RTCC Funding Application

Competition Capital Project
Status submitted
Submitted: May 31st, 2019 2:29 PM
Prepopulated with screening form? Yes

Introduction

1. Project title
   84th ST NE & 163rd AVE NE Intersection Improvements

2. T2040 ids string
   N/A

3. Sponsoring agency
   Snohomish County

4. Cosponsors
   N/A

5. Sponsoring agency certification acceptance status
   Yes

6. Ca sponsoring agency
   N/A

Contact Information

1. Contact name
   Tracy McMillan

2. Contact phone
Project Description

1. Project scope

Improve safety and access to the rural city of Granite Falls by upgrading the intersection of 84th ST NE and 163rd AVE NE. Preliminary design plans include adding turn pockets, widening the shoulders, and adding a traffic signal or roundabout.

This four-legged intersection with stop controls on 163rd is approximately 700' west of Highway 92 and two miles from the city limits of Granite Falls. It is one of the intersections that will be upgraded as part of the 84th ST NE Corridor. The Corridor is 4.66 miles long and is a two-lane County mixed urban/rural arterial carrying traffic of approximately 15,000 vehicles a day. It is the major east-west connection for two State Highways (SR 9 to the west and SR 92 to the east) and two cities (City of Granite Falls and the City of Marysville). It has narrow lanes and minimal shoulders with an 85th percentile speed of over 50 mph. In a five-year period from 2013 to 2017, there were over 160 collisions with over 100 injuries (with 17 crashes specific to this intersection.) The Corridor has experienced an increase in traffic volumes and heavy truck traffic with a high amount of future growth anticipated.

Public Works is currently working on a traffic/speed study to define safety needs along the corridor. Snohomish County has been awarded a County Road Administration Board (CRAB) grant for the 84th ST NE & 115th AVE NE intersection improvements with construction starting in 2020.

Project Location

1. Project location

84th ST NE & 163rd AVE NE, Lake Stevens WA

2. Project counties

Snohomish

3. Crossroad or milepost beginning

NA

4. Crossroad or milepost end

NA

Plan Consistency
1. Identified in local comprehensive plan

No

2. In comprehensive plan explanation

N/A See below

3. Not in comprehensive plan explanation

Numerous intersections on the 84th ST NE Corridor are noted in Appendix L of the Transportation Needs Report of the Transportation Element in Snohomish County's Growth Management Comprehensive Plan. The specific 163rd Ave NE intersection has become a priority due to the high number of crashes, and if funded, will be added to the STIP before obligation.

Federal Functional Classification

1. Functional class name

16 Urban Minor Arterial

Local and Regional Policy Support

1. Improvements or strategies

Improving the 84th ST NE Corridor from Highway 9 to Highway 92 to access the City of Granite Falls is a top priority for Snohomish County. Several intersection improvement projects are currently planned due to safety, sight distance, and congestion factors along the corridor. This specific intersection at 163rd ST NW is 700' from Highway 92 and has had a high number of collisions. Increased traffic and growth has attributed to the need for updating the rural infrastructure in and surrounding the City of Granite Falls. Currently, the population of the City of Granite Falls is approximately 3,600 residents. Snohomish County Tomorrow’s projected 2035 allocated population for the City of Granite Falls is estimated to double to 7,842.

This intersection improvement project will be designed in such a manner to complement policies that Granite Falls has put forth in their Comprehensive Plan. It states “The 2015 Comprehensive Plan makes every attempt to comply with the goals of the GMA and the Snohomish County County-Wide Planning Policies (CWPP) and the Snohomish County General Policy Plan. The CWPPs were used in developing the goals and policies in this Plan. The Planning Commission compared each CWPP with the policies and direction in this Plan. Consistency was built into the process. This planning process involved negotiations with Snohomish County regarding growth targets and the expansion of the Urban Growth Area to include City-owned park property. The conclusions in this Plan are based on this cooperative planning process.”

2. How project fits character
Snohomish County’s 84th ST NE & 163rd ST NW intersection improvement project will not change the intended character of the City of Granite Falls nor its’ rural city center. This project will provide a safer, less congested corridor between Granite Falls and the surrounding area as the City plans to more than double in size by 2035. Granite Falls’ geographic location places it in the middle of a regional recreation area with attractions such as hiking, fishing, camping, boating and bicycling. As stated in the “Background Chapter” of the City of Granite Falls Comprehensive Plan “Granite Falls is the gateway to the historical Mountain Loop Outdoor Recreation Area and is nestled at the base of Mount Pilchuck, the westernmost peak of the Cascade Mountain Range. Our vibrant City is committed to achieving balance between community expectations and attainable resources by satisfying the needs of visitors and residents alike. Our City expresses the history of the turn of the century mining and logging operations, the adventure associated with outdoor recreation, and the subtle pleasure that comes from living in a northwest town. Our unique location, historical relevance, and accessibility to outdoor recreation “attract” thousands of tourists, while our services, accommodations and hospitality cultivate in those visitors a year-around desire to “return”. All essential needs for goods, services, health and wellness are met within the City, but those who choose to commute to work or shop are supported by well-planned transportation elements. Having a traditional small-town Americana appearance, Granite Falls has a nationally recognized school system, a vibrant commercial district, well-connected neighborhoods, and parks and open areas. All of these qualities are combined within a compact Urban Growth Area, to provide an enviable family environment that fosters among residents of all ages the lifelong desire to “stay”. Granite Falls is “open for business” attracting companies that provide living wage jobs. These companies operate in harmony with the City, allowing employees to work within walking or bike riding distance of where they want to live. By maintaining a strong local economy based on a balance of tourism, commerce and industry, Granite Falls attracts and supports new businesses and citizens to help shape the future we collectively desire to “build”. As the gateway to the Mountain Loop Recreation Area, one of the top tourist attractions in the region, Granite Falls has the air of excitement, the elements of adventure, and the friendliness one associates with a small mountain village. Granite Falls is a jewel in the crown that Snohomish County has as a place that is “Close to everything, far from ordinary.”

