Active Transportation & Complete Streets Projects

Name of Project West Linn I-205 Bike/ Pedestrian Trail

(project name will be adjusted to comply with ODOT naming convention if necessary)

Project application

The project application provides in depth process, location and project definition details and serves as the nomination form for project funding consideration. **Project applications should be kept to 12 pages total per project.** The application form is available electronically at: http://www.oregonmetro.gov/rffa. Please complete the following:

Project Definition

Project Description

- Facility or area: street(s), intersection(s), path or area. Phase One Bike/Pedestrian Trail along West Linn portion of Interstate 205
- Beginning facility or milepost. M.P.6.4
- Ending facility or milepost. M.P. 7.6
- Provide a brief description of the project elements. To construct 1.2 miles of 12' wide bike/pedestrian trail on ODOT ROW in West Linn.
- City (ies). West Linn
- County(ies). Clackamas

Base project information

- Corresponding RTP project number(s) for the nominated project.
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).
- Purpose and need statement: To provide safe bike/pedestrian connections to Willamette Neighborhood and Commercial area to the Barrington Heights, Sunset and Bolton Neighborhoods, that are otherwise none existent due to topography and adequate lane width on other routes.
- Attach a completed Active Transportation Design checklist (Appendix C).
- Description of post implementation measurement of project effectiveness (Metro staff is available to help design measurement methodologies for post-construction project criteria performance). Annual Trail Counts.

Project Cost and Funding Request Summary

- Attach a completed Cost Methodology workbook (Appendix E) or alternative cost methodology. Describe how the project cost estimate was determined, including details on project readiness and ability for project funding to be obligated within the 2019-21 timeframe. Reference availability of local match funds, status of project development relative to the requirements of federal-aid

projects, and indicators of political and community support: The PE phase of this project was an ARRA project coordinated through ODOT. As such it already has complied with the federal aid requirements. Funding will also come from the West Linn Park SDC fund (Regional Trails Project).

- Total project cost: $3,431,3741
- RFFA funding request by project phase: Construction $2,778,873
- Local match or other funds: $652,501

Map of project area

- Provide a map of the project consistent with GIS shapefile standards found in Appendix B

Project sponsor agency

- Contact information (phone # & email) for: kworcester@westlinnoregon.gov 503-557-4700
- Application lead staff: Ken Worcester, Parks and Recreation Director
- Project Manager: Ken Worcester
- Project Engineer: OTAK
- Describe the agencies record in delivering federal aid transportation projects on time and budget or whether the lead agency has failed to deliver a federal aid transportation project and if so, why. The several Transportation Projects West Linn has received federal aid for have been completed on time.
- Describe how the agency currently has the technical, administrative and budget capacity to deliver the project, with an emphasis on accounting for the process and requirements of federal aid transportation projects. The City's Finance Department is very familiar with the federal aid projects and has the capacity to respond as needed or required.

Highest priority criteria

1. What communities will the proposed project serve? What are the estimated totals of low-income, low-English proficiency, non-white, elderly and young, and persons with disabilities populations that will benefit from this project, and how will they benefit? When all phases are completed, this trail will be a continuation of the regional I-205 trail connecting Vancouver WA, South to all communities along the I-205 corridor.

2. What safety problem does the proposed project address in an area(s) with higher-than-average levels of fatal and severe crashes? How does the proposed project make people feel safer in an area with high walking and bicycling demand by removing vehicle conflicts? This trail is off of the road grade and the road and trail are separated by a significant embankment.

3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations? I-205 has divided West Linn since it was built. This trail re-establishes connections from neighborhood to neighborhood and connections from neighborhoods to a commercial area.

4. How will the proposed project support the existing and planned housing/employment densities in the project area? By providing a direct bike/pedestrian link from neighborhoods to commercial and office business commercial zones.

Higher priority criteria

5. How does the proposed project complete a gap or improve a deficiency in the Regional Active Transportation network? (See Appendix 1 of the Regional ATP: Network Completion, Gaps and Deficiencies). This trail eventually becomes a continuation of the I-205 bike/ped trail to the West Side of the Willamette River and Portland Metro area.

6. What design elements of the proposed project will lead to increased use of Active Transportation modes by providing a good user experience/increasing user comfort? What barriers will be eliminated or mitigated? Here currently is no connection at a grade that can actually be utilized. The proposed alignment is well off the road grade, and also takes advantage of fantastic views of Mt. Hood, Canemah Bluffs and the Willamette River Narrows.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)? When the future phase of this pathway is completed, it will provide bike/ped connections to five different neighborhoods to the Oregon City Transit Center.

