



Town of Wilkeson

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## Rural Town Center Corridor Plan



## 1. INTRODUCTION

Unlike the majority of coal towns that ceased to exist when the coal industry declined, Wilkeson remained viable and is a living example of the communities that once spread along the road and railway. The Town has successfully preserved historically significant buildings and created public spaces and monuments to memorialize the town's relationship with railroads, coal mining and sandstone quarries. Preserving its historic legacy is important to its citizens, who feel strongly that they don't want their town drastically changed. Historic resources which keep Wilkeson unique include the welcome arch, coke ovens, sandstone quarry, cemetery, and historic artifacts that are displayed throughout the town.

As a gateway community, Wilkeson provides access to Mount Rainier Park, the Mowich Lake Recreation Area and Foothills Trail, as well as an off-road park. The town's natural setting and compact neighborhoods set it apart from the surrounding, more urban communities. Additional community amenities include available open space, its proximity to major cities and employment, and its small-town feel.



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Wilkeson’s “town center,” the commercial and civic heart of the town situated along the SR 165 corridor, features a mostly informal streetscape with limited amenities. Concrete sidewalks flank the main business core on east side of SR 165, providing, in the widest stretches, an 11’ route for pedestrian traffic. However, there are areas where the sidewalk is quite narrow and has become uneven or broken. The sidewalks are currently unadorned by any major streetscape amenities- no street trees, benches, trash receptacles, light poles, or other such features currently exist here. A planting strip runs between the sidewalk and the street in some areas, however the only vegetation growing there is a low cover of patchy grass broken up only by a few errant citizen-staked signs and a couple of yellow bollards. As one travels further south, the planting strip becomes wider and the relationship between the sidewalk and the street becomes less formal. Just before SR 165 forks, the streetscape features a series of trees that surround one of the east side streetscape’s only non-building attractions: a large tree segment housed in an open structure that serves as a memorial/monument to Wilkeson’s logging heritage.



The west side of the main town corridor is sparser and far less pedestrian-friendly than the east. A yellow curb is all that separates the angled parking lot in front of the historic Eagles building from the shoulder of SR 165. Much of the parking available for the town center is located on the west side of SR 165. Wilkeson Creek, which meanders along the west edge of the town center, has no public access.

The approach along SR 165 into town from the north exhibits a fairly consistent profile. A formal concrete sidewalk runs along the east side of the street, flanking residences, a few commercial establishments, and the central bridge. The west side features either solely landscaping, or landscaping that separates the street shoulder from the asphalt-paved Foothills Trail, which runs slightly elevated relative to SR 165. There are no formal street trees or other such amenities along this stretch, save for tall light posts and a few historical features such as the welcome arch and sandstone town marker.



A park featuring a historic railroad car set amidst an open expanse of lawn splits the road at the south end of town. It continues as SR 165 to the west and winds east as Railroad Street to historic Wilkeson Elementary School and Coke Ovens Park. SR 165 continues south without sidewalks or any other formal streetscape amenities save for light tall light posts and required route signage. Railroad Street is more conducive to facilitating pedestrian traffic, with sidewalks on either side of the street and a lawn landscape buffer on the south side. The sidewalks continue until the road reaches Wilkeson Elementary, past which the streetscape becomes less articulated and formal.



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## 2. PURPOSE

The purpose of the *Rural Town Center Corridor Plan* is to provide an evaluation of existing opportunities and constraints, and then develop a plan for improvements to the corridor that are feasible, consistent with Town and State standards and support community preferences and expressed needs. Through open houses, Council meetings and other community gatherings, the citizens of the Town of Wilkeson expressed a preference for corridor improvements that protect the rich history so evident throughout the town, increase pedestrian safety, and provide for improved parking, circulation and access to the businesses and public spaces in the town center.



### OPPORTUNITIES:

- Rail Trestle
- Available Parking
- Historic Buildings
- Potential Property Acquisitions
- Shared Parking
- Foothills Trail
- Gateway Arch
- Wilkeson Creek
- Public Spaces
- National Park Service Partnership



### CONSTRAINTS:

- Narrow On-Street Parking
- Commercial Circulation
- Sidewalks in Disrepair
- No Public Water Access
- Vacant Buildings and Land
- Narrow Bridges
- Failing Pavement
- Streetscape is Curb-to-Curb Asphalt



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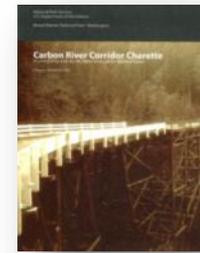
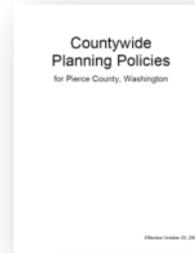
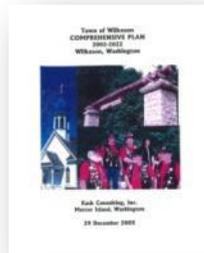
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### 3. CORRIDOR EVALUATION

The corridor evaluation is documented in detail in the *Preliminary Corridor Evaluation Report* (June, 2012). A brief summary is provided here to provide context for the public comments summarized later in this report, and the preferred alternative described at the end of this report.