Mobility, Accessibility, and Safety

1. **Issues being addressed**

   This intersection improvement project will enhance accessibility to the City of Granite Falls by reducing congestion and improving connectivity and safety and will provide a wide shoulder at the intersection. The 84th ST NE Corridor is an important east-west corridor to access the City of Granite Falls from Highway 9 to Highway 92. This Corridor has incurred 160 collisions between 2013 and 2017 with 100 injuries. Over 10% of all crashes have occurred at the intersection of 84th ST NE and 163rd AVE NE with the majority being rear-end or enter-at-angle collisions. This project will improve safety, traffic control and operational management at the intersection including better accessibility to the Fire District 17 Station located at the NE corner of the intersection.

2. **Provide better access**

   Access will be increased in surrounding areas that include Lake Stevens, Marysville and
the new Manufacturing Industrial Center being planned in Arlington. The expected growth in the Granite Falls area near the vicinity of the 84th ST NE Corridor makes infrastructure upgrades more of a priority than ever. The proposed upgrades to the intersection and on the Corridor will enhance safety, congestion, walkability and bicycling. The Centennial Trail has an access point on 84th ST NE north of this project and the arterial itself is a proposed route on the Countywide Facility System. There is also a bicycle route listed on the Community Transit "Bicycling & Trail Map" at the proposed intersection as well.

3. **Multimodal improvements**

The proposed upgrades to the intersection and on the 84th ST NE Corridor will enhance safety, congestion, walkability and bicycling. The Centennial Trail has an access point on 84th ST NE north of this project. There is also a bicycle route listed on the Community Transit "Bicycling & Trail Map" at the proposed intersection as well.

Over 17% of Snohomish County’s serious and fatal collisions involve pedestrians and bikes compared to 7.3% statewide. Snohomish County is mandated to decrease the total frequency and seriousness of these kinds of collisions in the County. A system-wide walkway safety plan with a non-motorized focus is being implemented. Intersection upgrades such as this are part of the comprehensive pedestrian improvement program and are essential in our efforts to create a safer walking environment and provide ADA compatibility as required.

4. **Pedestrian improvements**

This intersection improvement project is on a Corridor leading into the City of Granite Falls. It connects to SR92, a two-lane rural state highway with shoulders used by pedestrians and bicyclists. It is also located near the Getchell Trailhead accessing the Centennial Trail. Over 17% of Snohomish County’s serious and fatal collisions involve pedestrians and bicyclists compared to 7.3% statewide. Snohomish County is mandated to decrease the total frequency and seriousness of these kinds of collisions. A system-wide walkway safety plan with a non-motorized focus is being implemented which is essential in Snohomish County’s efforts to create a safer walking environment and provide ADA compatibility as required. This intersection improvement project is part of a larger plan to improve the 84th ST NE Corridor and will be the second intersection upgraded.

The City of Granite Falls Comprehensive Plan Transportation Element (TE-9) states: “The City of Granite Falls is considered a very walkable City. The local terrain is conducive for both walking and bicycling. Most streets have a sidewalk on at least one side, if not both. The relatively low traffic volumes and speed limits make for a safe and enjoyable walk or bike ride. A system of sidewalks and pathways link all the school grounds and parks located within the City. It also provides access to local businesses. Planned expansion of Frank Mason Park on the southwest edge of the City will provide trail connections from Lake Gardner to the Pilchuck River. The Non-motorized Plan provides an inventory of existing sidewalks and trails within the City and UGA as well as identifies which sidewalk sections need to be rehabilitated. It also designates new sidewalk additions and proposed trails.”

5. **Contributes to demand management**
Commuters to and from Granite Falls will benefit from this intersection improvement as it will help reduce congestion on the 84th ST NE Corridor and improve traffic flow. If more commuters use this improved east-west corridor rather than the main highway (SR92), it could also improve trip time on the single Community Transit Bus Route in to and out of the City of Granite Falls.

As noted in the City of Granite Falls Comprehensive Plan Transportation Element (TE10-TE11), “Transportation Demand management (TDM) promotes transportation choices such as carpooling, vanpooling, transit, walking, biking, teleworking and flexible work hours. It emphasizes the movement of people and goods, rather than vehicles, by providing convenient transportation options to driving alone. Various TDM activities focus on employers, employees, property manager, residents, and visitors. The benefits to the community include maximizing the efficiency of existing infrastructure and limiting the impacts of traffic on neighborhoods. In addition, reducing trips limits pollution to air and water and serves to reduce greenhouse gases. A TDM program is required from employers having over 100 employees. Only the school district is that large in Granite Falls.”

System Performance and Innovative Solutions

1. **Improvements increase reliability**

Commuters to and from Granite Falls will benefit from this intersection improvement as it will help reduce congestion on the 84th ST NE Corridor and improve traffic flow. More commuters will use this improved east-west corridor rather than the main highway (SR92) when traveling to Marysville, Lake Stevens, and north to Arlington. Less traffic on Highway 92 would also improve trip time on the single Community Transit Bus Route in and out of the City of Granite Falls.

Highways 92 and 9 are a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources via Quarry Road (Granite Falls Alternate Route). Several companies utilize 84th ST NE for their transportation route. These resources are crucial for the Puget Sound region’s infrastructure and construction industry and to the local economy of Granite Falls.

This project will improve safety, traffic control and operational management at the intersection including better accessibility to the Fire District 17 located at the NE corner of the intersection.