Priority criteria

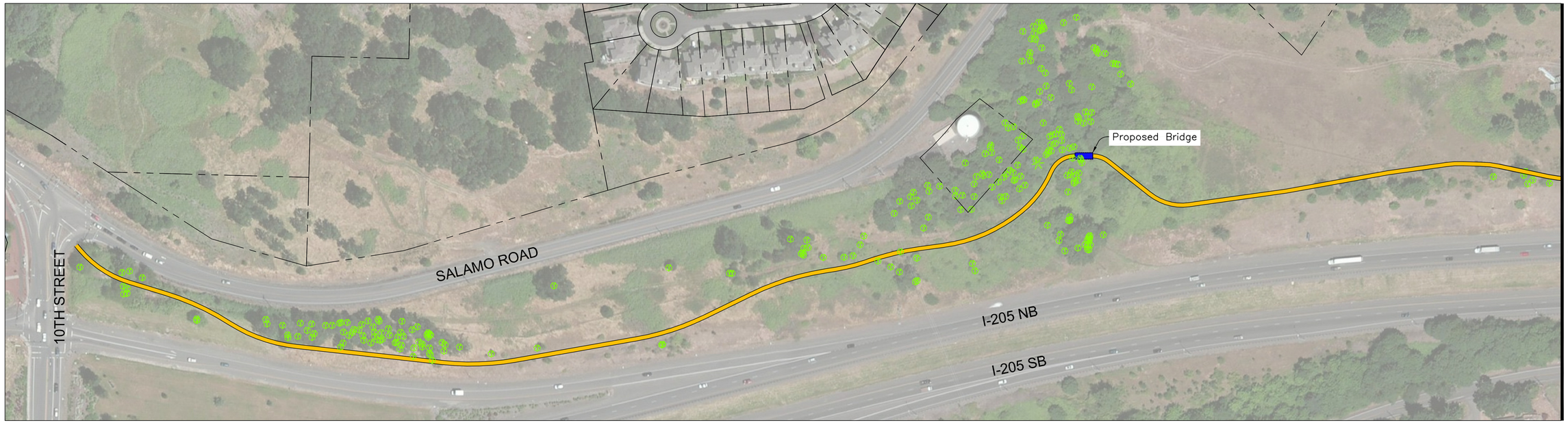
8. How the public will be engaged relative to the proposed project? Include description of engagement during project development and construction, as well as demand management efforts to increase public awareness and utilization of the project post-construction. (Metro Regional Travel Options staff is available to help design an effective and appropriate level of education and marketing for your project nomination). What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project? The final design will go through the City's Design Review process, which is a land use process with required public hearings. We will also work with the adjacent neighborhoods as we finalize the construction documents. City Park SDC funds will be leveraged as part of this project..

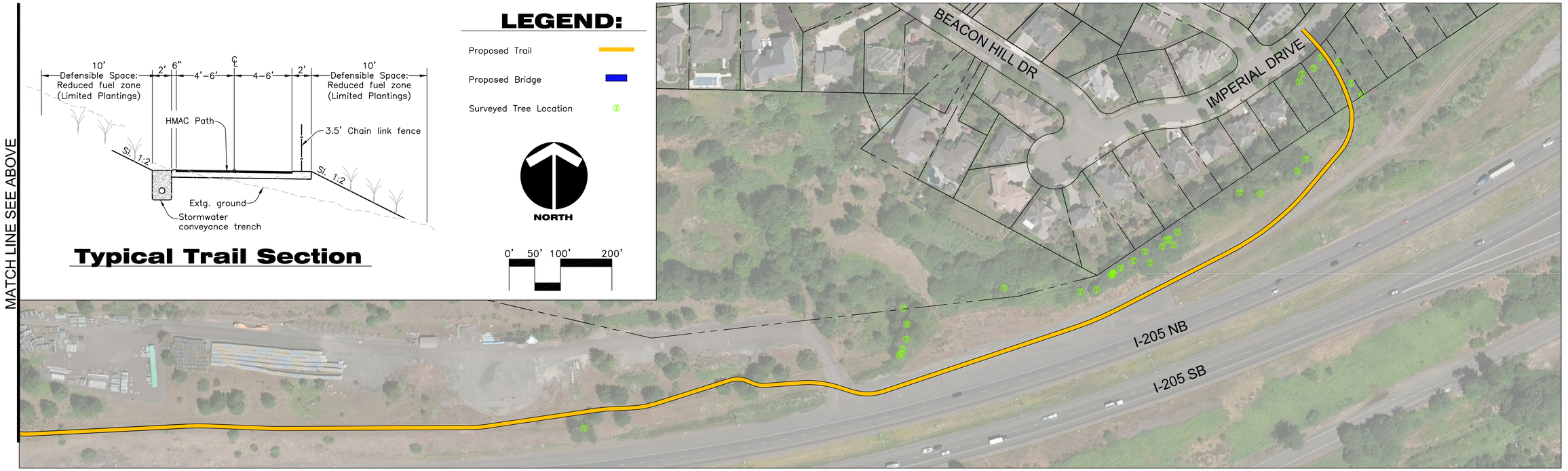
9. How will the proposed project provide people with improved options to driving in a congested corridor? There currently no bike path on I-205 West of the Willamette River.