#### 3.1 Planning Database

A number of planning documents have been prepared and adopted that relate to land use within the Town of Wilkeson and SR 165 corridor planning. These plans and their policies were summarized fully in the *Preliminary Corridor Evaluation Report*, and are noted below with an example key finding or policy point.



Town of Wilkeson Comprehensive Plan	Parks and Recreation Plan	Vine Street Dev. Analysis	Countywide Planning Policies	Foothills Trail Plan	Carbon River Corridor Charette
Town of Wilkeson	Town of Wilkeson	Town of Wilkeson	Pierce County	Pierce County	National Park Service
<i>Encourage shoreline recreational uses as an economic asset.</i>	<i>Develop a system of pedestrian trails that access historic features and public facilities.</i>	<i>Provide access and circulation for businesses east of SR 165.</i>	<i>Encourage redevelopment of declining commercial areas.</i>	<i>Create a trail spur through Wilkeson to Coke Ovens Park.</i>	<i>Locate a “welcome center” within Wilkeson consistent with the Town’s character.</i>



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### 3.2 Corridor Analysis

#### 3.2.1 Property Analysis

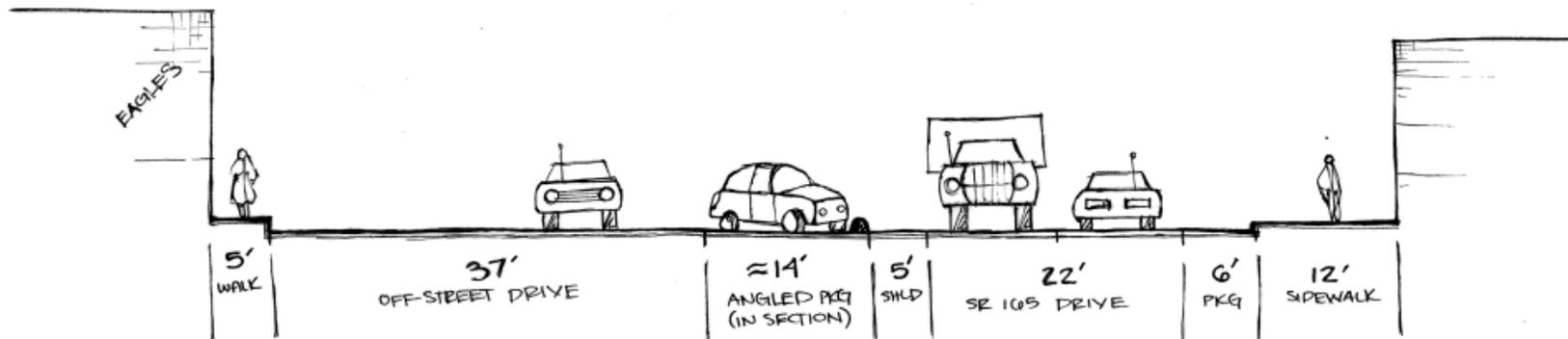
Property along the corridor is a mix of residential, commercial and public use, and includes many historic buildings constructed in the early 1900s. There are a number of commercial properties along the corridor that are underdeveloped, vacant or in disrepair. Additionally, there are properties that could be up-zoned to better balance the commercial uses on either side of the corridor or to provide in-fill in the town center.

#### 3.2.2 Utility Systems

Schematic maps of utility systems within the Town of Wilkeson were mapped as part of the corridor inventory, and provided to Town staff as a reference for future projects. Utility systems in the corridor managed by the Town of Wilkeson include stormwater, sanitary sewer and water. Puget Sound Energy (PSE) manages electrical distribution to the Town of Wilkeson, including overhead power lines along the corridor. Century Link provides cable television service in Wilkeson, with underground lines in the corridor.

#### 3.2.3 Street Section

The existing cross section of Church Street / SR 165 through the most restrictive section of Wilkeson (the commercial core, if bridges are excluded) measures approximately 101 feet from building front to building front as shown below.