2. **Improvements maximize efficiency**

This intersection improvement project is part of a larger 84th ST NE Corridor project to improve safety, decrease congestion and provide better access to the City of Granite Falls. Snohomish County supports the City of Granite Falls’ Comprehensive Plan Transportation Element (TE-1) which states “The speed, safety and comfort with which one can reach their destination impacts land use and vice-versa. Our present transportation system, with its heavy reliance on the car, has resulted in unparalleled mobility for the majority of American families, allowing them to live and work where they wish. Families have often chosen to live in suburban communities, enjoying a lifestyle and housing costs that meet their needs and budget. However, this mobility has also changed communities over time. Smaller
towns have become “bedroom communities” as people commute from them to places of employment in the commercial and industrial centers. Part of the intent of the State of Washington's Growth Management Act (GMA) is to limit urban sprawl and concentrate growth in identified urban areas.

To that end, 13 goals were established for GMA, the most pertinent to this discussion being:

- Promote growth in existing urban areas where adequate public utilities and services already exist.
- Limit the disruption of existing neighborhoods to protect property values.
- Reduce sprawl and low-density development.
- Connect land use planning to adequate regional transportation systems and cleaner air.
- Encourage affordable and available in-city housing.

This Transportation Element has been developed in accordance with RCW 36.70A.070 (the Growth Management Act) to address the motorized and non-motorized transportation needs of Granite Falls. It represents the community's policy plan regarding the provision of transportation facilities for the next 20 years. The Transportation Element has been developed in accordance with the County-Wide Planning Policies of Snohomish County, and has been integrated with the other Comprehensive Plan elements to ensure internal consistency. This Element specifically considers the location and condition of the existing transportation circulation system; the cause, scope, and nature of existing transportation problems; the projected needs; and plans for addressing these needs while meeting Level of Service standards. In order to meet concurrency requirements, if funding should fall short of financing the levels of services in this Plan, then the City will reevaluate its land use projections or find additional funding."

3. Innovative concepts studied

This intersection improvement project is under design to add a roundabout or a signalized intersection. With it being 700’ from Highway 92, the roundabout option may be the most viable but will be confirmed in the design report. The Federal Highway Administration (FHWA) recommends the use of Intersection Roundabouts where feasible as a “Proven Safety Countermeasure”. Studies have shown an 82% reduction in severe crashes at two-way stop-controlled intersections when upgraded to a roundabout as such would be the case at the 84th ST NE & 163rd ST NW intersection. The modern roundabout is a type of circular intersection configuration that safely and efficiently moves traffic through an intersection. Roundabouts feature channelized approaches and a center island that results in lower speeds and fewer conflict points. At roundabouts, entering traffic yields to vehicles already circulating, leading to improved operational performance. Roundabouts provide substantial safety and operational benefits compared to other intersection types, most notably a reduction in severe crashes.

Social Equity, Environmental Justice, and Public Health

1. Social groups being served

Residents residing in the project area in Snohomish County as well as within the City of Granite Falls tend to commute out of the area for work. Over half of the Granite Falls School District students qualify as low-income. Tourists and recreational users pass through Granite Falls on their way to activities in the Mount Baker-Snoqualmie National Forest and
are not local residents.

According to the Washington State Employment Security Department, there were an estimated 1,069 workers in the Granite Falls and Darrington areas that commute in from the outside, and 3,679 workers living in the rural areas that commute elsewhere for work in 2015. Only 254 live and work in the area.

In 2017, the quarries and logging-related operations utilizing the crossing at Granite Falls employed over 260 workers with average wages of over $62,000/year; their annual payroll was over $16.4 Million.

According to the WA State Office of Superintendent of Public Instruction, there were 2143 students in the Granite Falls School District during the 2017-2018 school year. Over half (1102) were considered low-income and over one-fifth (420) were students with disabilities (57 of those being Section 504.) There were 254 students considered homeless. Eighty percent (1650) were classified as White followed by ten percent (215) Hispanic/Latino students.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>construction</td>
<td>2022</td>
<td>2021</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td>other</td>
<td>2022</td>
<td>2021</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Total Request: $1,000,000.00

**PSRC Funding Request**

**PE**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secured/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Reasonably Expected</td>
<td>$306,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$306,000.00</td>
</tr>
</tbody>
</table>

Expected year of completion for this phase: 2021

**ROW**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secured/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Reasonably Expected</td>
<td>$350,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$350,000.00</td>
</tr>
</tbody>
</table>

Expected year of completion for this phase: 2022

**Construction**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secured/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Reasonably Expected</td>
<td>$357,600.00</td>
</tr>
</tbody>
</table>
Expected year of completion for this phase: 2022

Summary

1. Estimated project completion date
   
   12/2022

2. Total project cost
   
   $2,013,600.00

PSRC Funding Request (cont’d)

1. Documents

   TNR_84th_ST_NE_Corridor.pdf, 84th___163rd_Cost_Estimate.xlsx, 84th_ST_NE_Map_overview.pdf

2. Funds description

   If RTCC funds are awarded the project will be placed in the 2020-2025 County Public Works Transportation Improvement Program for adoption by the County Council. PE will be initiated with local County road funds and will continue until the County TIP is adopted. ROW and CN will also be paid for by County road funds. The submission and award of this grant confirms Snohomish County's investment to fully fund this project.

