



## Active Transportation & Complete Streets Projects

### **Name of Project** I-5 Pedestrian & Bikeway Bridge (Town Center Loop to Barber Street)

*(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. Interstate 5 at SW Barber Street and SW Boones Ferry Road Intersection and at SW Town Center Loop West
- Beginning facility or milepost. 284.4 (Interstate 5)
- Ending facility or milepost. 284.2 (Interstate 5)
- Provide a brief description of the project elements. The project consists of a new 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5, connecting SW Barber Street with SW Town Center Loop West. The bridge approaches will include retaining walls and be constructed to meet ADA standards with a grade of less than 5% and will tie into existing pedestrian and bike facilities on SW Barber Street, SW Boones Ferry Road, and SW Town Center Loop West. The project will include a public art component, relocation of conflicting utilities and the collection and treatment of stormwater runoff.
- City (ies). Wilsonville
- County(ies). Clackamas

#### **Base project information**

- Corresponding RTP project number(s) for the nominated project. 11554
- Attach a completed Public Engagement and Non-discrimination checklist (Appendix A).
- Purpose and need statement (The purpose and need statement should address the criteria as they apply to the project, for example: increase non-auto trip access to essential services in the X town center, particularly for the high concentration of Y and Z populations in the project area). The project purpose is to increase safety and volume of non-auto trip access to essential services in the Wilsonville 2040 Town Center, SMART Central Station and WES commuter rail, employment areas, and educational resources, particularly for the elderly, disabled, and disadvantaged populations within and around the project area.
- 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).
  - Decrease in combined total local vehicle trips crossing Interstate 5 between west and east Wilsonville at Boeckman Road and Wilsonville Road, accounting for population growth.
  - Increase in pedestrian and bike trips on Barber Street between Boones Ferry Road and Boberg Road.
  - Increase in combined total pedestrian and bike trips crossing Interstate 5 at Boeckman Road, new ped/bike bridge, and Wilsonville Road.
  - Increase in total pedestrian and bike trips to and from SMART Central Station and WES commuter rail.

**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 RFFA funding request is for Preliminary Engineering, Environmental, and ROW acquisition to make the I-5 Pedestrian and Bikeway Bridge project shovel ready for construction. In 2013, the City in consultation with OBEC Consulting Engineers performed conceptual design and cost estimating of three bridge types. In 2015, the bridge cost estimates were updated and a preliminary engineering, environmental, and ROW acquisition scope of work and schedule developed (See attached supporting information). As a result, the project is ready to enter into the preliminary engineering phase of work immediately.

Data from the conceptual design was input into the RFFA Cost Estimate Workbook (See attached Appendix E) to determine the project cost. Although the RFFA funding request does not include construction, the City is planning for self-funded construction within 10 years of preliminary engineering funds being obligated in accordance with FHWA requirements. Beginning next fiscal year, the City will begin to set aside funds specific to the construction of the I-5 Pedestrian and Bikeway Bridge project at an average rate of \$550,000 per year, fully funding construction within 10 years of the PE fund obligation. At the end of the City’s 5-year capital improvement plan forecast, adopted as part of the City’s FY16/17 Budget, the I-5 Pedestrian and Bikeway Bridge project account balance is \$1,842,500 in Street System Development Charges. This amount will fund the City’s match for the RFFA request and begin building a healthy reserve for construction.

Although the City is planning for self-funded construction, the City will continue to pursue all federal funding and private investment opportunities utilizing the City’s project set aside account as a source of matching funds to help construct the bridge on a shorter timeframe.

The project has been through an extensive public approval process being identified as a high priority project in the adopted 2013 Transportation System Plan. It also is identified as one of the City’s top bike and pedestrian needs in the adopted 2013 Bicycle & Pedestrian Connectivity Action Plan. This project is also included in the 2014 Metro Regional Transportation Plan (RTP ID No. 11554) identified as a significant improvement to the regional active transportation system.

The Wilsonville City Council has provided support for this project and Resolution No. 2598 authorizing staff to apply for regional flexible funding for the design and construction of the I-5 Pedestrian and Bikeway Bridge project is included as part of this proposal.

- Total project cost  
(Include and describe any cost elements beyond those funded by the request + match):  
The total project cost is \$9.1 Million. The RFFA funding request is for preliminary engineering, environmental permitting, and right-of-way acquisition with a total project cost of \$2.25 Million. Future construction costs are estimated at \$6.85 Million.
- RFFA funding request by project phase:  
(e.g. Project Development, P.E., Environmental, ROW acquisition, Construction)  
Preliminary Engineering Phase: \$1,550,000 (total including City match)  
Environmental Permitting Phase: \$50,000 (total including City match)  
ROW Acquisition Phase: \$650,000 (total including City match)  
Total request: \$2,250,000 (total including City match)
- Local match or other funds  
(minimum match = 10.27% of funds requested + match):  
Total City match: \$700,000, 31.11% of total funding request

#### **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:
- Application lead staff  
Zachary J. Weigel, P.E., 503 570-1565, [weigel@ci.wilsonville.or.us](mailto:weigel@ci.wilsonville.or.us)
- Project Manager (or assigning manager)  
Zachary J. Weigel, P.E., 503 570-1565, [weigel@ci.wilsonville.or.us](mailto:weigel@ci.wilsonville.or.us)
- Project Engineer (or assigning manager)  
Nancy Kraushaar, P.E., 503 570-1562, [kraushaar@ci.wilsonville.or.us](mailto:kraushaar@ci.wilsonville.or.us)
- 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 City of Wilsonville has a long track record of successfully delivering federal aid transportation projects. These projects include:
  - Key #15108: I-5 Wilsonville Road Interchange (completed).
  - Key #16515: Barber Street – Boones Ferry to Boberg (completed).
  - Key #12400: Boeckman Road – 95th to Tooze Rd (completed).
  - Key #14058: Barber Street - Coffee Lake Drive to Kinsman Road (Bridge) (completed).
  - Key #14429: Kinsman Road - Boeckman Rd to Barber St (construction – completion June 2018).
  - Key #17212: Tooze Road – 110<sup>th</sup> Avenue to Grahams Ferry Road (PE - completion Dec. 2018).
  - Key #17264: French Prairie Bridge - Boones Ferry Rd to Butteville Rd (project development currently underway with 30% design documents scheduled for completion in June 2018).

The number of projects completed and currently underway is a good indicator of the City's success of delivering projects. The City does not have a recorded instance of failing to deliver on a federal aid transportation project.

- 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.

As a non-certified agency, the City of Wilsonville retains qualified and experienced consulting firms with the technical and administrative capacity to successfully deliver federal aid transportation projects. All current Wilsonville staff, including the city engineer, civil engineers, inspectors, and administrative staff have previous experience with federal aid transportation projects, as is evidenced by the 7 federal aid projects listed above, as well as projects while working in previous other jurisdictions. As a result, Wilsonville staff is familiar with and understands the process and requirements associated with federal aid projects.

The I-5 Pedestrian and Bikeway Bridge project is identified in the City's 5-year Capital Improvement Plan (CIP) forecast, adopted as part of the City's Fiscal Year 16/17 Budget. As a result, the project is incorporated into the City's work plan with the necessary administrative and engineering staff resources assigned to manage the project. Also, the I-5 Bridge is identified as a project of high importance to the Wilsonville City Council and citizens. The City is committed to assigning resources necessary to complete the project within the timeframe proposed.