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### 3.2.4 Traffic Volume

WSDOT reports traffic volumes in and near Wilkeson in terms of Annual Average Daily Traffic (AADT). The count location in Wilkeson, on SR 165 just north of Davis Street, was most recently counted in 2008. That count was 3,200. WSDOT currently estimates that location as 3,300, which is approximately 1/3 of the full capacity of the corridor.

The traffic on SR 165 south of Wilkeson (just north of Wilkeson-Carbonado Road) is about half of the volume within Wilkeson (just north of Davis Street), indicating the other half of the traffic seen at Davis Street distributes within Wilkeson.



### 3.2.5 Sight Distance

Sight distance was evaluated at three key locations along the corridor, including at Davis, Vine and Alder Streets. While sight distance may appear to be limited at these locations and others along SR 165 in Wilkeson, the relatively low speeds ensure sight distance meets AASHTO standards. Even so, the preferred alternative detailed in this report provides for improved sight distance and key intersections.

### 3.2.6 Parking Inventory

The Town of Wilkeson offers parking to residents and visitors throughout the corridor. North of Davis Street, parking is primarily on the west side of SR 165 parallel to the highway and adjacent to the Foothills Trail. South of Davis Street, parking is available in lots on either side of the street.

Existing Parking	
Parallel Parking – Foothills Trail	30
Parallel Parking – Businesses	13
Post Office	12
Eagle Tavern Parking Lot	13
North of Eagles Building	11
Eagles Parking	12
Public Parking at Town Hall	16
Church Parking (unmarked)	30
<b>Total</b>	<b>137</b>



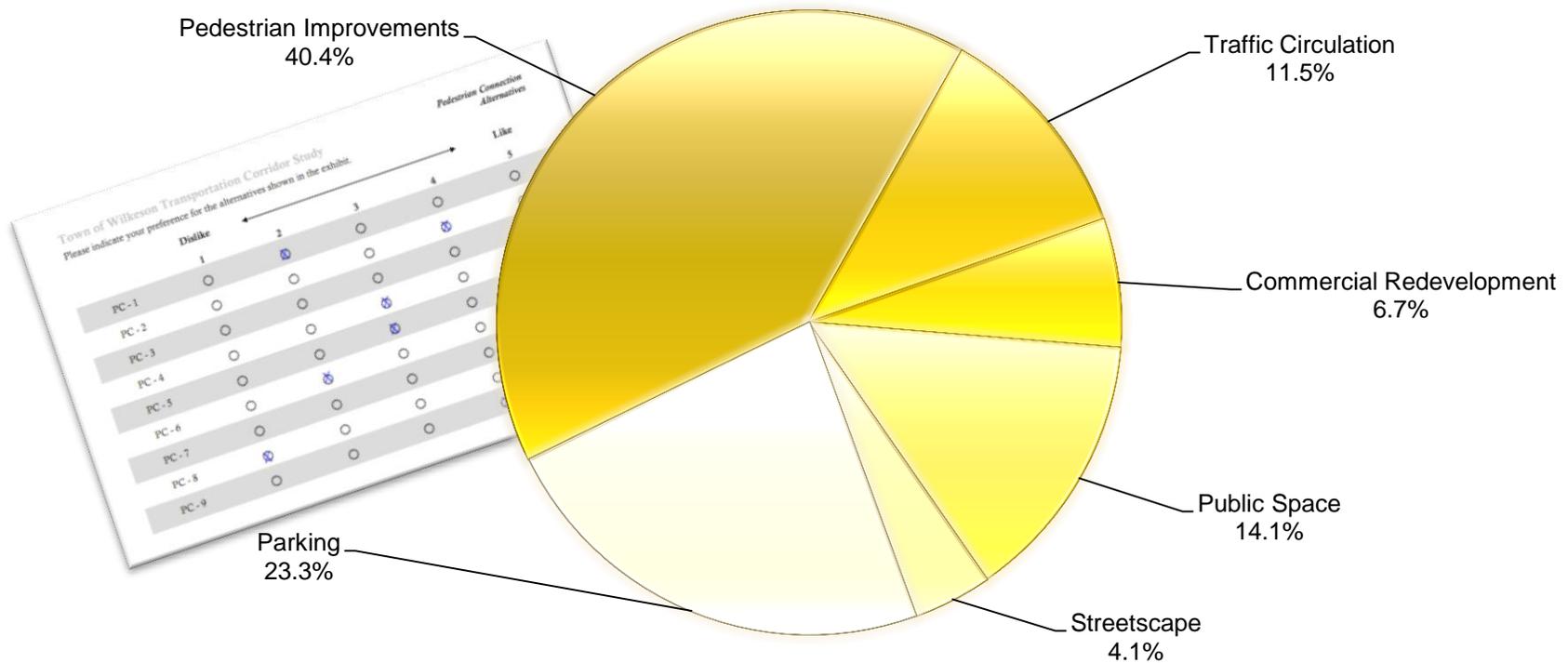
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#### 4. COMMUNITY PREFERENCE AND PRELIMINARY ALTERNATIVES