Project Readiness

1. Requesting funds for planning or pe

   No

2. Preliminary engineering complete

   No

3. Preliminary engineering completion date

   N/A

4. Preliminary plans submitted to wsdot

   No
5. Preliminary engineering plans other

N/A

6. Preliminary engineering plans estimated completion date

5/2021

**Environmental Impact**

1. Environment level doc

   Documented Categorical Exclusion (DCE)

2. Nepa doc approved

   No

3. Nepa approval date

   5/2021

**Right of Way**

1. Right of way required

   Yes

2. Parcel count

   Five

3. Zoning in parcel area

   At the SW, SE, and NE corners of the intersection, it is zoned R-5 (Rural-5 Acre). The NW corner is zoned RC (Rural Conservation). Approximately 500 feet east of the SE corner of the intersection is zoned RB (Rural Business).

4. Possibility of condemnation

   Snohomish County will fund the Right of Way phase locally and will start the process of acquiring property as soon as this grant is awarded and NEPA is completed. If needed, condemnation will be completed well in advance of construction in 2022.

5. Experience in conducting right of way

   Yes
6. Consultant start time

N/A

7. Relevant right of way milestones

Approximately 14,000 SF of ROW will need to be acquired from landowners adjacent to the 84th ST NE and 163rd AVE NE intersection for this project. ROW has not yet been started but plans are to have ROW certified in February 2022.

Total Estimated Project Cost and Schedule

1. Construction funds requested

Yes

2. Engineers estimate

Yes

3. Engineers estimate document

Updated_84th___163rd_Cost_Estimate.pdf

4. Environmental permits

Land Disturbing Activities, HPA, DCE - Feb 2022

5. Pse approval

No

6. Pse approval date

March 1, 2022

7. Project to ad date

May 1, 2022

Other Considerations

1. Additional aspects description

N/A

2. Included innovative components
3. Determining benefits process

N/A

4. Final documents

Portion_of_Bike_Map_from_CT_Website.JPG
The 5 year (2013 to 2017) collision total is 171 reported collisions. There were 5 serious injuries in that total and 107 injuries. 59 of the collisions occurred during wet conditions and 44 were at night. 61 of the reported collisions were intersection related, mainly rear-end and enter at angle type. 79 of the reported collision were non-intersection related, and center turn channelization will help reduce those types of collisions along this identified segment. The existing 5 year (2013 to 2017) costs associated with the 171 collisions reported above is in excess of 10 million dollars.
## Preliminary Engineer's Estimate

**Project:** 84th & 163rd Cost Estimate  
**Client:** Snohomish County  
**Date:** 3/29/2019  
**By:** JSK

### Description of Work

**Preparation**
- **Mobilization (10%)**
  - 1 LS  
  - Total: $90,000

**Clearing and Grubbing**
- 1.00 LS  
  - Total: $5,000

**Surfacing**
- **Crushed Surfacing Base Course**
  - 830 TON  
  - Total: $37,350

**Hot Mix Asphalt**
- **HMA Cl. 1/2 In. PG 64-22**
  - 550 TON  
  - Total: $82,500

**Grading**
- **Roadway Excavation Incl. Haul**
  - 300 CY  
  - Total: $9,000

- **Gravel Borrow Incl. Haul**
  - 420 TON  
  - Total: $25,200

**Erosion Control and Roadside Planting**
- **TESC**
  - 1 LS  
  - Total: $20,000

- **Landscape Restoration**
  - 1 LS  
  - Total: $10,000

**Traffic**
- **Project Temporary Traffic Control**
  - 1 LS  
  - Total: $40,000

- **Install Single Lane Roundabout**
  - 1 LS  
  - Total: $400,000

**Other Items**
- **Concrete Traffic Curb and Gutter**
  - 1,200 L.F  
  - Total: $36,000

- **Concrete Driveway Entrance**
  - 44 SY  
  - Total: $5,333

- **Storm Sewer and Utilities (20%)**
  - 1 LS  
  - Total: $140,000

### Bid Item Summary

<table>
<thead>
<tr>
<th>Bid Item Number</th>
<th>Description</th>
<th>Est. Qty.</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobilization (10%)</td>
<td>1</td>
<td>LS</td>
<td>$90,000.00</td>
<td>$90,000</td>
</tr>
<tr>
<td>2</td>
<td>Clearing and Grubbing</td>
<td>1.00</td>
<td>LS</td>
<td>$5,000.00</td>
<td>$5,000</td>
</tr>
<tr>
<td>3</td>
<td>Crushed Surfacing Base Course</td>
<td>830</td>
<td>TON</td>
<td>$45.00</td>
<td>$37,350</td>
</tr>
<tr>
<td>4</td>
<td>HMA Cl. 1/2 In. PG 64-22</td>
<td>550</td>
<td>TON</td>
<td>$150.00</td>
<td>$82,500</td>
</tr>
<tr>
<td>5</td>
<td>Roadway Excavation Incl. Haul</td>
<td>300</td>
<td>CY</td>
<td>$30.00</td>
<td>$9,000</td>
</tr>
<tr>
<td>6</td>
<td>Gravel Borrow Incl. Haul</td>
<td>420</td>
<td>TON</td>
<td>$60.00</td>
<td>$25,200</td>
</tr>
<tr>
<td>7</td>
<td>TESC</td>
<td>1</td>
<td>LS</td>
<td>$20,000.00</td>
<td>$20,000</td>
</tr>
<tr>
<td>8</td>
<td>Landscape Restoration</td>
<td>1.0</td>
<td>LS</td>
<td>$10,000.00</td>
<td>$10,000</td>
</tr>
<tr>
<td>9</td>
<td>Project Temporary Traffic Control</td>
<td>1</td>
<td>LS</td>
<td>$40,000.00</td>
<td>$40,000</td>
</tr>
<tr>
<td>10</td>
<td>Install Single Lane Roundabout</td>
<td>1</td>
<td>LS</td>
<td>$400,000.00</td>
<td>$400,000</td>
</tr>
<tr>
<td>11</td>
<td>Concrete Traffic Curb and Gutter</td>
<td>1,200</td>
<td>L.F</td>
<td>$30.00</td>
<td>$36,000</td>
</tr>
<tr>
<td>12</td>
<td>Concrete Driveway Entrance</td>
<td>44</td>
<td>SY</td>
<td>$120.00</td>
<td>$5,333</td>
</tr>
<tr>
<td>13</td>
<td>Storm Sewer and Utilities (20%)</td>
<td>1</td>
<td>LS</td>
<td>$140,000.00</td>
<td>$140,000</td>
</tr>
</tbody>
</table>