The City's adopted 5-year CIP forecast also identifies a balance of \$1,842,500 in Street System Development Charges for the I-5 Pedestrian and Bikeway Bridge project in FY2020. This will fund the City's match for the RFFA request and begin building a healthy reserve for construction.

### **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?

The City of Wilsonville is bisected by Interstate 5, splitting the City into east and west halves connected by only 3 existing roadway crossings that are primarily designed for high volume, motorized vehicles. The I-5 Pedestrian and Bikeway Bridge provides an additional connection across Interstate 5 that is designed for active transportation modes and separated from vehicular traffic.

This new bridge crossing is proposed at a strategic location, directly linking communities west of Interstate 5 to Wilsonville's Metro designated 2040 Town Center and high tech employment centers, as well as linking communities east of Interstate 5 to the SMART Central Station, the hub of Wilsonville's transit system, south terminus of TriMet's WES commuter rail and 450-car park and ride. The bridge location optimizes transportation alternatives by providing safe, separated bike and pedestrian facilities and improved access to transit and commuter rail at a centralized location. Many communities within Wilsonville depend on these alternative transportation modes

for travel within the region, including those who cannot afford or are unable to operate a passenger vehicle.

According to Regional Equity Atlas, portions of Wilsonville have a population above the regional average in poverty, with west Wilsonville at 18.2% and south Wilsonville at 7.5%. The I-5 Pedestrian and Bikeway Bridge will provide those in poverty with a safer, more direct transportation alternative to the Town Center businesses and services, including Wilsonville City Hall and Library, and high tech job opportunities and educational resources.

Additionally, Wilsonville as a whole has a higher than average number of households with low English proficiency (7.3%) and above average non-white population (25%) in eastern and southern Wilsonville. The project will provide a benefit to these communities by providing better access to local and regional transit via the WES commuter rail and SMART Central Station, jobs in the City's high tech employment areas, higher education opportunities at Oregon Institute of Technology, Clackamas Community College, Pioneer Pacific College, and regional trail systems and open space, such as the Ice Age Tonquin Trail and Graham Oaks Nature Park.

Wilsonville is home to a higher than average percentage of young persons between the age of 0 and 17 (26% – 30%). Currently, the City's only high school is located in east Wilsonville and a single middle school in west Wilsonville. The project will provide better, safer transportation choices for Wilsonville's youth in crossing Interstate 5 to get to school.

Although the Regional Equity Atlas indicates an average population of elderly, there are pockets of elderly housing adjacent to the I-5 Pedestrian and Bikeway Bridge, including the extensive Villebois neighborhood, Elder Care of Wilsonville, The Springs of Wilsonville, and Brookdale Wilsonville. This project will help to improve mobility of Wilsonville's elderly residents by providing safer more direct connections to Town Center services and shopping, as well as regional transit.

The extensive Villebois neighborhood on the west side of Wilsonville includes a number of mental health and disability housing units as part of an agreement to develop the former Dammasch State Hospital property. The I-5 Pedestrian and Bikeway Bridge provides direct, non-motorized access via Barber Street to shopping, medical facilities, and educational institutions in the Town Center area, so important to those disadvantaged populations.

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?

The project is a key component to improving the safety of the region's multi-modal transportation network as identified in the Wilsonville Transportation System Plan and Bicycle & Pedestrian Connectivity Action Plan, as well as the Metro 2014 Regional Active Transportation Plan.

Currently, there is high demand for alternative modes of transportation crossing Interstate 5 in southern Wilsonville to better connect Wilsonville's Metro designated 2040 Town Center and high tech employment centers to the SMART Central Station and extensive Villebois neighborhood.

This demand is anticipated to increase in the future as the Villebois neighborhood continues to develop, regional transit use via the SMART Central Station increases, and the Wilsonville Town Center evolves into a modern, walkable, and commercially vibrant, mixed use district.

Currently, pedestrians and bicyclists crossing Interstate 5 must navigate either the Wilsonville Road Interchange or the Boeckman Road I-5 Over-Crossing. Wilsonville Road is classified as a major arterial roadway and handles the most traffic of all City streets. The current Average Daily Traffic (ADT) of Wilsonville Road is 27,000 trips and is projected to increase to 31,000 trips by 2035. The I-5 interchange at Wilsonville Road includes 8 separate pedestrian and bike crossings and two instances of vehicle right turn lane movements crossing bike lanes.

An analysis of ODOT crash data from 1/1/2011 -12/31/2015 shows a total of 284 crashes along the Wilsonville Road corridor with three severe injuries reported. Of these crashes, 11 involved pedestrians with one severe injury and 5 involved cyclists. At the Wilsonville Road / I-5 Interchange, there were 66 crashes within the same time frame, 4 pedestrian crashes and 3 bike crashes, ranging from minor to moderate injuries.

Boeckman Road is classified as a major arterial roadway and transports a significant volume of traffic between east and west Wilsonville, approximately 8,000 ADT. Boeckman Road traffic is anticipated to increase to 15,000 trips by 2035. Originally designed as a rural farm road, the existing Boeckman Bridge crossing I-5 consists of two travel lanes and narrow shoulders. Modern bike and pedestrian facilities, such as sidewalks, bike lanes, and roadway lighting, are not provided along the Boeckman Bridge crossing Interstate 5. Analysis of the same ODOT crash data along the Boeckman Road corridor identified one pedestrian and one bicycle crash.

These existing I-5 crossings present a significant barrier for the typical bicyclist and pedestrian traveling between the east and west sides of the City. The I-5 Pedestrian and Bikeway Bridge will improve the experience and help users feel safer in walking and biking between east and west Wilsonville, by shifting the Interstate 5 crossing away from the congested, intimidating Wilsonville Road interchange and outdated Boeckman Road Over-Crossing.

The proposed bridge will connect Barber Street, a collector roadway with bike lanes and sidewalks and Town Center Loop, a major arterial roadway with an existing multi-use pathway. ODOT crash data identifies only one pedestrian crash between both the Barber Street and Town Center Loop West corridors over the last 5 years. This new multi-modal route, along with a non-motorized crossing of I-5, will eliminate conflicts with motor vehicles and freight in crossing Interstate 5, significantly reducing the frequency of bicycle and pedestrian injury crashes.

3. What priority destinations will the proposed project will serve? How will the proposed project improve access to these destinations?

Identified as a bikeway need in the ODOT Region 1 Active Transportation Assessment, this project provides a new and convenient link for Oregon's transportation system. In addition, the project fills a gap in the bicycle and pedestrian transportation network between the west and east side of Wilsonville by directly linking Town Center Loop West with Barber Street and Boones Ferry Road.

Metro's designated 2040 Town Center in Wilsonville is located on the east side of the proposed project. The town center area consists of a varied mix of uses, including residential populations, elderly care facilities, employment areas, shopping areas, educational institutions, medical services, and parks. Recently, two multi-family apartment complexes consisting of approximately 700 units were completed immediately north of the Town Center and would benefit from a direct connection across I-5 to west side of Wilsonville.

Many of the services located within the town center area are essential destinations for environmental justice/underserved communities within Wilsonville many of whom live on the other side of I-5. These destinations include Wilsonville City Hall and Library, medical facilities such as Providence Medical Plaza, high tech employment areas such as Xerox, Rockwell Collins, Sysco, Mentor Graphics, and Flir, education opportunities through Oregon Institute of Technology, Clackamas Community College, and Pioneer Pacific College, and regional parks such as Town Center Park and Memorial Park. Additionally, the city's primary social service referral agency and food-bank operated by the nonprofit Wilsonville Community Sharing is located two blocks from the bridge site.

