freight committee as design progresses.

Oregon Highway 47 is classified as a principal arterial north-south route. Oregon Highway 8 is classified as a major arterial east-west route. Intersection average daily traffic (ADT) volume is approximately 40,000 vehicles. Recent freight traffic counts were approximately 1,700 heavy vehicles between 6 AM and 6 PM. Capacity analysis shows the intersection currently operates at a level of service (LOS) D and projected to increase to LOS F under peak PM hours if no improvements are made. 30 reported crashes occurred during the four year period between 2002 and 2006. The intersection is surrounded with a variety of land uses including residential, industrial, and commercial.

Existing intersection data including traffic volumes, pedestrian volumes, vehicle delays, and video information will be compared to a collection of similar post-construction performance data in order to measure project effectiveness.

**5. Please provide a purpose and need statement for the project you're nominating (the purpose and need statement should address the criteria as they apply to the project area - e.g.reduce freight vehicle delay from and increase freight access to X industrial area or employment center, and helps green the economy by doing Y in the project area).**

The project improves freight vehicle flow by reducing intersection delay and improving regional freight mobility as well as access in/out of the local industrial areas.

- i. An existing substandard turn radius at NE corner of the intersection is a concern for all vehicles safety and the efficient movement of goods. Many trucks cannot safely make this turn, requiring the truck to either ride up over the curb or stray into adjacent or opposite travel lanes. Crushed curbs, rutting near the edges, impacted utility poles attest to the insufficient turning radius provided at the corner.

The project improves overall access and safety by removing conflicts with active transportation and provides adequate mitigation for any potential conflicts.

- i. Adding the fourth crosswalk to the intersection removes a barrier to pedestrian access between a large multi family residential area to the NE of the intersection and increasing pedestrian travel needs to the SE.

### **Highest Priority Criteria**

**6. Describe how the project will reduce freight delay.**

Project corrects obvious access and safety problem at intersection of two regional freight routes and includes Active Transportation component. Oregon Highway 8/47 intersection lacks adequate access for traffic through the City of Forest Grove without improvements. Constructing key improvements including widening westbound right turn lane and increasing the radius, and constructing a crosswalk on east leg of Intersection will increase access and reduce travel time and delays on this section of both highways.

**7. Describe how the project increases freight access to industrial lands, employment centers & local businesses, and/or rail facilities for regional shippers.**

Balancing traffic flow and pedestrian movement at the intersection provides better access in/out of the city's local industrial area and improves the freight mobility through City of Forest Grove. Also, this intersection improvement benefits the primary through-route access for freight traveling to/from Highway 26, the Oregon Coast, and further regional travel access south of Forest Grove.

- i. Fixing an existing substandard turn radius at NE corner of the intersection will improve all vehicles safety and the efficient movement of goods.

**8. Describe how the project contributes to “greening the economy” and how the project helps expand economic opportunities to Environmental Justice/underserved communities (For the purposes of this allocation we are defining “greening the economy” to be initiatives that contribute to creating a low carbon, resource efficient, and socially inclusive economy).**

The project helps to encourage more pedestrian and bicycle travel. Adding the fourth crosswalk to the intersection removes a barrier to pedestrian access between a large multi family residential area to the NE of the intersection and increasing pedestrian travel needs to the SE. Widening the Westbound Right Turn Lane will allow room to continue westbound bike lane through the intersection. Currently there is a gap in the westbound bike lane at the intersection as it becomes a shared lane with westbound right turn vehicle movement at the intersection.

The intersection improvement project falls within an above average EJ concentration area and connected to a significantly above average EJ concentration area. Decreasing congestion and improving traffic efficiency and safety at the intersection of Highway 8/47 will encourage commercial and industrial development and therefore could create more local jobs.

**High Priority Criteria**

**9. Describe any conflicts with freight/active transportation you’ve identified in your project area. How does the project design mitigate these conflicts?**

Widening the Westbound Right Turn Lane and increasing radius will create more room to continue westbound bike lane through the intersection. Currently there is a gap in the westbound bike lane at the intersection as it becomes a shared lane with westbound right turn vehicle movement at the intersection.

Adding the fourth cross walk to the intersection will reduce the potential for pedestrian-bicycle-vehicular conflicts. Currently pedestrians have to delay their travel by crossing out of direction (using 3 other crosswalks) or pedestrians cross directly without the protection of a crosswalk. The final design of these improvements will minimize impact to pedestrians and accommodate freight needs.