**CN Sub-Total:** $900,383  
**Contingency (30%):** $270,115  
**CN Total:** $1,180,500  
**PE (20%)** $306,000  
**RW** $350,000  
**CE (15%)** $177,600  
**Total:** $2,013,600
84th ST NE & 163rd AVE NE Intersection Improvements – Access to Granite Falls
<table>
<thead>
<tr>
<th>Road Name</th>
<th>From / At</th>
<th>To</th>
<th>Description</th>
<th>Priority Rating</th>
<th>Road Number</th>
<th>ID#</th>
</tr>
</thead>
<tbody>
<tr>
<td>67 Ave NE</td>
<td>112 St NE</td>
<td>Improve intersection turn radius</td>
<td>H 96867 T-120</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>67 Ave NE</td>
<td>132 St NE</td>
<td>Add left-turn lane and sight distance improvement</td>
<td>Cn TIP 96867 T-118</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>67 Ave NE</td>
<td>152 St NE</td>
<td>Arlington C/L Rural 2-Lane Standards w/ bikeway treatments</td>
<td>M 96867 W-052B</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>68 Av NW</td>
<td>29808 68th Av NW</td>
<td>Improve drainage</td>
<td>L 97875 DRI-466</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>71 Ave SE</td>
<td>188 St SE</td>
<td>End of County Rd Curb and Sidewalk</td>
<td>L 21315 PF-179</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>72 St SE</td>
<td>Snohomish C/L 83 Ave SE Curb and Sidewalk</td>
<td>L 35700 PF-188</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>75 Ave SE</td>
<td>238 St SE King C/L Curb and Sidewalk</td>
<td>L 20100 PF-210</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80 Ave NW</td>
<td>Stanwood C/L UGA Boundary Urban 2-Lane Standards</td>
<td>Not rated 72250 W-163</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80 Ave SW</td>
<td>224 St SW 222 ST SW Curb and Sidewalk</td>
<td>M 2330 PF-235</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>83 Ave SE</td>
<td>188 St SE 180 St SE Curb and Sidewalk</td>
<td>L 21170 PF-154</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 Ave W</td>
<td>224 St SW 220 St SW Curb and Sidewalk</td>
<td>H 90505 PF-662</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 Ave W</td>
<td>Maple Ln 224 St SW Curb and Sidewalk</td>
<td>H 90505 PF-720</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 Ave NE</td>
<td>115 Ave NE Install left turn lane</td>
<td>H 96857 T-124</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 Ave NE</td>
<td>143 Ave NE SR 92 Curb and Sidewalk</td>
<td>M 96857 PF-106</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 Ave NE</td>
<td>West 400 ft. 99 Ave NE Walkway or Widened Shoulders</td>
<td>M 96857 PF-621</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84 St NE</td>
<td>Westlund Rd Westbound left-turn lane</td>
<td>H 96857 T-121</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>85 Ave SE</td>
<td>MP 0.315 MP 0.355 Install Guardrail</td>
<td>L 35350 G-128</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>86 Ave SE</td>
<td>SR 524 206 St SE Curb and Sidewalk</td>
<td>L 20950 PF-113</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>86 St SE</td>
<td>Pilchuck River Bridge Replacement</td>
<td>L 46700 BR-304</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>87 Av SE</td>
<td>199xx 87th Av SE Improve drainage</td>
<td>M 21050 DRI-481</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>87 Ave NE / 215 St NE</td>
<td>Tveit Loop Rd End of 88 Dr NE Curb and Sidewalk</td>
<td>M 69550 PF-135</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>87 Ave SE</td>
<td>Snohomish C/L S Lake Stevens Rd Curb and Sidewalk</td>
<td>L 93716 PF-503</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>87 Ave SE</td>
<td>Snohomish C/L S Lake Stevens Rd Paved shoulders</td>
<td>M 93716 NMB-004</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88 Av W</td>
<td>88th Av W North of 231st ST SW Improve drainage &amp; water quality</td>
<td>H 1810 INF-423</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>88/92 St SE</td>
<td>EB SR 2 On/Off Ramps Snohomish C/L Rural 2-Lane Standards</td>
<td>H 46440 W-127</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90 St NE</td>
<td>MP 0.485 MP 0.515 Install Guardrail</td>
<td>L 85450 G-056</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>91 Ave SE</td>
<td>Lake Stevens C/L S Lake Stevens Rd Urban/Rural 2-Lane Standards</td>
<td>Not rated N-020</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>91 Ave W</td>
<td>221 St SW 224 St SW Curb and Sidewalk</td>
<td>M 2870 PF-164</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>91 St SE</td>
<td>2801 91st St SE Improve drainage &amp; water quality</td>
<td>L 34450 INF-343</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>92 St SE</td>
<td>115 Ave SE Add two way left turn lane 112 to 115 Ave SE</td>
<td>M 46440 T-109</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>92 St SE</td>
<td>MP 0.209 MP 0.218 Install Guardrail</td>
<td>L 46280 G-137</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>92 St SE</td>
<td>Pilchuck River Bridge Rehabilitation</td>
<td>L 46440 BR-633</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>95 Ave NE</td>
<td>Burn Rd Arlington C/L Rural 2-Lane Standards</td>
<td>Not rated 69720 W-160</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>95 Ave NE</td>
<td>Burn Rd Arlington C/L Curb and Sidewalk</td>
<td>L 69720 PF-213</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99 Av NE</td>
<td>99th Av NE at Lake Cassidy Improve drainage &amp; water quality</td>
<td>H 66001 INF-429</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99 Av NE</td>
<td>54 Pl NE Sight Distance Improvement</td>
<td>L 65710 T-025</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99 Av NE</td>
<td>132 St NE Pvt Rd Walkway or Widened Shoulders</td>
<td>L 65990 PF-677</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>99 Ave SE</td>
<td>Paradise Lake Rd 212 St SE Curb and Sidewalk</td>
<td>L 20100 PF-099</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 St NE</td>
<td>69xx 100th St NE Improve drainage</td>
<td>H 68000 DRI-487</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 St NE</td>
<td>Granite Falls C/L 163 Ave NE Walkway or Widened Shoulders</td>
<td>L 96865 PF-216</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The City’s land use regulations and zoning map must be amended to be consistent with the Comprehensive Plan Future Land Use Map and policies established in the Plan. The Future Land Use Map included in the Comprehensive Plan describes the 20-year physical development pattern of the City, showing land use types and intensities. The amended land use regulations and zoning map will reflect only the areas within City jurisdiction. The GMA requires that cities develop a six-year capital facilities plan and allow development when the City can afford to provide urban services. Therefore, the process will be one of determining the ability of the City to service a specific area, the development of the zoning map describing the land use types and ultimate densities in that area, and the allowance of development to occur. As the City is able to afford to develop more areas based on subsequent capital facilities planning and concurrency management, additional areas within the urban growth area will be annexed and the zoning maps will be revised. This growth plan is only a guide and is subject to change as the concurrency management process re-evaluates the initial projections.