Process

10. Describe the planning process that led to the identification of this project and the process used to identify the project to be put forward for funding consideration. (Answer should demonstrate that the process met minimum public involvement requirements for project applications per Appendix A) This route is identified in the City's 2013 Trails Plan. Prior to adoption, the Trails Plan itself went through a significant public comment/involvement process, and we spent several years vetting this specific trail and alignment through a public process which resulted in the final alignment.

- Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Workgroup, and Utilities if critical to use of right-of-way) and how it impacted the project location and design. The original lay-out was vetted through ODOT Region 1 and was a federally funded ARRA project.





LEGEND:

- Proposed Trail
- Proposed Bridge
- Surveyed Tree Location

NORTH

0' 50' 100' 200'

Typical Trail Section

West Linn Trail

TRAIL ALIGNMENT

MARCH 2013

otak

HanmiGlobal Partner

Instructions for Using This Workbook **Password for locking/unlocking this sheet is 'metro'. All other sheets have no password.**

Purpose:

This workbook provides a methodology for planning-level cost estimating for transportation infrastructure projects. Alternative methodology of similar or better detail is acceptable.

Where agencies propose cost methodology significantly different from this methodology, documentation should be provided. This includes unit costs which vary significantly from that specified here. Consistency of such costs between projects is desirable in that it allows for equitable comparison of projects.

Instructions:

This workbook or a comparable cost estimate must be completed for each project submitted.

Complete the project information below and in Sheets 1 through 5. Worksheets are accessed by tabs at the bottom of the window. Sheet 6 summarizes total estimated cost of the project.

Input cells are shaded light blue, and should be filled in by the user (where applicable). Other cells are locked and should not be changed.

<sample> ← Appearance of input cells used throughout this workbook.

Locked cells can be unlocked by selecting Review > Unprotect Sheet. This is not recommended in most cases. Password is 'metro'.

Questions about completing the workbook should be directed to Anthony Buczek, Transportation Engineer with Metro. Feedback and comments about this workbook are encouraged, and will help to improve it for future updates.

phone: 503-797-1674 e-mail: anthony.buczek@oregonmetro.gov

These cells are shaded light blue, which means they should be filled in.

Project Information: Fill in all of the information below for your project.

Funding year:	PE	Complete
	ROW	
	Const	2019
Project name:		West Linn I-205 Bike/Pedestrian Trail
Corridor and endpoints:		I-205 Corridor • Beginning facility or milepost. M.P.6.4 • Ending facility or milepost. M.P. 7.6
Project description:		Phase One Bike/Pedestrian along West Linn Portion of Interstate 205
Local plan project #:		PRK19-01
RTP project #:		
Submitting agency:		City of West Linn
Agency contact:		Ken Worcester, Parks and Recreation Director
Contact phone:		503-557-4700
Contact e-mail:		kworcester@westlinnoregon.gov

Proceed to Sheet 1 when the above is completed.

Unit costs year: 2013

Escalation rate	Used in Calculations	Default	Override	
2007 - 2008	100.38%	100.38%		Do not override these unless better escalation factors are identified.
2008 - 2009	84.72%	84.72%		2007 - 2015 based on FHWA NHCCI
2009 - 2010	96.78%	96.78%		2016 - 2021 based on ODOT inflation assumptions
2010 - 2011	101.04%	101.04%		
2011 - 2012	105.05%	105.05%		
2012 - 2013	97.86%	97.86%		
2013 - 2014	100.79%	100.79%		
2014 - 2015	100.71%	100.71%		
2015 - 2016	104.00%	104.00%		
2016 - 2017	104.00%	104.00%		
2017 - 2018	104.00%	104.00%		
2018 - 2019	104.00%	104.00%		
2019 - 2020	104.00%	104.00%		
2020 - 2021	104.00%	104.00%		

Escalation Lookup Table

v From \ To >	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
2007	100.00%	100.38%	85.04%	82.30%	83.16%	87.36%	85.49%	86.16%	86.78%	90.25%	93.86%	97.61%	#####	#####	#####
2008	---	100.00%	84.72%	81.99%	82.84%	87.03%	85.17%	85.84%	86.45%	89.91%	93.50%	97.24%	#####	#####	#####
2009	---	---	100.00%	96.78%	97.79%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2010	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2011	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
2012	---	---	---	---	---	#####	97.86%	98.63%	99.33%	#####	#####	#####	#####	#####	#####
2013	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####	#####
2014	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####	#####
2015	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####	#####
2016	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####	#####
2017	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####	#####
2018	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####	#####
2019	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####	#####
2020	---	---	---	---	---	---	---	---	---	---	---	---	---	#####	#####
2021	---	---	---	---	---	---	---	---	---	---	---	---	---	---	#####

Workbook revision date: June 27, 2016 (metro)

1. Construction

West Linn I-205 Bike/Pedestrian Trail

Sections A through E must be completed. Complete Sections F and/or G if applicable.