Regional publications have identified a need to better connect Wilsonville's Town Center. The Metro Weekly Digest for July 25, 2016 includes an article titled [Dispatches: Seeing Change in 4 Oregon Communities](#) which states:

"But only three roads link the growing west and east sides of Wilsonville across the freeway. ...it remains a barrier to making the so-called Wilsonville Town Center feel like the true heart of the community, particularly since thousands of Wilsonville residents live across the freeway in neighborhoods like the fast-growing Villebois."

West of the proposed bridge project, destinations include local and regional travel options at the SMART Central Station on Barber Street, the hub of Wilsonville's transit system and the south terminus of TriMet's WES commuter rail line. Improved connection to the SMART Central Station is particularly important to the elderly, disabled, and disadvantaged populations who reside in the Town Center and are dependent on local and regional alternative transportation options.

In addition, the I-5 Pedestrian and Bikeway Bridge provides access to the extensive manufacturing facilities, office parks, and supporting service industries located in western Wilsonville, including Coca-Cola, Microsoft, Convergys, and Rite Aid distribution to name a few. Other destinations include access to regional trail systems, such as the Ice Age Tonquin Trail.

4. How will the proposed project support the existing and planned housing/employment densities in the project area?

The City of Wilsonville is the fifth fastest growing city in Oregon and home to major employers such as Xerox, Sysco, Microsoft, Flir, Mentor Graphics and Rockwell Collins. The 2012 census data reports that the City has over 20,000 residents and the population nearly doubles during the day as commuters travel from around the region to work in Wilsonville.

The I-5 Pedestrian and Bikeway Bridge will serve both residents and employees by providing a safe, inviting crossing of I-5, separated from motor vehicles, improving multi-modal access between housing, such as the extensive Villebois urban village neighborhood and apartments in the Town Center area, the high tech employment centers in east Wilsonville, the manufacturing and business parks in west Wilsonville, the service oriented jobs in the Town Center area; and regional and local transit access via the SMART Central Station and WES commuter rail.

In addition to recent employment growth, new residential areas in Wilsonville are increasing demand for connectivity within the community. The Frog Pond / Advance Rd. area (500-acre residential development with 1932 homes anticipated), Coffee Creek Industrial Area (250-acre industrial development with 1800 projected jobs), Basalt Creek planning area (400-acre industrial development with 2500 projected jobs) and remaining Villebois planned development will only increase the demand for additional access points across I-5 for bicyclists and pedestrians.

Over the next couple of years, the City will be developing strategies for how the Town Center area can evolve into a more walkable, attractive, and commercially vibrant, mixed-use district. Currently, the 100-acre 1980's era commercial area is prime for redevelopment into a more modern, mixed use district, with increased housing and employment densities and supportive active transportation connections. This plan, a priority of the City Council, will culminate in a set of actions and investments. The I-5 Pedestrian and Bikeway Bridge will provide a key connection to the Town Center area and is essential to the success of its transformation.

#### **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).

The I-5 Pedestrian and Bikeway Bridge completes a gap in the regional active transportation network. According to both the Regional Bicycle Network and Regional Pedestrian Network Active Transportation Plan, the project is identified as Bicycle Parkway and Pedestrian Parkway, the highest functional class for bike and pedestrian routes. The project connects two regional bicycle and pedestrian districts, Wilsonville 2040 Town Center and the SMART Central/WES Station, and removes a major barrier currently imposed by Interstate 5 between the two districts.

The project is included in Appendix 1 of the 2014 Regional Active Transportation Plan as ATP ID# D29, Wilsonville – WES Bicycle/Pedestrian District. This project is also included in the 2014 Metro Regional Transportation Plan (RTP ID No. 11554).

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?

The project is a key component in the expansion of the region's multi-modal transportation system, tying the two sides of the Wilsonville community together across the barrier presented by I-5. The project will provide a safe and inviting bicycle and pedestrian crossing of I-5 that is

separated from vehicular traffic and removes barriers posed by the other crossings. The bridge will lead to increased use of Active Transportation modes between the two sides of Wilsonville.

The project consists of a new 14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Rd and Interstate 5, connecting SW Barber St with SW Town Center Loop West. The bridge approaches will meet ADA standards with a grade of less than 5%, making it safe, comfortable, and accessible to all residents. The bridge approaches will tie into existing pedestrian and bike facilities on SW Barber St, SW Boones Ferry Rd, and SW Town Center Loop West.

The project will incorporate at least 20 of the active transportation design guidelines of Appendix C. Where facilities are adjacent to a roadway, a minimum 5' separation will be provided. Pedestrian crossings with high visibility markings will be added at appropriate locations on Boones Ferry Road and Town Center Loop. A raised pedestrian refuge median will be provided on Town Center Loop where appropriate. Pedestrian scale lighting will be provided along the bridge and approaches. Modifications to the City's wayfinding and interpretive signage and striping will be incorporated into the project. Benches, gateway features, and street trees will be integrated into the design to create a more pedestrian and bike friendly environment.

Included as part of the project scope is an architectural and artistic design component that provides an opportunity to increase awareness of cultural or natural, historic, scenic features along the route of travel. These features are intended to enhance user experience and provide enjoyment and comfort, encouraging use of the facility and promoting active transportation throughout the community. Determination of the exact features will involve discussions with community members and groups and will be incorporated into preliminary design of the project.

7. How does the proposed project complete a so-called 'last-mile' connection between a transit stop/station and an employment area(s)?

The SMART Central Station is the hub of Wilsonville's transit system, south terminus of TriMet's WES commuter rail and 450-car park and ride. With an annual ridership of 340,000, Wilsonville's SMART system not only provides transit services throughout Wilsonville, but also provides regional connections to TriMet in Beaverton and Portland, as well as the Cherriots system in Salem. The WES commuter rail provides commuter transit service between Wilsonville and Beaverton, averaging nearly 1900 passengers per weekday.

One of the region's largest employment centers is located within Wilsonville. The 2012 census data reports that the City has over 20,000 residents and the population nearly doubles during the day as commuters travel from around the region to work in Wilsonville.

Currently, active transportation connections between these employment centers and the transit center are shared with congested roadways, are intimidating, and out of direction adding significant distance and time to access these destinations. However, the Town Center and employment areas are within a mile of the SMART Central Station as the "crow flies". The I-5 Pedestrian and Bikeway Bridge literally completes the "last mile" between local and regional transit connections and the City's main employment areas.

Also, as other employment lands within Wilsonville continue to development, such as the Town Center, Coffee Creek Industrial Area, and Basalt Creek planning area, the demand for additional access points across I-5 for bicyclists and pedestrians will only increase.

### **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).

The project includes extensive public involvement throughout the development and construction of the project. During project development, the City will implement the public engagement and non-discrimination checklist in Appendix A and the Public Engagement Quick Guide to ensure broad based, early and continuing public involvement throughout the project. The City will publish and update regularly a project website, provide public open houses and forums for public input, post project information and documents to the City website for public review and comment, post project updates and notices through local publications, such as the Boones Ferry Messenger, and press releases through social media, maintain a list of interested and affected groups, compile public comments and responses, and other outreach as needed. Visual aids will be utilized to help condense complex information and material in a visible, easy to understand format. A demographic analysis will be conducted to make sure communities of color, limited English proficiency, low-income populations, disabled, seniors and youth are included in engagement opportunities.