The project team met with a Steering Committee identified by the Town on February 15, 2012 to gather input on the town’s priorities, challenges and opportunities. The alternatives were then presented to the public at an open house on March 29, 2012 in order to obtain public input on the corridor plan options. Overall, pedestrian improvements received the most support from the community, followed by parking (40.4% and 23.3%, respectively).

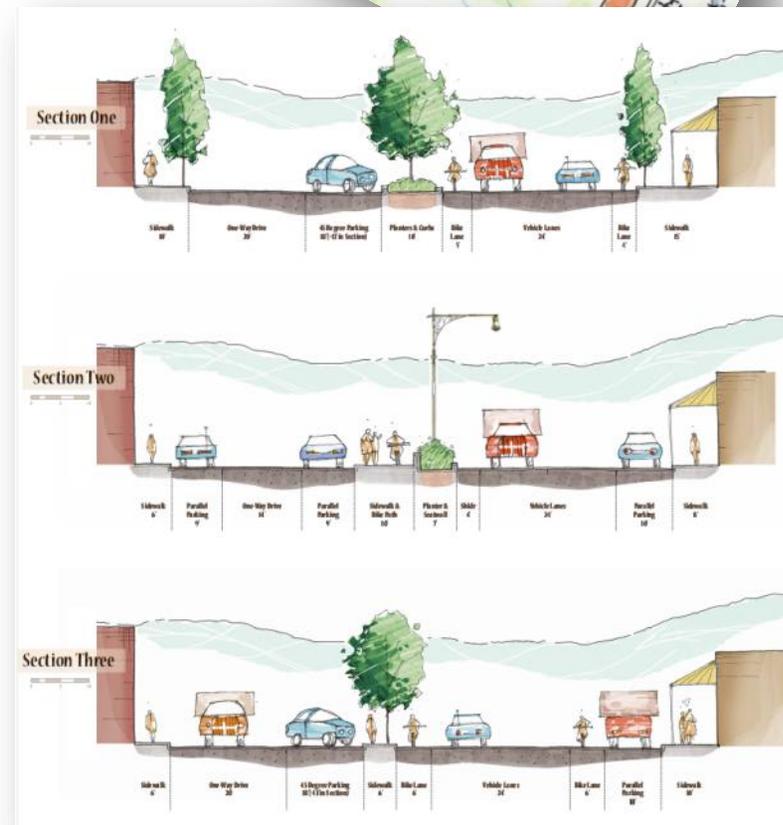
### Open House Priority Preferences



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More than 30 different alternatives were considered by the community and evaluated by the project team. Alternatives included trail alignment options, redevelopment of the town center, traffic flow improvements and parking improvements, among others.