I-205 Corridor • Beginning facility or milepost. M.P.6.4 • Ending facility or milepost. M.P. 7.6

Projects will not include all elements below, but most will include elements from multiple sections.

City of West Linn

Enter quantities only for elements actually included in your project.

1.A - Road Construction, Reconstruction, or Resurfacing

Item	Unit	Quantity	Unit cost	Total	Description
Road - new/reconstruct (incl. curb, sidewalk, drainage)	SF	0.0	$15	$0	Specify SF of pavement, not including sidewalks and curbs (these are assumed in unit cost).
Road - resurface	SF	0.0	$4	$0	
▫ Specify length and typical width of project					For documentation of assumptions used.
Section 1.A Subtotal				**$0**	

1.B - Addition of Roadway Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Minor widening, no curbs	SF	0.0	$15	$0	Used for bike lanes, other minor widening. Does not include curbs, sidewalks, or drainage.
Remove pavement	SF	0.0	$0.75	$0	
Curb only	LF	0.0	$16	$0	For new curb installation. Does not include drainage.
Remove curb	LF	0.0	$6	$0	
Median in existing lane no drainage	LF	0.0	$86.50	$0	Includes pavement removal, curbs, landscaping for a 12' median in 14' lane. No drainage included.
Landscaping only - medians and bulbouts	SF	0.0	$4	$0	Install 18" topsoil plus plants
Drainage system - both sides	LF	0.0	$115	$0	For new installatations. Length is overall project length where drainage is added.
Bridge - new or replace	SF	0.0	$250	$0	
▫ Specify length and width of bridge					For documentation of assumptions used.
Street trees with tree grates	LF	0.0	$40	$0	Per side.
Irrigation system		Provide estimate	→		For irrigation of medians and bulbouts. Specific estimate required if used (describe in Section 1.G).
Signing/marking	LF	0.0	$2	$0	Use when new pavement markings are to be installed (per line).
Clearing	SF	0.0	$0.06	$0	Used for new alignments.
Grading	CY	0.0	$17.50	$0	Provide an estimate of grading and describe assumptions in Section 1.G.
Retaining walls (by wall area)	SF	0.0	$55	$0	Use SF of walls if known. If not, estimate length of walls and describe assumptions in Section 1.G.
Retaining walls (by length)	LF	0.0	$250	$0	
Section 1.B Subtotal				**$0**	

1.C - Addition of Pedestrian Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Sidewalk, no curb	SF	0.0	$10	$0	Includes curb ramps.
Remove sidewalk	SF	0.0	$1.25	$0	
Shared-use path	SF	0.0	$5	$0	Includes curb ramps.
Street furniture - bench	EA	0	$2,275	$0	
Street furniture - bike rack	EA	0	$330	$0	
Street furniture - trash can	EA	0	$1,350	$0	
Section 1.C Subtotal				**$0**	

1.D - Utilities

Item			Total	Description
Utility burial		Provide estimate →		If utility burial is included, provide a detailed cost from the appropriate utility.
Utility relocation		Provide estimate →		Describe what utilities will or may be relocated. Provide cost estimate and describe assumptions.
	Description:			
Railroad impacts		Summarize impacts		Describe potential impacts to railroads in project area.
	Summary:			
Section 1.D Subtotal			**$0**	

1.E - Traffic Signals and Lighting

Item	Unit	Quantity	Unit cost	Total	Description
Traffic signals (4-lanes or more)	EA	0	$150,000	$0	Use where at least one roadway is 4 lanes or more.
Traffic signals (less than 4-lanes)	EA	0	$105,000	$0	Use where both roadways are 3 lanes or less.
Street lighting - per side	LF	0.0	$80	$0	Install street lighting at 100' spacing per side.
Section 1.E Subtotal				**$0**	

1.F - Associated Costs

Item			Basis	Total	Description
Mobilization, staging, traffic control			15%	$0	
Erosion control - enter value to override fixed 1.5%	$		1.5%	$0	Use 1.5% of construction costs, or provide a cost estimate and describe assumptions.
	No Description Required:				
Section 1.F Subtotal				**$0**	

1.G - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

See Attached Preliminary Cost Estimate

Other Expected Costs	Provide estimate →	$1,541,074	
Section 1.G Subtotal		**$1,541,074**	

SUMMARY

Total of sections A through G	**$1,541,074**	Section 1 Total

2. Environmental Impact and Mitigation

Sections A and B must be completed. Complete Section C if applicable. Contact Metro if information for 2.B is needed.