Throughout construction, the City will continue regular update of the project website and publish notices through local publications. In addition, the City will install project information signs with contact information and utilize door hangers and mailers to affected residents and businesses, and other outreach as needed.

Post-construction, the City will utilize ongoing demand management efforts to increase public awareness and utilization of the project. These efforts include an update of City maps, bikeway and pedestrian guides, wayfinding signage and striping, and public notices in local publications and press releases through email and social media. The City will work with other agencies and businesses, such as SMART and the business community to educate riders and employees on alternative transportation methods and routes. This type of outreach has proved to be very successful in the past with businesses such Microsoft, Xerox, and Mentor Graphics.

9. What additional sources of funding, and the amounts, will be leveraged by an investment of regional flexible funds in the proposed project?

The total cost to complete the project according to the RFFA Cost Estimate Workbook is \$9.1 Million. The RFFA funding request is for Preliminary Engineering, Environmental, and ROW acquisition to make the project shovel ready for construction. The total project cost for this work

is \$2.25 Million, with \$1.55 Million in federal aid and \$700,000 in City street system development charges as the match. For this preliminary phase of the work, the City is proposing a 31.11% match of the total funding request.

To complete the project through construction, the City is planning for self-funded construction within 10 years of preliminary engineering funds being obligated in accordance with FHWA requirements. Beginning next fiscal year, the City will begin to set aside funds specific to the construction of the I-5 Pedestrian and Bikeway Bridge project at an average rate of \$550,000 per year, fully funding construction within 10 years of the PE fund obligation. The City's 5-year capital improvement plan forecast, adopted as part of the City's Fiscal Year 16/17 Budget, includes an I-5 Pedestrian and Bikeway Bridge project account balance of \$1,842,500 utilizing Street System Development Charges in FY2020. This amount will fund the City's match for the RFFA request and begin building a healthy reserve for construction.

Although the City is planning for self-funded construction, the City will continue to pursue all federal funding and private investment opportunities utilizing the City's project set aside account as a source of matching funds to help construct the bridge on a shorter timeframe.

10. How will the proposed project provide people with improved options to driving in a congested corridor?

Currently, all pedestrian and bicycle traffic moving from one side of Wilsonville to the other are funneled through three existing I-5 street crossings, the Elligsen Road interchange, the Boeckman Road Overcrossing, and the Wilsonville Road interchange. The existing Elligsen Road interchange is located approximately 1.3 miles north of the Boeckman Road I-5 Over-Crossing, too far north of significant residential neighborhoods and the transit center, as well as being too distressing for bikes and pedestrians to navigate the interchange to be considered a viable active transportation crossing connecting the east and west sides of south Wilsonville.

The existing Boeckman Road I-5 Over-Crossing is generally unimproved, consisting of narrow bike lanes and lacking sidewalks. While the Wilsonville Road undercrossing has modern bike lanes and wide sidewalks, the roadway is Wilsonville's busiest roadway, carrying 27,000 vehicle trips per day over six lanes of travel, consistent with an urban interstate interchange. During the PM peak hour of traffic, Interstate 5 consistently backs up due to an existing bottleneck at the Boone Bridge crossing of the Willamette River. Due to the proximity of the Wilsonville Road Interchange to this bottleneck, Wilsonville Road becomes severely congested, blocking major intersections such as Boones Ferry Road, causing significant delay on almost a daily basis for traffic traveling in southern Wilsonville. The frequent congestion and blockage not only leads to frustrated drivers, but creates an unsafe situation for bikes and pedestrians where drivers are less likely to pay attention to other modes of travel. As a result, it makes it increasingly difficult for pedestrians and bicyclists to navigate safely and comfortably on Wilsonville Road.

The I-5 Pedestrian and Bikeway Bridge will provide a safe, inviting, and less-congested I-5 crossing alternative that is separated from vehicular traffic. The transition from local vehicle trips on Wilsonville Road to non-motorized trips utilizing the I-5 Pedestrian and Bikeway Bridge will also improve the existing roadway capacity and reduce transportation delay.

## Process

- 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)

For the past decade, Wilsonville has identified the I-5 Pedestrian and Bikeway Bridge as a high priority multi-modal transportation improvement. The proposed project is consistent with the following adopted plans.

Bicycle and Pedestrian Master Plan (2006) - Medium priority, project C4 on page 22.

Transportation System Plan (2013 TSP) - High priority, project BW-09 on page 5-12

Bicycle & Pedestrian Connectivity Action Plan (2013) - High priority, project no. 13

Metro Regional Transportation Plan (2014): Active transportation project on the financially constrained project list (RTP ID No. 11554)

The project has been through a robust planning process as part of the Wilsonville TSP, Bike/Ped Action Plan and METRO RTP that included all actions identified in the attached Public Engagement and Non-Discrimination Certification - Appendix A with one exception. Although the City is in compliance with Title VI of the Civil Rights Act during the Wilsonville TSP process and at no time discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, a statement of non-discrimination was not included on public engagement reports or notices. However, the non-discrimination statement will be included on all project public engagement efforts throughout the course of the project.

The I-5 Pedestrian and Bikeway Bridge project was selected for funding consideration by first identifying all projects in the Wilsonville TSP and Bike/Ped Action Plan that would likely need to be supplemented with federal aid funding to ensure project completion. All identified projects were compared with the MTIP RFFA criteria and staff recommendations presented to the Wilsonville City Council. Council directed staff through Resolution No. 2598 (attached) to apply for regional flexible funding for the design and construction of the I-5 Pedestrian and Bikeway Bridge project, judging it best fit the RFFA criteria and determining it the top priority.

- 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 I-5 Pedestrian and Bikeway Bridge will be located within ODOT property as it crosses over Interstate 5. In 2013, the City began initial discussion with ODOT regarding the project that helped guide the conceptual design work. During the proposed preliminary engineering work, further ODOT coordination and agreement is necessary to determine the required bridge clearance and permissible locations for placement of bridge supports within the ODOT right-of-way. Approval from FHWA will also be required to cross Interstate 5, who will be engaged during the project.