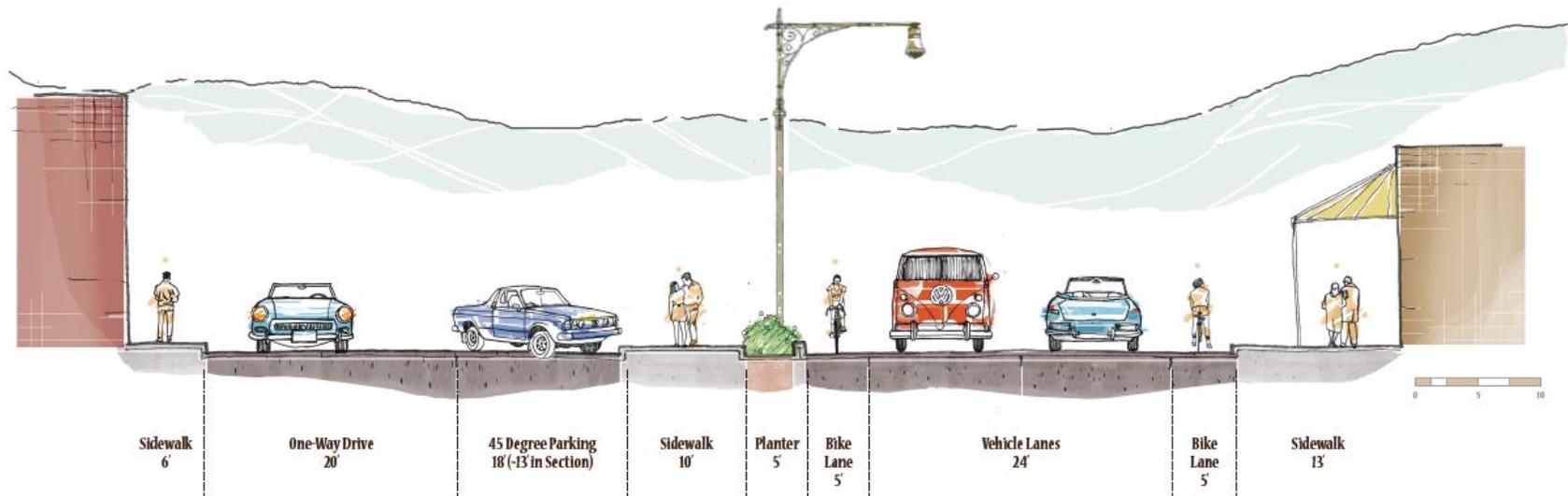
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## 5. THE PREFERRED CORRIDOR PLAN

Following the corridor analysis, alternatives development, and community input, alternatives that had the most support and passed an environmental and feasibility review were advanced to a concept stage and presented again to the public at Wilkeson Days on July 21, 2012 and to the Town Council. Comments on the concepts were noted and further refinements to the concepts were incorporated into the corridor plan described in the remainder of this report.

The corridor plan is broken into distinct elements to facilitate project planning and pursuing of funding opportunities. Each element is independent of the others, so there is not chronological advantage with one phasing scheme over another. Rather, “partners” have been identified for each element of the corridor plan. Partners are other projects or entities (both public and private) that may provide the necessary leverage to make an element of the corridor plan financially feasible.



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## 5.1 Elements of the Corridor Plan



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## 5.2 The Trail

### ❖ Purpose

Extending the Foothills Trail from where it turns just north of the Town Center southward over the railroad trestle and through the commercial core will provide improved pedestrian and bicycle safety, separate vehicle and non-motorized traffic, improve parking and traffic flow, and increase economic opportunities by bringing more recreational traffic through the Town Center.

### ❖ Partnerships

Pierce County is developing the Foothills Trail, and this extension complements the greater trail system throughout the County. Church Street through Wilkeson is also SR 165, and improvements through the corridor will improve traffic flow and safety for this WSDOT facility.



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❖ **Preliminary Estimate – The Trail**

The preliminary estimate for the improvements to parking areas, the trail, the trestle and landscaping and amenities, as well as engineering and design and property acquisition is approximately \$891,000.

ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	QTY.	SUBTOTAL
CLEARING/GRUBBING/TREE REMOVAL	L.S.	\$17,000	1	\$31,000
REMOVALS	L.S.	\$2,500	1	\$2,500
EXCAVATION AND EMBANKMENT	L.S.	\$19,000	1	\$19,000
CRUSHED SURFACING	TON	\$20	1,360	\$27,200
HOT MIX ASPHALT	TON	\$100	240	\$24,000
CONCRETE CURB AND GUTTER	L.F.	\$15	1,300	\$19,500
CONCRETE SIDEWALK	S.Y.	\$35	765	\$26,775
RETAINING WALL	S.F.	\$40	2,000	\$80,000
WALL RAILING	L.F.	\$15	250	\$3,750
STORM DRAINAGE SYSTEM	L.S.	\$40,000	1	\$40,000
CONSTRUCTION SIGNS/TRAFFIC CONTROL/PERMANENT SIGNS/STRIPING	L.S.	\$9,500	1	\$9,500
IRRIGATION/LANDSCAPING/SEEDING/TOP SOIL/AMENITIES	L.S.	\$38,000	1	\$38,000
ILLUMINATION	L.S.	\$30,000	1	\$30,000
BRIDGE STRUCTURE UPGRADES	L.S.	\$100,000	1	\$100,000
BRIDGE DECK REPLACEMENT	L.S.	\$20,000	1	\$20,000
BRIDGE RAIL UPGRADE	L.S.	\$5,000	1	\$5,000
CONSTRUCTION SUBTOTAL				\$476,225
CONSTRUCTION TOTAL W/ 15% CONTINGENCIES				\$547,659
UTILITY RELOCATIONS		\$10,000	1	\$10,000
BRIDGE EVALUATION AND DESIGN		\$25,000	1	\$25,000
RIGHT OF WAY		\$123,000	1	\$123,000
ENVIRONMENTAL DOCUMENTATION		\$75,000	1	\$75,000
DESIGN ENGINEERING		\$70,000	1	\$70,000
CONSTRUCTION ENGINEERING		\$40,000	1	\$40,000
<b>TOTAL</b>				<b>\$890,659</b>