West Linn I-205 Bike/Pedestrian Trail

I-205 Corridor • Beginning facility or milepost. M.P.6.4 • Ending facility or milepost. M.P. 7.6

City of West Linn

2.A - Status and Information

Please place an 'X' in the appropriate box.

EA not completed; an EIS IS expected.	
EA not completed; an EIS is NOT expected.	XX
EA not completed; unknown whether EIS is expected.	
EA has been completed; an EIS IS required.	
EA has been completed; an EIS is NOT required.	
Both an EA and an EIS have been completed.	

Describe expected environmental impacts, assumptions, and unknowns.

Description: ESA Finding of No Effect

2.B - Environmental Impacts and Mitigation

Item	Unit	Quantity	Unit cost	Total	Description
Estimate acreage of impact/mitigation	ACRE	0.10	$150,000	$15,000	
Section 2.B Subtotal				**$15,000**	

2.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

Other Expected Costs	Provide estimate →	$0	
Section 2.C Subtotal		**$0**	

SUMMARY

Total estimate for environmental mitigation	**$15,000**	Section 2 Total

3. Right-of-Way Cost Estimation

West Linn I-205 Bike/Pedestrian Trail

Use either Method 'A' or Method 'B'. Method 'A' is preferred. Complete Section C if applicable.

I-205 Corridor • Beginning facility or milepost. M.P.6.4 • Ending facility or milepost. M.P. 7.6

City of West Linn

Where the exact SF of ROW is unknown, an estimate must be made. At the most simplistic level, this estimate can be made by calculating the difference between the proposed cross-section width and the existing ROW width, multiplied by the project length. Where ROW width cannot be determined, it should be assumed to be the width of the existing roadway including sidewalks.

3.A - Method 'A' (moderate confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate area (SF) of ROW taking	SF				
Describe assumptions used in calculating area:					
Estimate unit cost (per SF) of taking	$				
Describe assumptions used in calculating unit cost(s):					
Estimated total cost of taking				$0	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	0	$10,000	$0	Reflects administrative costs of property acquisition.
Section 3.A Subtotal				**$0**	

3.B - Method 'B' (low confidence)

Item	Unit	Quantity	Unit cost	Total	Description
Estimate square-feet of high-value ROW taking	SF		$30	$0	Use in urban areas and moderate to high-priced neighborhoods.
Estimate square-feet of developed ROW taking	SF		$20	$0	Use in other established neighborhoods.
Estimate square-feet of undeveloped ROW taking	SF		$15	$0	Use in undeveloped areas.
Describe assumptions used in calculating area:					
Estimated total cost of taking				$0	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	0	$10,000	$0	Reflects administrative costs of property acquisition.
Section 3.B Subtotal				**$0**	

3.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

SUMMARY

Method 'A' Right-of-Way estimate (moderate confidence)	**$0**	Section 3 Total (moderate confidence)
Method 'B' Right-of-Way estimate (low confidence)	**$0**	Section 3 Total (low confidence)

4. Design and Administration Costs

West Linn I-205 Bike/Pedestrian Trail

Complete input cells in Sections A and B if applicable. Default markup values can be overridden.

I-205 Corridor • Beginning facility or milepost. M.P.6.4 • Ending facility or milepost. M.P. 7.6

City of West Linn

4.A - Design

Construction Costs (from Section 1):	$1,541,074
Environmental Impact Costs (from Section 2):	$15,000

Item	Base Cost	Markup	Total	Description
Surveying, design, coordination	$1,556,074	0%	$0	(Default 30%) Typically included in the professional engineering contract
Construction Engineering	$1,556,074	10%	$308,214	(Default 20%) Engineering services during constuction
Other Expected Costs	Provide estimate →			

Description of other expected costs:

Section 4.A Subtotal **$308,214**

4.B - Administration

Project Administration will be applied throughout project.

Item	Base Cost	Markup	Total	Description
Administration	$1,556,074	35%	$544,626	(Default 35%) Project overhead

Section 4.B Subtotal **$544,626**

4.C - Additional Information

Use the space below to provide additional information, including items not listed above, or to expand on assumptions used.

SUMMARY

Total of all above items **$852,840** Section 4 Total

5. Contingency and Risk

West Linn I-205 Bike/Pedestrian Trail

Complete input cells in Section A if applicable. Default markups can be overriden. Section B must be completed.