## 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](mailto: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*

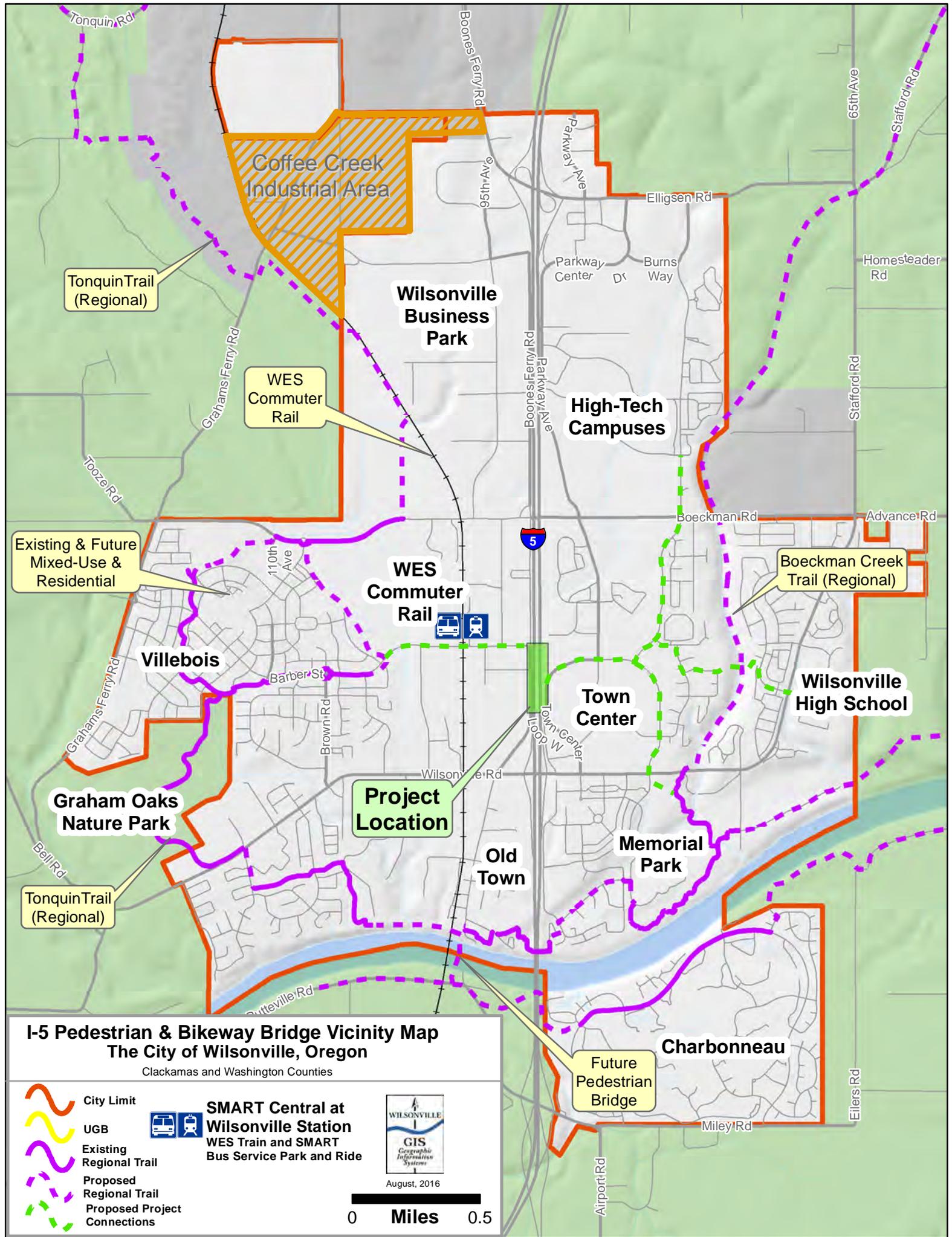
- Throughout and with an analysis at the end of project development, consideration was (will be) given to the benefits and burdens of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement 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.



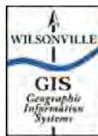
**I-5 Pedestrian & Bikeway Bridge Vicinity Map**  
**The City of Wilsonville, Oregon**

Clackamas and Washington Counties

-  City Limit
-  UGB
-  Existing Regional Trail
-  Proposed Regional Trail
-  Proposed Project Connections



**SMART Central at  
Wilsonville Station**  
WES Train and SMART  
Bus Service Park and Ride



August, 2016



## 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

**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](mailto:anthony.buczek@oregonmetro.gov)

Project Information:

Funding year:	PE	2019
	ROW	2020
	Const	2021
Project name:	I-5 Pedestrian and Bikeway Bridge	
Corridor and endpoints:	Over Interstate 5 between Town Center Loop West and Barber Street	
Project description:	A new 14-foot wide bike and pedestrian bridge spanning over Interstate 5 connecting the east and west sides of Wilsonville and separa	
Local plan project #:	BW-09	
RTP project #:	11554	
Submitting agency:	City of Wilsonville	
Agency contact:	Nancy Kraushaar	
Contact phone:	503-570-1562	
Contact e-mail:	<a href="mailto:kraushaar@ci.wilsonville.or.us">kraushaar@ci.wilsonville.or.us</a>	

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

Proceed to Sheet 1 when the above is completed.

Unit costs year:

2007

Escalation rate

	Used in Calculations	Default	Override
2007 - 2008	100.38%	100.38%	
2008 - 2009	84.72%	84.72%	
2009 - 2010	96.78%	96.78%	
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%	

Do not override these unless better escalation factors are identified.

2007 - 2015 based on FHWA NHCCI

2016 - 2021 based on ODOT inflation assumptions

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** I-5 Pedestrian and Bikeway Bridge  
 Sections A through E must be completed. Complete Sections F and/or G if applicable. Over Interstate 5 between Town Center Loop West and Barber Street  
 Projects will not include all elements below, but most will include elements from multiple sections. City of Wilsonville  
 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.
<b>Section 1.A Subtotal</b>				<b>\$0</b>	

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 installations. Length is overall project length where drainage is added.
Bridge - new or replace	SF	11,520.0	\$220	\$2,534,400	Unit cost reduced from \$250 due to less cost of bike/ped bridge as compared to a roadway bridge
◦ 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/markings	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	1,050.0	\$17.50	\$18,375	Provide an estimate of grading and describe assumptions in Section 1.G.
Retaining walls (by wall area)	SF	6,800.0	\$55	\$374,000	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	
<b>Section 1.B Subtotal</b>				<b>\$2,926,775</b>	

1.C - Addition of Pedestrian Elements to Existing Roadway

Item	Unit	Quantity	Unit cost	Total	Description
Sidewalk, no curb	SF	14,000.0	\$10	\$140,000	Includes curb ramps.
Remove sidewalk	SF	5,000.0	\$1.25	\$6,250	
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	
<b>Section 1.C Subtotal</b>				<b>\$146,250</b>	

1.D - Utilities

Item	Provide estimate	Total	Description
Utility burial	→		If utility burial is included, provide a detailed cost from the appropriate utility.
Utility relocation	→	\$120,000	Describe what utilities will or may be relocated. Provide cost estimate and describe assumptions.
Description: Relocate aerial electric for a distance of 650 feet along Boones Ferry Road outside of the bridge approaches.			
Summary: Summarize impacts Describe potential impacts to railroads in project area.			
<b>Section 1.D Subtotal</b>		<b>\$120,000</b>	

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.
<b>Section 1.E Subtotal</b>				<b>\$0</b>	

1.F - Associated Costs

Item	Basis	Total	Description
Mobilization, staging, traffic control	15%	\$478,954	
Erosion control - enter value to override fixed 1.5%	1.5%	\$47,895	Use 1.5% of construction costs, or provide a cost estimate and describe assumptions.
No Description Required:			
<b>Section 1.F Subtotal</b>		<b>\$526,849</b>	

1.G - Additional Information

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

Grading includes placement of embankment for bridge approaches associated with the retaining wall construction.

The unit cost of the bridge was reduced from \$250 to \$220 per square foot to reflect the difference in cost between a vehicle bridge and a bike/ped bridge.

Other Expected Costs	Provide estimate →	\$0
<b>Section 1.G Subtotal</b>		<b>\$0</b>

SUMMARY

**Total of sections A through G** **\$3,719,874** Section 1 Total

**2. Environmental Impact and Mitigation** I-5 Pedestrian and Bikeway Bridge  
 Sections A and B must be completed. Complete Section C if applicable. Contact Metro if information for 2.B is needed. Over Interstate 5 between Town Center Loop West and Barber Street  
City of Wilsonville

2.A - Status and Information

Please place an 'X' in the appropriate box.

EA not completed; an EIS IS expected.	<input type="checkbox"/>
EA not completed; an EIS is NOT expected.	<input checked="" type="checkbox"/>
EA not completed; unknown whether EIS is expected.	<input type="checkbox"/>
EA has been completed; an EIS IS required.	<input type="checkbox"/>
EA has been completed; an EIS is NOT required.	<input type="checkbox"/>
Both an EA and an EIS have been completed.	<input type="checkbox"/>

Describe expected environmental impacts, assumptions, and unknowns.