Pursuant to the Washington State Shoreline Management Act, RCW 90.58.080 and WAC 173-26-090 require cities and counties to adopt and periodically update Shoreline Master Programs that provide policies and regulations governing “shorelines of the state” as a part of each municipality’s comprehensive plan and land use regulations. The City complied with this requirement in 2012 with adoption of an updated Shoreline Master Program (SMP) that had been approved by the Department of Ecology. This Plan incorporates by reference the City of Granite Falls Shoreline Master Program (Ordinance No. 844-2013) and subsequent amendments thereto.

**Relationship to Snohomish County Planning Policies**

The 2015 Comprehensive Plan makes every attempt to comply with the goals of the GMA and the Snohomish County County-Wide Planning Policies (CWPP) and the Snohomish County General Policy Plan. The CWPPs were used in developing the goals and policies in this Plan. The Planning Commission compared each CWPP with the policies and direction in this Plan. Consistency was built into the process. This planning process involved negotiations with Snohomish County regarding growth targets and the expansion of the Urban Growth Area to include City-owned park property. The conclusions in this Plan are based on this cooperative planning process.
Visioning and Public Participation

Role of the Planning Commission

The Planning Commission was designated by the City Council as the City's advisory body for the GMA planning process. The Planning Commission worked with consultants to guide the development of the draft Comprehensive Plan. The Commission met with consultants to help flesh out the draft plan based on the requirements of GMA, the relevant information in the 2005 Comprehensive Plan, and an understanding of what works and what is lacking in the City's current planning process. The Planning Commission met twice a month over a three-year period to develop this Plan.

Role of the Parks and Recreation Commission

This Plan includes a new element (chapter), the Parks, Recreation, and Open Space Element (PRO). The PRO Element was drafted by the Parks and Recreation Commission.

Role of the City Council

Members of the City Council were active participants at workshops and joint meetings with the Planning Commission. The City Council and Planning Commission both held a community workshop. Both also conducted public hearings on the draft Plan.

Public Participation

The public was invited to participate at every Comprehensive Plan Meeting. At these meetings, citizen input was documented and their concerns and questions were answered.

Vision

Granite Falls is the gateway to the historical Mountain Loop Outdoor Recreation Area and is nestled at the base of Mount Pilchuck, the westernmost peak of the Cascade Mountain Range.

Our vibrant City is committed to achieving balance between community expectations and attainable resources by satisfying the needs of visitors and residents alike. Our City expresses the history of the turn of the century mining and logging operations, the adventure associated with outdoor recreation, and the subtle pleasure that comes from living in a northwest town.

Our unique location, historical relevance, and accessibility to outdoor recreation “attract” thousands of tourists, while our services, accommodations and hospitality cultivate in those visitors a year-around desire to “return”.

All essential needs for goods, services, health and wellness are met within the City, but those who choose to commute to work or shop are supported by well-planned transportation elements. Having a traditional small-town Americana appearance, Granite Falls has a nationally-recognized school system, a vibrant commercial district, well-connected neighborhoods, and
parks and open areas. All of these qualities are combined within a compact Urban Growth Area, to provide an enviable family environment that fosters among residents of all ages the life-long desire to "stay".

Granite Falls is “open for business” attracting companies that provide living wage jobs. These companies operate in harmony with the City, allowing employees to work within walking or bike riding distance of where they want to live. By maintaining a strong local economy based on a balance of tourism, commerce and industry, Granite Falls attracts and supports new businesses and citizens to help shape the future we collectively desire to “build”.