**10. Does the project help reduce air toxics or particulate matter? Please explain.**

The efficiency of the intersection will increase dramatically with this improvement project. Improving traffic flow produces reduced intersection delays, lower air pollution/vehicular emissions, and reduced gasoline consumption.

Furthermore, the project helps to encourage more pedestrian and bicycle travel therefore reducing motor vehicle emissions. Project adds a fourth crosswalk to the intersection. This improves pedestrian access between a large multi family residential area to the NE of the intersection and increasing pedestrian travel needs to the SE, including commercial, transit needs and health center. This project will also extend the westbound bike lane through the intersection. Currently there is a gap in the westbound bike lane at the intersection as it becomes a shared lane with westbound right turn vehicle movement at the intersection.

**11. Does the project help reduce impacts, such as noise, land use conflicts, emissions, etc. to Environmental Justice communities? Please explain.**

The intersection improvement project falls within an above average EJ concentration area and connected to a significantly above average EJ concentration area.

Increasing efficiency of the intersection will improve traffic flow therefore reducing start/stop actions which can lower noise and air pollution/vehicular emissions.

Decreasing congestion and improving traffic efficiency and safety at the intersection of Highway 8/47 will help to encourage more commercial and industrial development to locate in the area and therefore has potential to create more local jobs.

The land uses around the area intersecting these two highway corridors include office and commercial uses, as well as residential and schools at the eastern portion of the corridor. Transit access is also present SE of the intersection. These existing key elements attract local pedestrian/bicycle travel, which requires the improvements described above to reduce the potential for pedestrian-bicycle-vehicular conflicts.

- Adding a crosswalk will provide a link from multi and single family residential NE of the intersection to several pedestrian travel access needs SE of the intersection including transit, health center, and schools.
- Widen Westbound Right Turn Lane will separate vehicle right turn movement with westbound bicycle traffic.

**12. Describe how the project increases freight reliability.**

This project enhances access and efficiency to primary functions of this intersection including:

- Access in/out of the City's local industrial area.
- Freight mobility through City of Forest Grove.
- Freight Through-route access (i.e. to/from Highway 26, the Oregon Coast, and further regional travel access south of Forest Grove).

**Priority Criteria**

**13. Is the project of an innovative or unique nature such that it is not eligible or typically funded with large, traditional transportation funding sources such as state trust fund pass through to local agencies, local bridge program, or large state funding programs (Modernization, Bridge, Preservation, etc.) or have any other significant sources of funds? Please explain.**

This type of project is typically in a lower tier priority list of modernization projects and takes time to get funded. In the interest of achieving economy of scale; efforts are being made to couple this projects potential fund with a large preservation project that has been funded on Highway 8.

**14. Will this nomination leverage other funds or prepare a project to compete for discretionary funding that may otherwise not come to the region? Describe any opportunities you have identified.**

Efforts are being made to parallel this project with a separate larger preservation project that has already been funded on Highway 8.

**15. Describe how the project may help reduce the need for highway expansion.**

This improvement project will help to balance the capacity of the intersection and will push back timing of extra lanes, especially for traffic traveling west to north.