I-205 Corridor • Beginning facility or milepost. M.P.6.4 • Ending facility or milepost. M.P. 7.6

City of West Linn

5.A - Contingency

Item	Section Total	Markup	Contingency $	Description
Section 1 - Construction	$1,541,074	20%	$308,215	(Default 20%)
Section 2 - Environmental	$15,000	20%	$3,000	(Default 20%)
Section 3.A - Right-of-Way (moderate confidence)	$0	40%	$0	(Default 40%)
Section 3.B - Right-of-Way (low confidence)	$0	50%	$0	(Default 50%)
Section 4.A - Design	$308,214	20%	$61,643	(Default 20%)
Section 4.B - Administration	$544,626	No contingency on Administration		
Other Expected Costs	Provide estimate →			

Description of other expected costs:

Section 5.A Subtotal **$372,858**

5.B - Risk

Describe project components, impacts, or unknowns that are uncertain in scope at this point. Items might include:

- environmental issues
- nearby historic or cultural resources
- railroad or utility work
- bridge work
- agency approvals
- existing deficient infrastructure
- complex or untested components
- other unique elements

Description of these items is not intended to affect project selection, but rather to identify and document key issues that need refinement.

only agency approvals (Land Use Design Review) are required remaining impacts

6. Project Summary Sheet

West Linn I-205 Bike/Pedestrian Trail

I-205 Corridor • Beginning facility or milepost. M.P.6.4 • Ending facility or milepost. M.P. 7.6

Phase One Bike/Pedestrian along West Linn Portion of Interstate 205

City of West Linn

6.A - Cost Summary in 2013$

	Item Total	Phase Total
Preliminary Engineering (PE)		$0
Surveying, design, coordination	$0	
Contingency at 20%	$0	
Administration at 35%	$0	
Right-of-Way (ROW)		$0
Right-of-Way (moderate confidence)	$0	
Contingency at 40%	$0	
Right-of-Way (low confidence)	$0	
Contingency at 50%	$0	
Construction (Const)		$2,889,646
Construction (Section 1)	$1,541,074	
Contingency at 20%	$308,215	
Environmental (Section 2)	$15,000	
Contingency at 20%	$3,000	
Construction Engineering	$308,214	
Contingency at 20%	$61,643	
Administration at 35%	$652,501	
		Total
		$2,889,646

6.B - Funding Summary by Year of Expenditure

Phase		2013 Dollars	YOE Year	Escalation	YOE Cost
Preliminary Engineering	PE	$ -	Complete	#N/A	#N/A
Right-of-Way	ROW	$ -	0	#N/A	#N/A
Construction	Const	$ 2,889,646	2019	18.75%	$ 3,431,374
	Total	$ 2,889,646			**#N/A**

PRELIMINARY - COST ESTIMATE - 2008 Items

OREGON STATE HIGHWAY DIVISION - ROADWAY ENGINEERING

SECTION				COUNTY	
W LINN TRAIL				CLACKAMAS	
KEY NUMBER	KIND OF WORK	LENGTH	DATE	ROADWAY DESIGNER	
16834		1.15	41617.0	GRANT EVENHUS	