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### 5.3 Town Center Park

#### ❖ Purpose

Consistent with Comprehensive Plan and Shoreline Master Program, provide public access to waterfront near Town Center. Additional parking to support events, over-size vehicles, and over-flow for businesses on the east side of the highway. Provide a site for a National Park Service (NPS) welcome center and potential future shuttle service to Mount Rainier National Park. Tie-in with Town of Wilkeson historical displays and museum in Town Hall.

#### ❖ Partnerships

The NPS is planning to purchase property in the Town of Wilkeson to provide a welcome center and potential future shuttle stop. The NPS has indicated a willingness to coordinate these efforts with other planning efforts in the Town of Wilkeson to better meet both local and park service needs.



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❖ **Preliminary Estimate – Town Center Park**

The preliminary estimate for the improvements to parking areas, stream bank and landscaping and amenities, as well as engineering and design is approximately \$149,000. *This estimate does not include improvements to properties that may be purchased and improved by the National Park Service.*

ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	QTY.	SUBTOTAL
STREAM BANK CLEARING AND EXCAVATION	CY	\$35	200	\$7,000
STREAMBANK RIPRAP	CY	\$60	250	\$15,000
STREAMBANK GEOTEXTILE	S.Y.	\$5	200	\$1,000
ROADWAY EXCAVATION	L.S.	\$3,000	1	\$3,000
CRUSHED SURFACING	TON	\$30	100	\$3,000
HOT MIX ASPHALT (2" Depth)	TON	\$100	150	\$15,000
CONCRETE CURB AND GUTTER	L.F.	\$15	400	\$6,000
CONCRETE SIDEWALK	S.Y.	\$35	200	\$7,000
PARK STRUCTURE	L.S.	\$10,000	1	\$10,000
STRIPING	L.S.	\$2,000	1	\$2,000
IRRIGATION SYSTEM/SEEDING/TOP SOIL	L.S.	\$30,000	1	\$30,000
CONSTRUCTION SUBTOTAL				\$99,000
CONSTRUCTION TOTAL W/ 15% CONTINGENCIES				\$113,850
PERMITTING		\$5,000	1	\$5,000
DESIGN ENGINEERING		\$17,000	1	\$17,000
CONSTRUCTION ENGINEERING		\$12,000	1	\$12,000
<b>TOTAL</b>				<b>\$147,850</b>



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#### 5.4 South Church Street Path

❖ **Purpose**

There are no sidewalks on Church Street from Railroad Street south to Cedar Street. Sidewalks exist on both Railroad Street and Cedar Street, and Church Street north of Railroad Street. This project will provide a safe pedestrian connection between the Town Center and the residential areas to the south.

❖ **Partnerships**

This project is within WSDOT right-of-way and will require coordination with the State to obtain funding for this safety project.



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❖ **Preliminary Estimate – South Church Street Path**

The preliminary estimate for the improvements to include curb and gutter, sidewalk and bioswale drainage system, as well as engineering and design is approximately \$133,000. This estimate assumes the existing right-of-way is sufficient.

ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	QTY.	SUBTOTAL
CLEARING & GRUBBING	L.S.	\$5,000	1	\$31,000
EXCAVATION AND EMBANKMENT	L.S.	\$5,000	1	\$5,000
CRUSHED SURFACING	TON	\$30	100	\$3,000
HOT MIX ASPHALT	TON	\$100	75	\$7,500
CONCRETE CURB AND GUTTER	L.F.	\$15	780	\$11,700
CONCRETE SIDEWALK	S.Y.	\$35	520	\$18,200
STORM DRAINAGE SYSTEM (BIOSWALE W/INFILTRATION)	L.S.	\$7,500	1	\$7,500
CONSTRUCTION SIGNS/TRAFFIC CONTROL/PERMANENT SIGNS/STRIPING	L.S.	\$5,000	1	\$5,000
SEEDING	L.S.	\$2,000	1	\$2,000
CONSTRUCTION SUBTOTAL				\$90,900
CONSTRUCTION TOTAL W/ 15% CONTINGENCIES				\$104,535
DESIGN ENGINEERING		\$16,000	1	\$16,000
CONSTRUCTION ENGINEERING		\$12,000	1	\$12,000
<b>TOTAL</b>				<b>\$132,535</b>