As the gateway to the Mountain Loop Recreation Area, one of the top tourist attractions in the region, Granite Falls has the air of excitement, the elements of adventure, and the friendliness one associates with a small mountain village. Granite Falls is a jewel in the crown that Snohomish County has as a place that is “Close to everything, far from ordinary.”
Table TR-5
Comparative Traffic Count Data

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Loop – North Of Quarry Rd.</td>
<td>N.A. ²</td>
<td>4,312</td>
<td>5,327</td>
</tr>
<tr>
<td>Mt. Loop - South of Quarry Rd.</td>
<td>6,014</td>
<td>3,267</td>
<td>4,232</td>
</tr>
<tr>
<td>Stanley St. – West of Granite Ave.</td>
<td>13,151</td>
<td>7,605</td>
<td>11,023</td>
</tr>
<tr>
<td>Stanley St. – East of Granite Ave.</td>
<td>6,346</td>
<td>5,069</td>
<td>4,854</td>
</tr>
</tbody>
</table>

2. Quarry Road not constructed.
3. Snohomish County Traffic Count Data.

Additional parameters which are used in the development of roadway capital improvements are safety and roadway condition.

1. **Safety** - Each roadway should be assessed to identify hazardous conditions such as lack of visibility, inadequate shoulders, or hazardous driveways. Prioritizing of improvements should rank roadways with the highest number of accidents ahead of these projects having low numbers of accidents.

2. **Roadway Condition** - Several of Granite Falls’ roadways do not meet minimum geometric standards. Others have deteriorated to the extent that reconstruction, rather than maintenance repairs, is necessary to provide an acceptable level of service. Prioritizing improvements should rank roadways in the worst condition ahead of those in better condition. However, if the rate of deterioration of a roadway can be significantly reduced by the application of an asphalt overlay, such action may be considered for prioritization above reconstruction of a roadway.

**Non-Motorized Transportation Facilities (Pedestrian/Bicycle)**

The City of Granite Falls is considered a very walkable City. The local terrain is conducive for both walking and bicycling. Most streets have a sidewalk on at least one side, if not both. The relatively low traffic volumes and speed limits make for a safe and enjoyable walk or bike ride. A system of sidewalks and pathways link all the school grounds and parks located within the City. It also provides access to local businesses. Planned expansion of Frank Mason Park on the southwest edge of the City will provide trail connections from Lake Gardner to the Pilchuck River. The City’s Non-motorized Plan is provided in Figure TR-2 TR-5. The Non-motorized Plan provides an inventory of existing sidewalks and trails within the City and UGA as well as identifies which sidewalk sections need to be rehabilitated. It also designates new sidewalk additions and proposed trails.
May 28, 2019

Puget Sound Regional Council (PSRC)  
Transportation Policy Board Members  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

RE: Letter of Support for Rural Town Centers and Corridors Program (RTCC) - Snohomish County's 84th St NE & 163rd Ave NE Intersection Improvements

Dear Board Members:

Please accept this letter of support for the 84th St NE & 163rd Ave NE Intersection Improvements Project near Granite Falls in Snohomish County, Washington, submitted under the RTCC Grant program.

The 84th St NE corridor is a two-lane rural minor arterial carrying urban level traffic (15,000 average daily trips) with a posted speed of 40 MPH (most travel at 50+ mph). This section of roadway between SR-92 and SR-9 has incurred 160 collisions between 2013 and 2017 with 100 injuries. Over 10% of all crashes have occurred at the intersection of 84th St NE and 163rd Ave NE with the majority being rear-end or enter-at-angle collisions.

The 84th St NE Corridor is a main access route to Granite Falls and carries traffic between SR-92 and SR-9 which lead to Marysville, Arlington and Interstate 5. The 84th St NE Corridor provides access to major tourism and recreational opportunities in the Mount Baker/Snoqualmie National Forest via Granite Falls and the Mountain Loop Highway. It is also used as a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources via SR-92. These resources are crucial for the Puget Sound region's infrastructure and construction industry and to the local economy of Granite Falls.

The project will improve safety, traffic control and operational management at the intersection that is located approximately two miles southwest of the City of Granite Falls, Washington. Accessibilty to the Fire District 17's primary station, located at the NE corner of the intersection, will be improved with this intersection improvement.

I would like to request your consideration and selection of this necessary project.

Sincerely,

[Signature]

Barbara Tolbert  
Mayor
May 28, 2019

Puget Sound Regional Council (PSRC)  
Transportation Policy Board Members  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

RE: Letter of Support for Rural Town Centers and Corridors Program (RTCC) - Snohomish County’s 84th St NE & 163rd Ave NE Intersection Improvements

Dear Board Members:

Please accept this letter of support for the 84th St NE & 163rd Ave NE Intersection Improvements project near Granite Falls in Snohomish County, Washington, submitted under the RTCC Grant program.

The 84th St NE corridor is a two-lane rural minor arterial carrying urban level traffic (15,000 average daily trips) with a posted speed of 40 MPH (most travel at 50+ mph). This section of roadway between SR 92 and SR 9 has incurred 160 collisions between 2013 and 2017 with 100 injuries. Over 10% of all crashes have occurred at the intersection of 84th St NE and 163rd Ave NE with the majority being rear-end or enter-at-angle collisions.

The 84th St NE Corridor is a main access route to Granite Falls and carries traffic between SR 92 and SR9 which lead to Marysville, Arlington and Interstate 5. The 84th St NE Corridor provides access to major tourism and recreational opportunities in the Mount Baker/Snoqualmie National Forest via Granite Falls and the Mountain Loop Highway. It is also used as a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources via Highway 92. These resources are crucial for the Puget Sound region’s infrastructure and construction industry and to the local economy of Granite Falls.

This project will improve safety, traffic control and operational management at the intersection including better accessibility to the Fire District 17 located at the NE corner of the intersection.

I would like to request your consideration and selection of this important project.