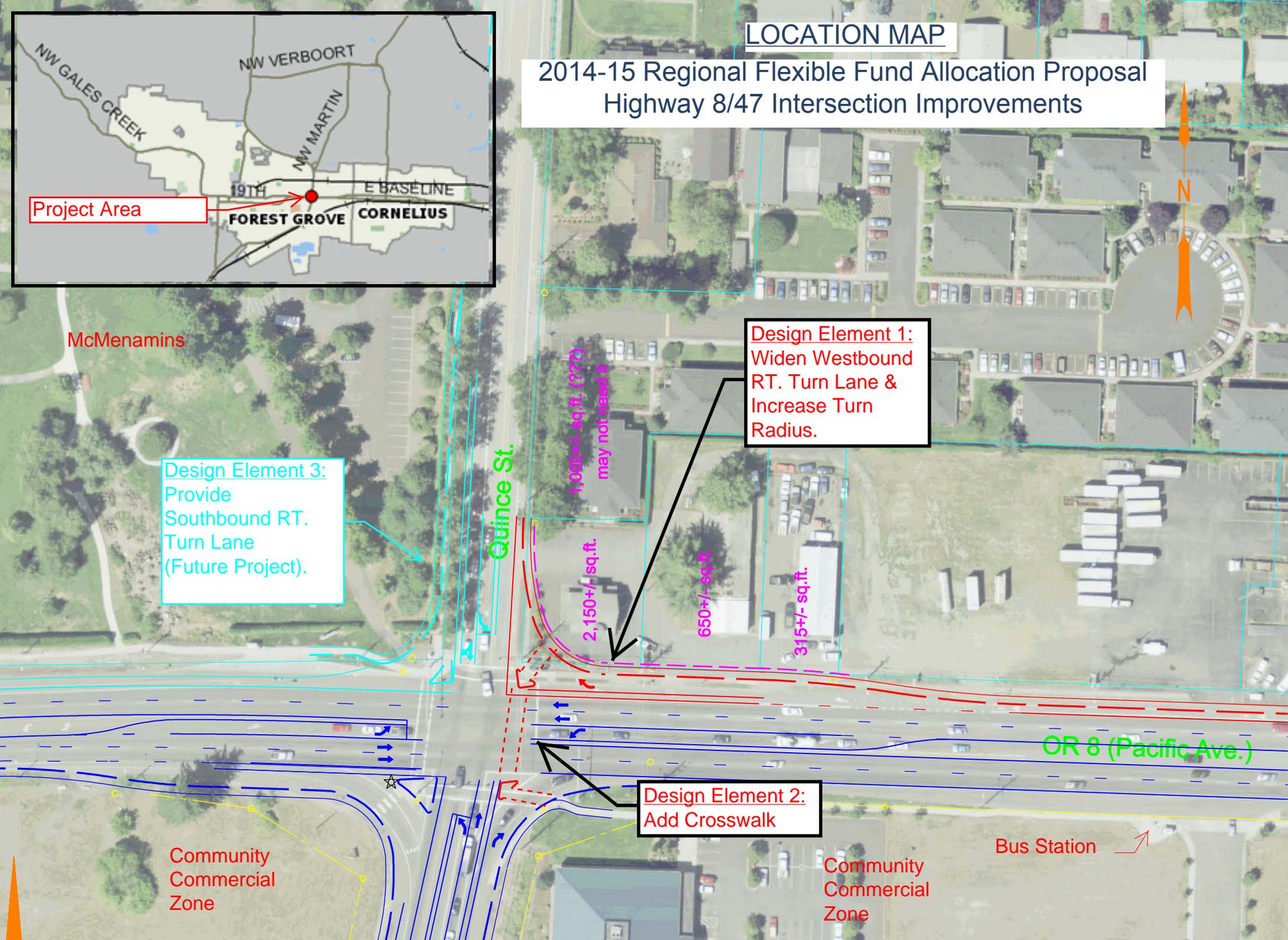
**16. Describe any multi-modal elements included in the design of your project.**

This project improves several key multi-modal elements including bicycle, pedestrian, freight, and transit access. Reducing freight vehicle delay by addressing a bottleneck at an intersection of two freight routes and adds a new pedestrian crossing where currently none exist.

- Widen Westbound Right Turn Lane and Increase Radius – Currently the right turn lane is operating with a substandard turn radius and shared with the bike lane. This project will eliminate issues encountered with freight traffic having to negotiate a tight turn radius. This project will also separate vehicle right turn movement with westbound bicycle traffic.
- Project adds a new pedestrian crossing (east leg of intersection) where currently none exist. This improves pedestrian access between a large multi family residential area to the NE of the intersection and increasing pedestrian travel needs to the SE, including transit needs.
- This project will also extend the westbound bike lane through the intersection. Currently there is a gap in the westbound bike lane at the intersection as it becomes a shared lane with westbound right turn vehicle movement at the intersection.

**LOCATION MAP**

**2014-15 Regional Flexible Fund Allocation Proposal  
Highway 8/47 Intersection Improvements**



Project Area

McMenamins

**Design Element 3:**  
Provide Southbound RT. Turn Lane (Future Project).

**Design Element 1:**  
Widen Westbound RT. Turn Lane & Increase Turn Radius.

**Design Element 2:**  
Add Crosswalk

Community Commercial Zone

Community Commercial Zone

Bus Station

Quince St.

OR 8 (Pacific Ave.)

1,000 +/- sq.ft. (RTT)  
may not need it

2,150 +/- sq.ft.

650 +/- sq.ft.

315 +/- sq.ft.