ITEM NUMBER	ITEM DESCRIPTION	UNIT	AMOUNT	UNIT COST	TOTAL
MOBILIZATION AND TRAFFIC CONTROL					
0210-0100000A	MOBILIZATION	LS	1.0	$128,000.00	$128,000
0280-0100000A	EROSION CONTROL	LS	1.0	$6,000.00	$6,000
0280-0109100F	COMPOST FILTER SOCK	FOOT	10000.0	$5.00	$50,000
0280-0110000E	CONSTRUCTION ENTRANCE	EACH	2.0	$2,000.00	$4,000
0280-0111000E	TIRE WASH FACILITY	EACH	2.0	$2,000.00	$4,000
0280-0113000F	SEDIMENT FENCE, UNSUPPORTED	FOOT	6200.0	$2.00	$12,400
0280-0114000E	INLET PROTECTION	EACH	2.0	$100.00	$200
ROADWORK					
0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1.0	$1,000.00	$1,000
0320-0100000R	CLEARING AND GRUBBING	ACRE	5.0	$5,000.00	$25,000
0330-0105000K	GENERAL EXCAVATION	CUYD	4800.0	$10.00	$48,000
0330-0123000K	EMBANKMENT IN PLACE	CUYD	4000.0	$8.00	$32,000
0350-0100000J	DRAINAGE GEOTEXTILE, TYPE 1	SQYD	2425.0	$1.50	$3,638
0390-0108000K	LOOSE RIPRAP, CLASS 100	CUYD	30.0	$60.00	$1,800
DRAINAGE AND SEWERS					
0430-0100060F	6 INCH DRAIN PIPE	FOOT	3100.0	$30.00	$93,000
0445-052008AF	8 INCH PVC PIPE, 5 FT DEPTH	FOOT	575.0	$40.00	$23,000
0445-060015AF	15 INCH DUCTILE IRON PIPE, 5 FT DEPTH	FOOT	33.0	$100.00	$3,300
0445-0650080E	PIPE TEES, 15 INCH	EACH	1.0	$500.00	$500
0470-0311000E	CONCRETE INLETS, TYPE D	EACH	1.0	$1,500.00	$1,500
BRIDGES					
0596-010XXXX	BRIDGE	LS	1.0	$55,000.00	$55,000
0596-0108000A	RETAINING WALL, MSE	SQFT	18200.0	$30.00	$546,000
BASES					
0641-0102000K	AGGREGATE BASE	CUYD	1725.0	$25.00	$43,125
WEARING SURFACES					
0745-0202000M	LEVEL 2, 1/2 INCH DENSE HMAC	TON	1225.0	$90.00	$110,250
PERMANENT TRAFFIC SAFTEY AND GUIDANCE DEVICES					
0820-0127000F	CONCRETE BARRIER, TALL	FOOT	680.0	$100.00	$68,000
RIGHT-OF-WAY DEVELOPMENT AND CONTROL					
1030-0109000R	PERMANENT SEEDING, MIX NO. 1	ACRE	2.9	$2,500.00	$7,150
1040-0101000K	TOPSOIL	CUYD	1452.0	$45.00	$65,340
1040-0107000K	SOIL CONDITIONER	CUYD	533.0	$45.00	$23,985
1040-0126000E	DECIDUOUS TREES, 1 INCH CALIPER	EACH	18.0	$350.00	$6,300
1040-0127000E	DECIDUOUS TREES, 1-1/4 INCH CALIPER	EACH	10.0	$400.00	$4,000
1040-0128000E	DECIDUOUS TREES, 1-1/2 INCH CALIPER	EACH	5.0	$500.00	$2,500
1040-0154000E	SHRUBS, NO. 2 CONTAINER	EACH	963.0	$12.00	$11,556
1040-0190000K	BARK MULCH	CUYD	146.0	$55.00	$8,030
1050-0116000E	20 FOOT DOUBLE GATES	EACH	1.0	$2,500.00	$2,500
1050-0127000F	CL-4 CHAIN-LINK FENCE	FOOT	680.0	$20.00	$13,600
1050-0129000F	CL-4R CHAIN-LINK FENCE	FOOT	5270.0	$20.00	$105,400
1050-0137000F	CL-6R CHAIN-LINK FENCE	FOOT	1550.0	$20.00	$31,000
SUBTOTAL, Construction Items					**$1,541,074**
	ENGINEERING, for all work listed			10%	$154,200
	CONTINGENCIES, for all work listed			10%	$154,200
	ANTICIPATED ITEMS				$0
TOTAL CONSTRUCTION COST, Less Right-of-Way					**$1,849,474**
Current Programmed Funding Amount				*#DIV/0!*	**$0**
Note: Item number, Item Description and Unit, are copied directly from Specification's item list (2008 Items).					

APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE

Public engagement and non-discrimination certification

Regional flexible funds 2019-21

Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically underrepresented populations. Applications for project implementation are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents.

The completed checklist will aid Metro in its review and evaluation of projects.

Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section B), for projects submitted to Metro for consideration for 2019-21 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records do not have to be submitted unless requested by Metro.

Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at daniel.kaempff@oregonmetro.gov or 503-813-7559.

1. Checklist

Transportation or service plan development

☑ At the beginning of the agency's transportation or service plan, a public engagement plan was developed to encourage broad-based, early and continuing for public involvement.
***Retained records**: public engagement plan and/or procedures*

☐ At the beginning of the agency's transportation or service plan, a jurisdiction-wide demographic analysis was completed to understand the location of communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.
***Retained records**: summary of or maps illustrating jurisdiction-wide demographic analysis*

☐ Public notices included a statement of non-discrimination (Metro can provide a sample).
☒ ***Retained records**: public engagement reports including/or dated copies of notices*

☒ Throughout the process, timely and accessible forums for public input were provided.
***Retained records**: public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results*

☒ Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.
***Retained records**: public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

☐ Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.
***Retained records**: public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings*

☒ Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.
***Retained records**: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments*

☒ Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.
***Retained records**: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list*

Project development

This part of the checklist is provided in past tense for applications for project implementation funding. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

☒ At the beginning of project development, a public engagement plan was (is budgeted to be) developed to encourage broad-based, early and continuing opportunity for public involvement.
***Retained records**: public engagement plan and/or procedures*

☒ At the beginning of project development, a demographic analysis was (is budgeted to be) completed for the area potentially affected by the project to understand the location of

communities of color, limited English proficient and low-income populations, disabled, seniors and youth in order to include them in engagement opportunities.
***Retained records**: summary of or maps illustrating demographic analysis*

- ☒ Throughout project development, project initiation and requests for input were (will be) sent at least 15 days in advance of the project start, engagement activity or input opportunity.
  ***Retained records**: public engagement reports including/or dated copies of notices*

- ☒ Throughout project development, public notices included (will include) a statement of non-discrimination.
  ***Retained records**: public engagement reports including/or dated copies of notices*

- ☒ Throughout project development, timely and accessible forums for public input were (will be) provided.
  ***Retained records**: public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results*

- ☒ Throughout project development, appropriate interested and affected groups were (will be) identified and contact information was (will be) maintained in order to share project information, updates were (will be) provided for key decision points, and opportunities to engage and comment were (will be) provided.
  ***Retained records**: public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list*

- ☒ Throughout and with an analysis at the end of project development, consideration was (will be) given to the benefits and burdens of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.
  ***Retained records**: staff reports including/or description of identified populations and information about benefits and burdens of the project for them in relation to other residents;*

- ☒ There was a finding of inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income
  Submitted records: for a finding of inequitable distribution of benefits and burdens, attach analysis, finding and documentation justifying the project and showing there is no less discriminatory alternative.

