

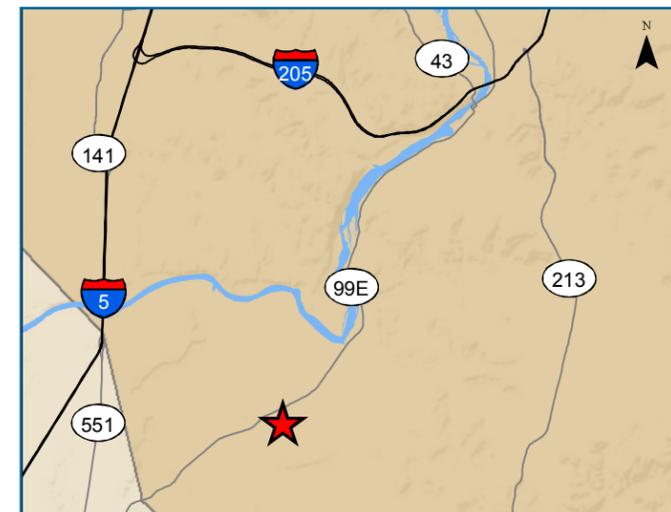


### SCOPED PROJECT COSTS

Preliminary Engineering	\$ 293,010
Environmental	\$ -
Right-of-Way	\$ 211,000
Construction Engineering	\$ 219,757
Construction	\$ 1,046,463
Contingency	\$ 418,585
<b>TOTAL COST</b>	<b>\$ 2,188,816</b>
<b>REQUESTED FUNDS</b>	<b>\$ 1,751,053</b>
<b>MATCH %</b>	<b>10.27%</b>

### PROJECT DESCRIPTION:

Construct sidewalks and bike lane on S Ivy Street between OR-99E and Lee Elementary School and install a signal at the intersection with Township Road



### PURPOSE/NEED:

Sidewalks are sporadic and there are few ADA ramps at intersections along the proposed project corridor, which serves an Elementary School, City Swim Center, and City Adult Center. The lack of sidewalks creates significant safety concerns for students, families with children and seniors who use the above mentioned public facilities or walk to and from downtown or use the public transportation system.

### BENEFITS:

- Enable Canby Area Transit to more efficiently serve the community south of OR-99E
- Improves the operation of the intersection at Township
- Improves multi-modal connections to passengers seeking to connect to other modes of transit

- Improves access to local commercial districts
- Removes pedestrian obstacles

### ASSUMPTIONS:

- Install 3,750 lineal feet of new infill curb and 4,325 lineal feet of new infill sidewalk
- Construct a cross section of 46 feet from curb to curb
- ADA improvements
- Utilities are non-reimbursable and utility relocation may increase project cost
- No illumination
- Signal at the 3-leg intersection at Township and Ivy
- Addresses residential driveway within proposed intersection area
- Access management and public involvement
- Runoff from impervious areas will be directed to strips of pervious pavement in to address water quality
- No pavement for overlays or repairs
- Portion of existing curb/sidewalk will need to be rebuilt
- Temporary Construction Easements, but no right-of-way acquisitions
- All cost over-runs are the responsibility of the applicant

### RISKS:

- Existing roadway is offset from right-of-way centerline. Estimated costs will increase if pavement work is added to the scope to re-center the roadway
- Right-of-way assumed based on taxlots. Inaccuracies may require additional right-of-way acquisition and easements
- Utility relocations may require additional easements
- Use of pervious pavement for stormwater treatment is contingent upon acquiring the proper approvals, which are based on demonstrating that pervious pavement will accept the required volume of runoff. If the approvals cannot be acquired, then a new drainage pipe system would be required, which could increase the footprint of the project
- Several properties toward the north end of the project are potentially eligible for listing on the National Register of Historic Places
- May requires utility pole relocation or sidewalk design modified if the minimum ADA requirements cannot be met due to existing pole locations