<b>COST ESTIMATE REGION 1 OREGON STATE HIGHWAY DIVISION</b>		
<p><b>PROJECT NAME:</b> TV Hwy at Quince - NE corner RT lane, east leg ped crossing with islands</p> <p><b>KEY NUMBER:</b> xxx</p> <p><b>HWY. NAME &amp; NUMBER:</b> TV Hwy</p> <p><b>MILEPOINT LIMITS:</b> M</p> <p><b>COUNTY:</b> Washington</p> <p><b>WORK TYPE:</b></p>	<p><b>DESCRIPTION:</b> Water quality treatment estimate from Bruce Council added to original estimate.</p> <p><b>PREPARED BY:</b> Larry Krettler</p> <p><b>DATE PREPARED:</b> 8/18/2011, updated 8/24/2011 by JM by LAK on 8/29/11</p> <p><b>ANTICIPATED ESTIMATE UPDATE:</b></p>	<p><b>PROJECT TEAM:</b> Jesse Threkiel, Larry Krettler, Kate Freitag, Magnolia Bartley</p>

**QUANTITY SUMMARY & COST ESTIMATE**

BID ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT COST	ITEM COST	COMMENT
<b>0200</b>	<b>MOBILIZATION AND TRAFFIC CONTROL</b>					(see notes)
0210-0100000A	MOBILIZATION	LS	ALL	10%	\$76,630	
0225-0100000A	TEMPORARY PROTECTION AND DIRECTION OF	LS		10%	\$76,630	for DAP/PP only
<b>0280</b>	<b>EROSION CONTROL</b>					(see notes)
0280-0100000A	EROSION CONTROL	LS		3%	\$22,989	for DAP/PP only
<b>0300</b>	<b>ROADWORK</b>					(see notes)
0305-0100000A	CONSTRUCTION SURVEY WORK	LS		8%	\$61,304	for DAP/PP only - Stand Alone Sp
0320-0100000R	CLEARING AND GRUBBING	ACRE	1	\$4,000.00	\$4,000	
0330-0105000K	GENERAL EXCAVATION	CUYD	1000	\$15.00	\$15,000	
<b>0400</b>	<b>DRAINAGE AND SEWERS</b>					(see notes)
0445-035015AF	15 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT	800	\$60.00	\$48,000	
0470-0307000E	CONCRETE INLETS, TYPE CG-2	EACH	5	\$1,100.00	\$5,500	
0490-0120000E	MINOR ADJUSTMENT OF MANHOLES	EACH	1	\$1,000.00	\$1,000	
<b>0500</b>	<b>BRIDGES</b>					(see notes)
<b>0600</b>	<b>BASES</b>					(see notes)
0620-0120000J	COLD PLANE PAVEMENT REMOVAL, 2 INCHES D	SQYD	2000	\$2.00	\$4,000	
0640-0100000M	AGGREGATE BASE	TON	800	\$25.00	\$20,000	
<b>0700</b>	<b>WEARING SURFACES</b>					(see notes)
0730-0100000M	EMULSIFIED ASPHALT FOR TACK COAT	TON	2	\$500.00	\$1,000	
0744-0302000M	LEVEL 3. 1/2 INCH DENSE MHMAC MIXTURE	TON	800	\$80.00	\$64,000	
0745-0640000M	PG 70-22 ASPHALT IN HMAC	TON	45	\$500.00	\$22,500	
0749-0100000E	EXTRA FOR ASPHALT APPROACHES	EACH	4	\$600.00	\$2,400	
0759-0100000F	CONCRETE CURBS	FOOT	760	\$15.00	\$11,400	
0759-0122000J	CONCRETE ISLANDS	SQFT	200	\$7.00	\$1,400	
0759-0126000J	CONCRETE DRIVEWAYS	SQFT	500	\$7.00	\$3,500	
0759-0128000J	CONCRETE WALKS	SQFT	4500	\$5.00	\$22,500	
<b>0800</b>	<b>PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES</b>					(see notes)
0855-0101000E	MONO-DIRECTIONAL WHITE TYPE 1AR MARKER	EACH	200	\$10.00	\$2,000	
0855-0103000E	BI-DIRECTIONAL YELLOW TYPE 1AR MARKERS	EACH	200	\$10	\$2,000	
0865-0103000F	THERMOPLASTIC, PROFILE, 120 MILS, EXTRUDE	FOOT	1000	\$1	\$1,000	
0865-0123000F	PAVEMENT MARKING TAPE, WET WEATHER PAT	FOOT	24000	\$2.00	\$48,000	
0867-0103100E	PAVEMENT LEGEND, TYPE B-HS: ARROWS	EACH	16	\$300	\$4,800	Special Provision Boiler Plate
0867-0145000J	PAVEMENT BAR, TYPE B	SQFT	600	\$10	\$6,000	Special Provision Boiler Plate
0867-0169000E	PAVEMENT LEGEND, TYPE B: YIELD LINE TRIAN	EACH	15	\$250.00	\$3,750	Special Provision Boiler Plate
<b>0900</b>	<b>PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS</b>					(see notes)
0905-0101000A	REMOVE AND REINSTALL EXISTING SIGNS	LS	1	\$5,000.00	\$5,000	
<b>1000</b>	<b>RIGHT OF WAY DEVELOPMENT AND CONTROL</b>					(see notes)
1092-0100000A	WATER QUALITY SWALE	LS	1	\$230,000.00	\$230,000	Stand Alone Special Provision
<b>8000</b>	<b>OTHER</b>					(see notes)
8000-9Z90001	OTHER1	UNIT				
8000-9Z90002	OTHER2	UNIT				
	Traffic Signals	LS	1	\$57,000.00	\$57,000	
<b>BID ITEMS SUBTOTAL</b>					<b>\$823,304</b>	
	CONTINGENCIES (3.5% min. at Final Plans)			40%	\$329,322	(see notes)
	CONSTRUCTION ENGINEERING			15%	\$172,894	(see notes)
	ANTICIPATED ITEMS (Confirm Anticipated Items with Area Manager)	LS	1			(see notes)
	ANTICIPATED ITEM - PUBLIC OUTREACH	LS	1			(see notes)
	ANTICIPATED ITEM - ESCALATION	LS	1			(see notes)
	ANTICIPATED ITEM - SMOOTHNESS BONUS OR STATISTICAL BONUS	LS	1			(see notes)
<b>TOTAL CONSTRUCTION COST</b>					<b>\$1,325,520</b>	
	PRELIMINARY ENGINEERING			20%	\$265,104	(see notes)
	UTILITY REIMBURSEMENTS	LS	1	\$50,000.00	\$50,000	(see notes)
	PLANNING or ACCESS MNGMNT PLAN (Request Est. from Planner or Access Rep.)	LS	1			(see notes)
	RIGHT OF WAY ESTIMATE (Request Est. from Right of Way)	LS	1	\$408,000.00	\$408,000	(see notes)
<b>TOTAL ESTIMATE</b>					<b>\$2,048,624</b>	
2008 BID ITEM LIST (Updated 2011 May 26) <a href="#">Y:\SPECS\docs\bid_item_list\2008 Bid_Item_List.xls</a>						
0000-9Z90000	ADDITIONAL ITEM	UNIT				
0000-9Z90001	ADDITIONAL ITEM	UNIT				
0000-9Z90002	ADDITIONAL ITEM	UNIT				
0000-9Z90003	ADDITIONAL ITEM	UNIT				
0000-9Z90004	ADDITIONAL ITEM	UNIT				
0000-9Z90005	ADDITIONAL ITEM	UNIT				