Sincerely,

Brent Kirk  
City Manager  
City of Granite Falls
May 28, 2019

Puget Sound Regional Council (PSRC)  
Transportation Policy Board Members  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

RE: Letter of Support for Rural Town Centers and Corridors Program (RTCC) - Snohomish County’s 84th St NE & 163rd Ave NE Intersection Improvements

Dear Board Members:

Please accept this letter of support for the 84th St NE & 163rd Ave NE Intersection Improvements project near Granite Falls in Snohomish County, Washington, submitted under the RTCC Grant program.

The 84th St NE corridor is a two-lane rural minor arterial carrying urban level traffic (15,000 average daily trips) with a posted speed of 40 MPH (most travel at 50+ mph). This section of roadway between SR 92 and SR 9 has incurred 160 collisions between 2013 and 2017 with 100 injuries. Over 10% of all crashes have occurred at the intersection of 84th St NE and 163rd Ave NE with the majority being rear-end or enter-at-angle collisions.

The 84th St NE Corridor is a main access route to Granite Falls and carries traffic between SR 92 and SR9 which lead to Marysville, Arlington and Interstate 5. The 84th St NE Corridor provides access to major tourism and recreational opportunities in the Mount Baker/Snoqualmie National Forest via Granite Falls and the Mountain Loop Highway. It is also used as a vital freight route for transportation of natural resources including timber, sand, gravel and aggregate resources via Highway 92. These resources are crucial for the Puget Sound region’s infrastructure and construction industry and to the local economy of Granite Falls.

This project will improve safety, traffic control and operational management at the intersection including better accessibility to the Fire District 17 located at the NE corner of the intersection.

I would like to request your consideration and selection of this important project.

Sincerely,

Patrick Pierce  
President & CEO  
EASC
## Preliminary Engineer's Estimate

**Project:** 84th & 163rd Cost Estimate  
**Date:** 3/29/2019  
**By:** JSK  
**Client:** Snohomish County

### File:

X:\Trans\TIP\Rural Town Centers & Corridors\2019 Process\Project Applications\Snohomish Co Projects\Snohomish County-84th St NE & 163rd Ave NE Intersection Improvement\84th___163rd_Cost_Estimate.xlsx

### Preparation

<table>
<thead>
<tr>
<th>BID ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>EST. QTY.</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>MOBILIZATION (10%)</td>
<td>1</td>
<td>LS</td>
<td>$70,000.00</td>
<td>$70,000</td>
</tr>
<tr>
<td>3</td>
<td>CLEARING AND GRUBBING</td>
<td>1.00</td>
<td>LS</td>
<td>$5,000.00</td>
<td>$5,000</td>
</tr>
</tbody>
</table>

### Surfacing

<table>
<thead>
<tr>
<th>BID ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>EST. QTY.</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>CRUSHED SURFACING BASE COURSE</td>
<td>830</td>
<td>TON</td>
<td>$45.00</td>
<td>$37,350</td>
</tr>
</tbody>
</table>

### HOT MIX ASPHALT

<table>
<thead>
<tr>
<th>BID ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>EST. QTY.</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>HMA CL. 1/2 IN. PG 64-22</td>
<td>550</td>
<td>TON</td>
<td>$150.00</td>
<td>$82,500</td>
</tr>
</tbody>
</table>

### Grading

<table>
<thead>
<tr>
<th>BID ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>EST. QTY.</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>ROADWAY EXCAVATION INCL. HAUL</td>
<td>300</td>
<td>CY</td>
<td>$30.00</td>
<td>$9,000</td>
</tr>
<tr>
<td>9</td>
<td>GRAVEL BORROW INCL. HAUL</td>
<td>420</td>
<td>TON</td>
<td>$60.00</td>
<td>$25,200</td>
</tr>
</tbody>
</table>

### Erosion Control and Roadside Planting

<table>
<thead>
<tr>
<th>BID ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>EST. QTY.</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>TESC</td>
<td>1</td>
<td>LS</td>
<td>$20,000.00</td>
<td>$20,000</td>
</tr>
<tr>
<td>11</td>
<td>LANDSCAPE RESTORATION</td>
<td>1.0</td>
<td>LS</td>
<td>$10,000.00</td>
<td>$10,000</td>
</tr>
</tbody>
</table>

### Traffic

<table>
<thead>
<tr>
<th>BID ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>EST. QTY.</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>PROJECT TEMPORARY TRAFFIC CONTROL</td>
<td>1</td>
<td>LS</td>
<td>$40,000.00</td>
<td>$40,000</td>
</tr>
<tr>
<td>13</td>
<td>TRAFFIC SIGNAL SYSTEM</td>
<td>1</td>
<td>LS</td>
<td>$300,000.00</td>
<td>$300,000</td>
</tr>
</tbody>
</table>

### Other Items

<table>
<thead>
<tr>
<th>BID ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>EST. QTY.</th>
<th>UNIT</th>
<th>UNIT COST</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>CEMENT CONC. SIDEWALK</td>
<td>0</td>
<td>SY</td>
<td>$150.00</td>
<td>-</td>
</tr>
<tr>
<td>15</td>
<td>CEMENT CONC. DRIVEWAY ENTRANCE</td>
<td>44</td>
<td>SY</td>
<td>$120.00</td>
<td>5,333</td>
</tr>
<tr>
<td>16</td>
<td>Storm Sewer and Utilities (20%)</td>
<td>1</td>
<td>LS</td>
<td>$110,000.00</td>
<td>$110,000</td>
</tr>
</tbody>
</table>

**CN SUB-TOTAL** $714,383  
**Contingency (30%)** $214,315.00  
**CN TOTAL** $930,000  
**PE (20%)** $256,000  
**RW** $350,000  
**CE (15%)** $139,500  
**TOTAL** $1,675,500