



SCOPED PROJECT COSTS

Preliminary Engineering	\$ 250,000
Environmental	\$ -
Right-of-Way	\$ 70,000
Construction Engineering	\$ 105,075
Construction	\$ 464,643
Contingency	\$ 185,857
TOTAL	\$ 1,126,000
REQUESTED FUNDS	\$ 1,010,360
MATCH%	10.27%

PROJECT DESCRIPTION:

Design and construct various operational improvements, such as a raised island, curb extensions, sidewalks, and other bicycle and pedestrian improvements to increase safety



PURPOSE/NEED:

N. Broadway is a high-volume roadway with many complicated intersections, complex weaving maneuvers, and a major freeway interchange. In addition, N. Broadway is on a curve and incline, blocking visibility for pedestrians and cyclists trying to cross Broadway. The proposed project addresses safety and mobility concerns for all users trying to navigate the facility.

BENEFITS:

- Improves access to local businesses, a new streetcar stop, redeveloped buildings, and Rose Quarter events
- Promotes multimodal connectivity by enhancing pedestrian and bicyclist mobility
- Proposed improvements will have a positive impact on livability as they will enhance a key bicycle and pedestrian connection between residential, retail, and employment areas dependent on these connections

ASSUMPTIONS:

- Close existing left-turn lane
- Right-of-way needed
- No water quality / drainage work needed
- Modify concrete island and install new curbs along N. Broadway
- Widen sidewalk on the south side of N. Broadway and east of N. Wheeler
- Install curb extensions and landings on east side of N. Wheeler
- Construct sidewalk between N. Wheeler and N. Flint for pedestrians and bikes
- Construct raised island on N. Wheeler to address through and right-in movements
- Install bike buttons for the signal crossing of N. Weidler
- Evaluate HAWK signal for crossing for N. Wheeler and possibly one west of N. Wheeler
- Signals and locations meet warrants
- Ornamental illumination
- All cost over-runs are the responsibility of the applicant

RISKS:

- The project is adjacent to a historic property, which should be avoided to the greatest extent feasible to avoid a Section 106 effect
- State Traffic Engineer's approval will be required to install a Rapid Flashing Beacon or HAWK signal