Description: No environmental impacts are anticipated. The project is located within an existing urbanized setting adjacent to industrial lands on the west side and commercial development on the east. The project will likely not increase the impervious area of the area.

2.B - Environmental Impacts and Mitigation

Item	Unit	Quantity	Unit cost	Total	Description
Estimate acreage of impact/mitigation	ACRE	0.00	\$150,000	\$0	
<b>Section 2.B Subtotal</b>				<b>\$0</b>	

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** **\$0** Section 2 Total

**3. Right-of-Way Cost Estimation** I-5 Pedestrian and Bikeway Bridge  
 Use either Method 'A' or Method 'B'. Method 'A' is preferred. Complete Section C if applicable. Over Interstate 5 between Town Center Loop West and Barber Street  
City of Wilsonville

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	19600.0			
Describe assumptions used in calculating area: Area calculated from conceptual design layout of bridge approaches.					
Estimate unit cost (per SF) of taking	\$	\$20.00			
Describe assumptions used in calculating unit cost(s): Unit cost is based on similar land use valuation on construction projects within the surrounding area.					
Estimated total cost of taking				\$392,000	Estimated area multiplied by estimated unit cost.
Number of affected parcels:	EA	4	\$10,000	\$40,000	Reflects administrative costs of property acquisition.
<b>Section 3.A Subtotal</b>				<b>\$432,000</b>	

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		\$10,000	\$0	Reflects administrative costs of property acquisition.
<b>Section 3.B Subtotal</b>				<b>\$0</b>	

3.C - Additional Information

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

SUMMARY

<b>Method 'A' Right-of-Way estimate (moderate confidence)</b>	<b>\$432,000</b>	Section 3 Total (moderate confidence)
<b>Method 'B' Right-of-Way estimate (low confidence)</b>	<b>\$0</b>	Section 3 Total (low confidence)

**4. Design and Administration Costs** I-5 Pedestrian and Bikeway Bridge  
 Complete input cells in Sections A and B if applicable. Default markup values can be overridden. Over Interstate 5 between Town Center Loop West and Barber Street  
City of Wilsonville

4.A - Design

Construction Costs (from Section 1):

\$3,719,874
\$0

Environmental Impact Costs (from Section 2):

Item	Base Cost	Markup	Total	Description
Surveying, design, coordination	\$3,719,874	30%	\$1,115,962	(Default 30%) Typically included in the professional engineering contract
Construction Engineering	\$3,719,874	20%	\$743,975	(Default 20%) Engineering services during construction
Other Expected Costs	Provide estimate <span style="border-bottom: 1px solid black; display: inline-block; width: 100px;"></span> →			

Description of other expected costs:

**Section 4.A Subtotal** **\$1,859,937**

4.B - Administration

Project Administration will be applied throughout project.

Administration	\$3,719,874	20%	\$743,975	(Default 35%) Project overhead
----------------	-------------	-----	-----------	--------------------------------

**Section 4.B Subtotal** **\$743,975**

4.C - Additional Information

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

Based on previous federally funded projects, City overhead is 14% and ODOT overhead is 2%, so administration reduced from 35% to 20%.

SUMMARY

**Total of all above items** **\$2,603,912** Section 4 Total

**5. Contingency and Risk** I-5 Pedestrian and Bikeway Bridge  
 Complete input cells in Section A if applicable. Default markups can be overridden. Section B must be completed. Over Interstate 5 between Town Center Loop West and Barber Street  
City of Wilsonville

5.A - Contingency

Item	Section Total	Markup	Contingency \$	Description
Section 1 - Construction	\$3,719,874	20%	\$743,975	(Default 20%)
Section 2 - Environmental	\$0	20%	\$0	(Default 20%)
Section 3.A - Right-of-Way (moderate confidence)	\$432,000	40%	\$172,800	(Default 40%)
Section 3.B - Right-of-Way (low confidence)	\$0	50%	\$0	(Default 50%)
Section 4.A - Design	\$1,859,937	20%	\$371,987	(Default 20%)
Section 4.B - Administration	\$743,975	No contingency on Administration		
Other Expected Costs	Provide estimate	→		
Description of other expected costs:				
<b>Section 5.A Subtotal</b>			<b>\$1,288,762</b>	

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.

No environmental issues, bike/ped bridge work, will need to get ODOT approval for bridge over Interstate 5.

**6. Project Summary Sheet**

I-5 Pedestrian and Bikeway Bridge

Over Interstate 5 between Town Center Loop West and Barber Street

A new 14-foot wide bike and pedestrian bridge spanning over Interstate 5 connecting the east and west sides of Wilsonville and separated from vehicular traffic.

City of Wilsonville

**6.A - Cost Summary in 2007\$**

	Item Total	Phase Total
<u>Preliminary Engineering (PE)</u>		\$1,562,347
Surveying, design, coordination	\$1,115,962	
Contingency at 20%	\$223,192	
Administration at 20%	\$223,192	
<u>Right-of-Way (ROW)</u>		\$604,800
Right-of-Way (moderate confidence)	\$432,000	
Contingency at 40%	\$172,800	
Right-of-Way (low confidence)	\$0	
Contingency at 50%	\$0	
<u>Construction (Const)</u>		\$6,249,389
Construction (Section 1)	\$3,719,874	
Contingency at 20%	\$743,975	
Environmental (Section 2)	\$0	
Contingency at 20%	\$0	
Construction Engineering	\$743,975	
Contingency at 20%	\$148,795	
Administration at 20%	\$892,770	
	<b>Total</b>	\$8,416,536

**6.B - Funding Summary by Year of Expenditure**

Phase		2007 Dollars	YOE Year	Escalation	YOE Cost
Preliminary Engineering	PE	\$ 1,562,347	2019	1.52%	\$ 1,586,041
Right-of-Way	ROW	\$ 604,800	2020	5.58%	\$ 638,531
Construction	Const	\$ 6,249,389	2021	9.80%	\$ 6,861,846
	<b>Total</b>	<b>\$ 8,416,536</b>			<b>\$ 9,086,417</b>

**RESOLUTION NO. 2598**

**A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING STAFF TO APPLY FOR REGIONAL FLEXIBLE FUNDING THROUGH THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM 2019-21 FOR THE DESIGN AND CONSTRUCTION OF THE I-5 PEDESTRIAN AND BIKEWAY BRIDGE.**

WHEREAS, Metro is soliciting projects for regional flexible funding through the 2019-2021 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, twenty five million eight hundred ten thousand dollars of the available funding for the region has been designated for active transportation and complete streets projects; and

WHEREAS, cyclists and pedestrians in Wilsonville can only cross Interstate 5 at an existing busy interchange at Wilsonville Road or an unimproved roadway bridge at Boeckman Road with no separation from motor vehicles; and

WHEREAS, a new bicycle and pedestrian crossing of Interstate 5 is identified as a high priority project in the City of Wilsonville's 2013 Transportation System Plan; and

WHEREAS, the City of Wilsonville 2013 Bicycle & Pedestrian Connectivity Action Plan identifies a new bicycle and pedestrian crossing of Interstate 5 as a high priority project; and

WHEREAS, the a pedestrian and bikeway bridge crossing of Interstate 5 at Barber Street and Town Center Loop will encourage use of active transportation for local trips between the west and east sides of Wilsonville, create more direct access to the SMART Central Station and WES commuter rail and the Wilsonville's 2040 Town Center, reducing dependence on major arterial roads for local trips, such as Wilsonville Road and Boeckman Road; and

WHEREAS, the crossing of Interstate 5 separated from vehicular traffic will provide alternative transportation choices by creating safer, more direct connections between the east and west sides of Wilsonville; and

WHEREAS, design and construction of the I-5 pedestrian and bikeway bridge is consistent with long-range City objectives as set forth in the Wilsonville Master Plans; and

WHEREAS, the submission deadline for the MTIP solicitation is August 26, 2016.