- ☒ Public comments were (will be) considered throughout project development, and comments received on the staff recommendation were (will be) compiled, summarized and responded to, as appropriate.

***Retained records**: public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments*

☒ Adequate notification was (will be) provided regarding final adoption of the plan, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included (will include) information and instructions for how to testify, if applicable.
***Retained records**: public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list*

2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of the public engagement process, including outreach to communities of color, limited English and low-income populations, for this project or transportation or service plan.

3. Certification statement

THE CITY OF WEST LINN (agency) certifies adherence to engagement and non-discrimination procedures developed to enhance public participation and comply with federal civil rights guidance.

As attested by:

(signature)

KEN WORCESTER, PARKS & RECREATION DIRECTOR
(name and title)

08/25/2016
(date)

APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the *Off-Street and Trail Facilities* checklist (item D) at the end of this list. All other projects should use items A – C.

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

A. *Pedestrian Project design elements – check all that apply*

Design elements emphasize separating pedestrians from auto traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and make it easier and more comfortable for people walking to access destinations.

For every element checked describe existing conditions and proposed features:

- ❑ Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- ❑ Add sidewalk width and/or buffer for a total width of 17 feet (recommended), 10 feet minimum; buffer may be provided by parking on streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000)
- ❑ Add sidewalk width and/or buffer for a total width of 10 feet (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 30 mph or less); Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip
- ❑ Sidewalk clear zone of 6 feet or more
- ❑ Remove obstructions from the primary pedestrian-way or add missing curb ramps
- ❑ Add pedestrian crossing at appropriate location
- ❑ Re-open closed crosswalks
- ❑ Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- ❑ Reduced pedestrian crossing distance
- ❑ Narrowed travel lanes
- ❑ Reduced corner radii (e.g. truck apron)
- ❑ Curb extensions
- ❑ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ❑ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ❑ Add countdown heads at signals
- ❑ Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- ❑ Access management: minimize number and spacing of driveways
- ❑ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ❑ Wayfinding
- ❑ Benches

- ☐ Transit stop amenities or bus stop pads
- ☐ Add crosswalk at transit stop
- ☐ Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street

B. Bicycle Projects design elements

Design elements emphasize separating bicycle and auto traffic, increasing visibility of bicyclists, making it easier and more comfortable for people traveling by bicycle to access routes and destinations.

For every element checked describe existing conditions and proposed features:

- ☒ On streets with higher traffic volumes and speeds (over 35 mph, ADT over 6,000): Buffered bicycle lane, 6 foot bike lane, 3 foot buffer; Protected bikeway with physical separation (e.g. planters, parking); Raised bikeway
- ☒ Separated multi-use trail parallel to roadway
- ☐ Bike priority treatments at intersections and crossings (i.e. advance stop lines, bike boxes, signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- ☐ Medians and crossing treatments
- ☐ Wayfinding, street markings
- ☐ Lighting at intersections
- ☐ Bicycle boulevard treatment where ADT is less than 3,000 per day: Buffered bicycle lane, 6 foot bike lane, 3 foot buffer

C. Other Complete Street Features

For every element checked describe existing conditions and proposed features:

- ☐ Turning radius improvements (freight route only)
- ☐ Gateway feature
- ☐ Street trees
- ☐ ITS elements (i.e. signal timing and speed detection)

D. Off-Street and Trail Facilities

For every element checked describe existing conditions and proposed features:

- ☒ Minimum 12' trail width (plus 2' graded area each side)
- ☒ Always maintains minimum 5' separation when adjacent to street **or** never adjacent to street
- ☐ All on-street segments include improvements beyond bike lanes (item C, above) **or** no on-street segments
- ☐ All street crossings include an appropriate high-visibility crosswalk treatment
- ☐ All 4-lane street crossings include appropriate refuge island **or** no 4-lane street crossings
- ☒ Frequent access points (generally every ¼-mile)
- ☒ All crosswalks and underpasses include lighting
- ☐ Trail lighting throughout
- ☒ Trailhead improvements
- ☒ Rest areas with benches and wheelchair spaces
- ☐ Wayfinding or interpretive signage
- ☒ Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- ☐ Trail priority at all local street/driveway crossings