<p align="center"><b>COST ESTIMATE REGION 1 OREGON STATE HIGHWAY DIVISION</b></p>						
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<b>QUANTITY SUMMARY &amp; COST ESTIMATE</b>						
BID ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT COST	ITEM COST	COMMENT
0000-9Z90006	ADDITIONAL ITEM	UNIT				
0000-9Z90007	ADDITIONAL ITEM	UNIT				
0000-9Z90008	ADDITIONAL ITEM	UNIT				
0000-9Z90009	ADDITIONAL ITEM	UNIT				
0100-0100000T	ON-THE-JOB TRAINING	HOUR				
0100-0101000T	TRAINING	HOUR				
0205-0100000E	FURNISHING FIELD LABORATORY	EACH				
0205-0102000E	AGENCY-FURNISHED FIELD LABORATORY	EACH				
0225-0100000A	TEMPORARY PROTECTION AND DIRECTION OF	LS				don't use with % LS
0225-0101000A	TEMPORARY WORK ZONE TRAFFIC CONTROL, C	LS				
0225-0102000J	TEMPORARY SIGNS	SQFT				
0225-0103000E	AMBER FLASHERS	EACH				
0225-0104000E	TEMPORARY BARRICADES, TYPE II	EACH				
0225-0105000E	TEMPORARY BARRICADES, TYPE III	EACH				
0225-0108000F	TEMPORARY GUARDRAIL, TYPE 2A REFLECTOR	FOOT				
0225-0110000F	TEMPORARY GUARDRAIL, TYPE 3 REFLECTORIZ	FOOT				
0225-0112000F	TEMPORARY GUARDRAIL, TYPE 4 REFLECTORIZ	FOOT				
0225-0114000E	TEMPORARY GUARDRAIL TERMINALS, FLARED	EACH				

Administration costs (project meetings, plan reviews, oversight, project management, etc), are built-in to preliminary engineering (PE) and construction engineering (CE). PE at 20% and CE at 15% as well as a 40% contingency factor for both.