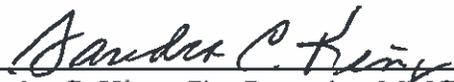
NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. City of Wilsonville staff is authorized to develop and submit to Metro an application for Regional Flexible Funding for design and construction of the I-5 Pedestrian and Bikeway Bridge in response to Metro's solicitation for projects for the 2019-2021 Metropolitan Transportation Improvement Program.
2. This resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 1st day of August 2016, and filed with the Wilsonville City Recorder this date.

  
\_\_\_\_\_  
Tim Knapp, Mayor

ATTEST:

  
\_\_\_\_\_  
Sandra C. King, City Recorder, MMC

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Starr	Yes
Councilor Fitzgerald	Yes
Councilor Stevens	Yes
Councilor Lehan	Yes



The three types of pedestrian bridges that met the requirements of this project are as follows:

### **Precast Girder with Cast-in-Place Deck**



The precast girder with cast-in-place deck alternative consists of two or three side-by-side precast bulb-tee beams with a total structure depth up to 8 feet. The deeper superstructure requires longer approach spans and wall sections. An example of a precast girder bridge is shown (Clark County Washington, I-205 Padden Parkway Bridge, OBEC ).

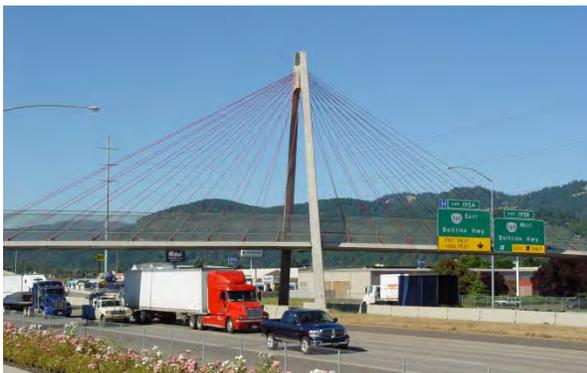
### **Pre-fabricated Steel Truss with Cast-in-Place Deck**

The pre-fabricated steel truss with cast-in-place deck consists of painted or weathering steel with shallow superstructure depth. An example of a prefabricated steel truss is shown (City of Medford, Barnett Road Bridge, OBEC). As seen in the photograph, this site is constrained with tight clearances and bent alignment, similar to the proposed site.



### **Precast Concrete Cable-Stayed Bridge**

The precast concrete cable-stayed bridge, similar to two bridges owned by the City of Eugene, is the third structure type considered. The Gateway Pedestrian Bridge (left) was successfully constructed over I-5, and the Delta Ponds Pedestrian Bridge (below) was successfully constructed over Delta Highway, a grade-separated four-lane highway. Both bridges have excellent cost data, which has been applied to the Wilsonville I-5 Pedestrian planning cost estimate.



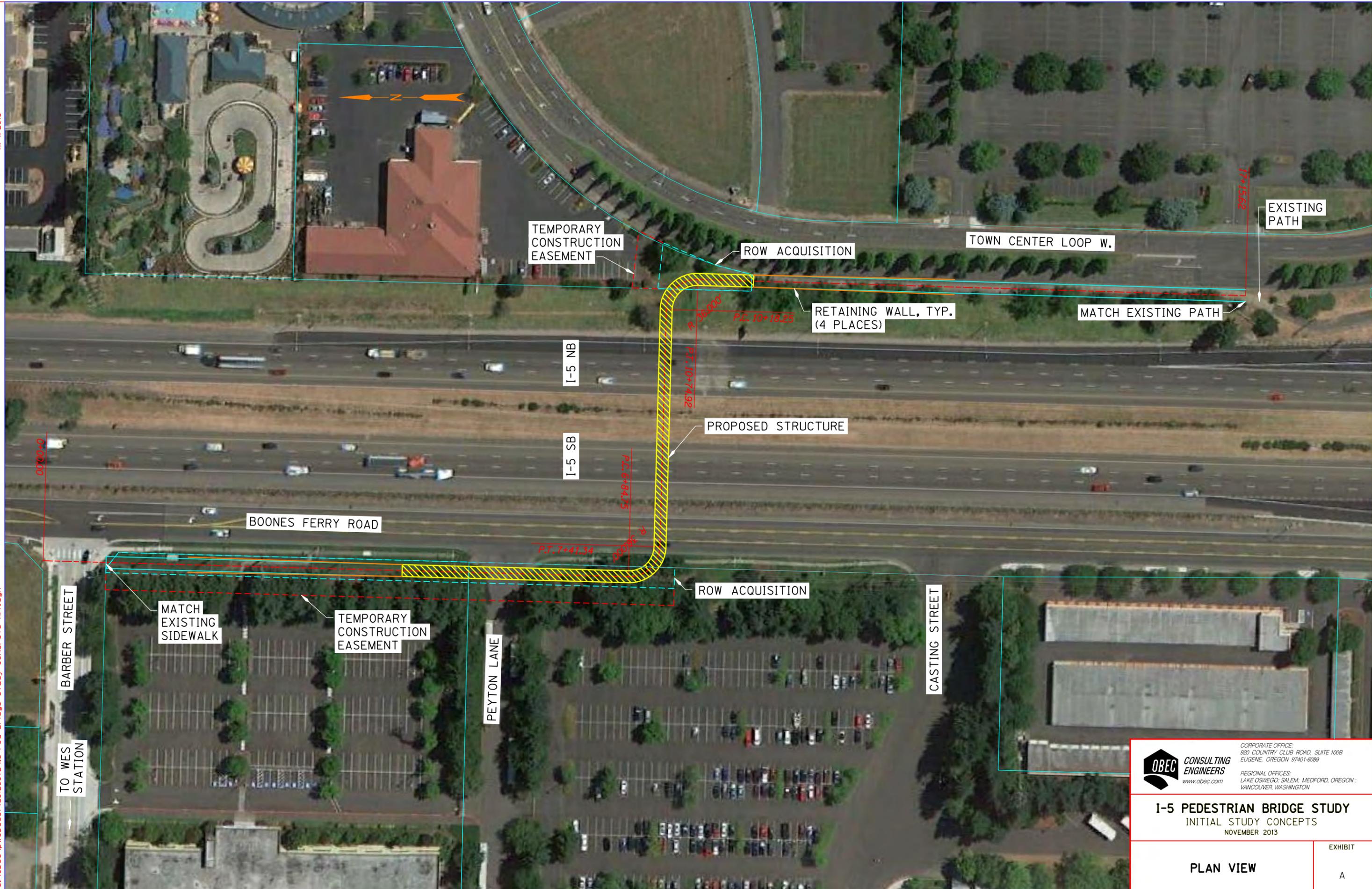
Using historic cost data from previous OBEC projects, Oregon Department of Transportation (ODOT) highway construction unit prices, and professional judgment, OBEC has prepared planning level cost estimate



information, attached in Tables 1 and 2. Table 1 includes costs for a 14 foot wide path (standard two-way shared use path with shy distance to barriers) while Table 2 includes costs for a 12 foot wide path (minimum two-way shared use path width, justifiable for low volume facilities).