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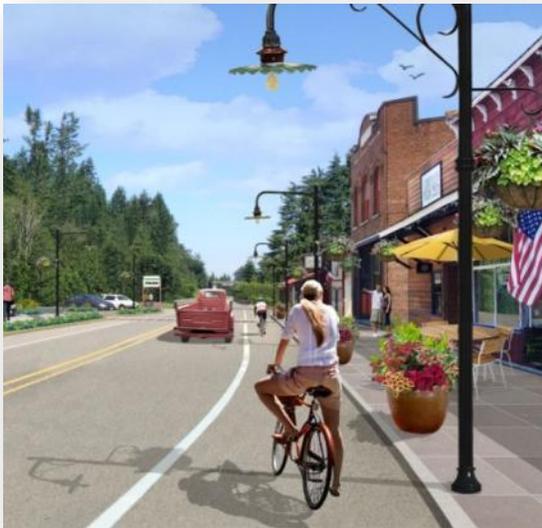
## 5.5 Town Center Walk

### ❖ Purpose

The highway frontage on the east side of Church Street between Vine Street and Railroad Street has a substandard sidewalk and curb and gutter in need of reconstruction. Due to a bend in the highway at this location, the cross section is poorly defined. This project will provide improved sidewalks, a bike lane and new curb and gutter.

### ❖ Partnerships

Commercial properties on the east side of Church Street are currently underdeveloped. Recent and on-going efforts to renovate some of these properties will increase pedestrian traffic through this area, as will the suspension of bus service for the elementary school. The Town will need to coordinate improvement efforts with the local businesses that front the highway.



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❖ **Preliminary Estimate – Town Center Walk**

The preliminary estimate for the improvements to include curb, gutter and sidewalk and illumination between Railroad Street and Vine Street along the east side of Church Street/SR 165, as well as engineering and design is approximately \$96,000. This estimate assumes the existing right-of-way is sufficient.

ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	QTY.	SUBTOTAL
REMOVALS	L.S.	\$3,000	1	\$3,000
EXCAVATION	L.S.	\$5,000	1	\$5,000
CRUSHED SURFACING	TON	\$30	150	\$4,500
HOT MIX ASPHALT	TON	\$150	20	\$3,000
CONCRETE CURB AND GUTTER	L.F.	\$15	300	\$4,500
CONCRETE SIDEWALK (ENUMCLAW STYLE)	S.Y.	\$45	300	\$13,500
STORM DRAINAGE SYSTEM	L.S.	\$5,000	1	\$5,000
CONSTRUCTION SIGNS/TRAFFIC CONTROL/PERMANENT SIGNS/STRIPING	L.S.	\$5,000	1	\$5,000
ILLUMINATION	L.S.	\$20,000	1	\$20,000
CONSTRUCTION SUBTOTAL				\$63,500
CONSTRUCTION TOTAL W/ 15% CONTINGENCIES				\$73,025
DESIGN ENGINEERING		\$12,500	1	\$12,500
CONSTRUCTION ENGINEERING		\$10,000	1	\$10,000
<b>TOTAL</b>				<b>\$95,525</b>



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## 5.6 Hope Square

### ❖ Purpose

Access and circulation between and behind the commercial buildings on the east side of Church Street between Vine Street and Davis Street can be improved to increase safety and parking efficiency. The historic building at the SE corner of Davis Street and Church Street is in need of major renovation or replacement. This key location would be an ideal location for a retail business or public marketplace.

### ❖ Partnerships

Private properties and public right-of-way in this area are poorly defined. Working with the property owners, the Town of Wilkeson could develop a coordinated and comprehensive improvement program that would add value and economic vitality to the businesses. A public-private partnership may be required to implement many of these improvements.



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❖ **Preliminary Estimate – Hope Square**

The preliminary estimate for the improvements to include reconstruction of Vine Street, new curb, gutter and sidewalk along Church Street (Davis Street to Wilkeson Saloon), resurfacing of the parking lot and conversion of the corner building to a public market, as well as engineering and design is approximately \$435,000. This estimate assumes the existing right-of-way is sufficient and that the corner building would be included in the project. No improvements to the post office building are included, although improvements to post office parking is included in the parking lot calculations.

ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	QTY.	SUBTOTAL
REMOVALS	L.S.	\$5,000	1	\$5,000
EXCAVATION	C.Y.	\$20	650	\$13,000
CRUSHED SURFACING	TON	\$20	950	\$19,000
HOT MIX ASPHALT (STREET RECONSTRUCTION)	TON	\$100	300	\$30,000
HOT MIX ASPHALT (PARKING 2" OVERLAY)	TON	\$100	200	\$20,000
CONCRETE CURB AND GUTTER	L.F.	\$15	1,425	\$21,375
CONCRETE SIDEWALK	S.Y.	\$35	100	\$3,500
STORM DRAINAGE SYSTEM	L.S.	\$20,000	1	\$20,000
CONSTRUCTION SIGNS/TRAFFIC CONTROL/PERMANENT SIGNS/STRIPING	L.S.	\$5,000	1	\$5,000
CONVERSION OF CORNER BLDG. TO PUBLIC MARKET	L.S.	\$150,000	1	\$150,000
CONSTRUCTION SUBTOTAL				\$286,875
CONSTRUCTION TOTAL W/ 15% CONTINGENCIES				\$329,906
DESIGN ENGINEERING/ARCHITECT		\$65,000	1	\$65,000
CONSTRUCTION ENGINEERING		\$40,000	1	\$40,000
<b>TOTAL</b>				<b>\$434,906</b>



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## 5.7 North Rain Garden

### ❖ Purpose

The improvements to the Foothills Trail will allow for increased use of the trail and will draw users into town. Additional parallel parking along SR 165 will accommodate the increased number of trail users, including those with over-size vehicles. The rain garden along the trail will collect stormwater off the road and filter it before it reaches local creeks, helping preserve Wilkeson's waterfront as a natural resource.

### ❖ Partnerships

This project is within WSDOT right-of-way and will require coordination with the State to obtain funding for this project. The Town of Wilkeson has been working with Pierce County on improvements adjacent to the Foothills Trail (such as a proposed Skate Park), and on-going coordination with the County will also be necessary.



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❖ **Preliminary Estimate – North Rain Garden**

The preliminary estimate for the improvements to include construction of curb and gutter, parallel parking, a rain garden, and relocation of the stone sign at the entry to town, as well as engineering and design is approximately \$281,000. This estimate assumes the existing right-of-way is sufficient.

ITEM DESCRIPTION	UNIT OF MEASURE	UNIT PRICE	QTY.	SUBTOTAL
CLEARING/GRUBBING/TREE REMOVAL	L.S.	\$5,000	1	\$5,000
REMOVALS	L.S.	\$2,500	1	\$2,500
EXCAVATION AND EMBANKMENT	L.S.	\$30,000	1	\$30,000
CRUSHED SURFACING	TON	\$20	800	\$16,000
HOT MIX ASPHALT	TON	\$100	250	\$25,000
CONCRETE CURB AND GUTTER	L.F.	\$15	1,500	\$22,500
CONCRETE SIDEWALK	S.Y.	\$35	0	\$0
RETAINING WALL	S.F.	\$40	450	\$18,000
SAWCUT	L.F.	\$2	1,500	\$3,000
STORM DRAINAGE SYSTEM	L.S.	\$27,000	1	\$27,000
CONSTRUCTION SIGNS/TRAFFIC CONTROL/PERMANENT SIGNS/STRIPING	L.S.	\$15,000	1	\$15,000
IRRIGATION/SEEDING/TOP SOIL/AMENITIES	L.S.	\$10,000	1	\$10,000
RAIN GARDEN/SOIL AMENDMENTS & PLANTINGS	L.S.	\$10,000	1	\$10,000
STONE SIGN RELOCATION	L.S.	\$4,000	1	\$4,000
CONSTRUCTION SUBTOTAL				\$188,000
CONSTRUCTION TOTAL W/ 15% CONTINGENCIES				\$216,200
UTILITY RELOCATIONS		\$0	0	\$0
RIGHT OF WAY		\$0	0	\$0
ENVIRONMENTAL PERMITTING		\$7,500	1	\$7,500
DESIGN ENGINEERING		\$32,500	1	\$32,500
CONSTRUCTION ENGINEERING		\$25,000	1	\$25,000
<b>TOTAL</b>				<b>\$281,200</b>



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*Prepared by SCJ Alliance, Inc. and Robert W. Droll Landscape Architect, PS*

*March 2013*

*[www.scjalliance.com](http://www.scjalliance.com)*

*360.352.1465*



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