The cost estimates include construction costs for major items as well as engineering, right of way, and reimbursable utility relocation. The construction items include quantity estimates for construction of bridge, retaining walls, and path, and allowances for mobilization, erosion control, and traffic control. The costs of other construction items (signing, striping, illumination, stormwater, etc.) are included in the contingency line item.

The information provided reflects 2013 construction costs and should be inflated to the projected year of construction. We recommend the use of a 5% annual rate of inflation for planning purposes.



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 EUGENE, OREGON 97401-6089

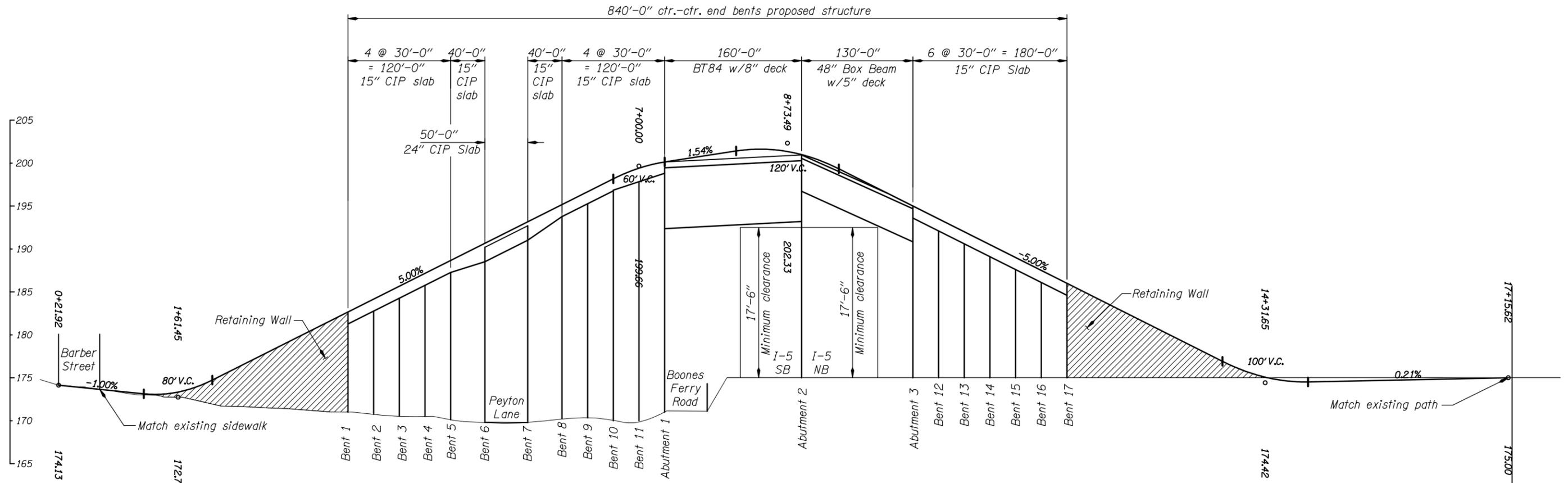
REGIONAL OFFICES:  
 LAKE OSWEGO, SALEM, MEDFORD, OREGON;  
 VANCOUVER, WASHINGTON

**I-5 PEDESTRIAN BRIDGE STUDY**  
 INITIAL STUDY CONCEPTS  
 NOVEMBER 2013

PLAN VIEW

EXHIBIT

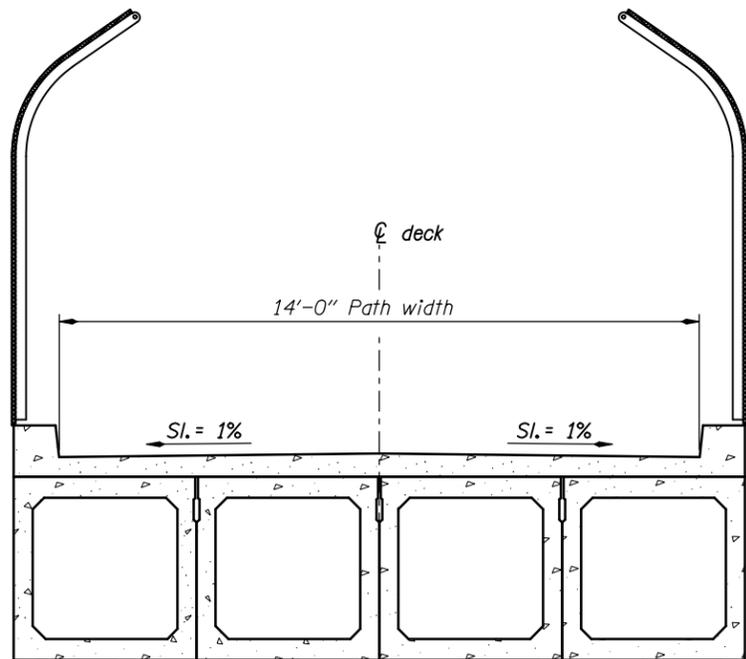
A



Note:  
Elevations are based on the North American Vertical Datum, 1988.

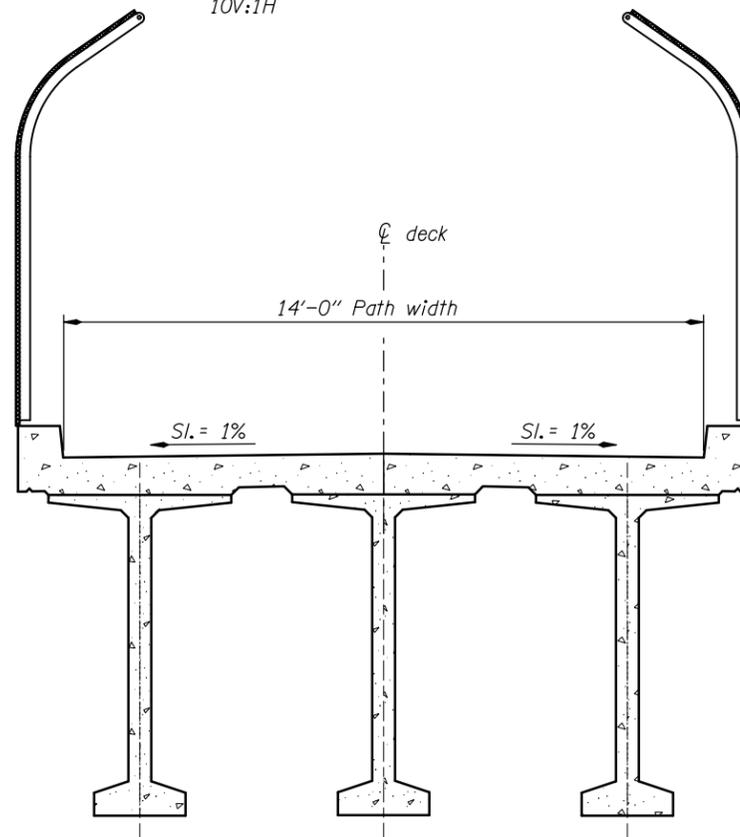
DEVELOPED ELEVATION

Scale: 1"=120'  
10V:1H



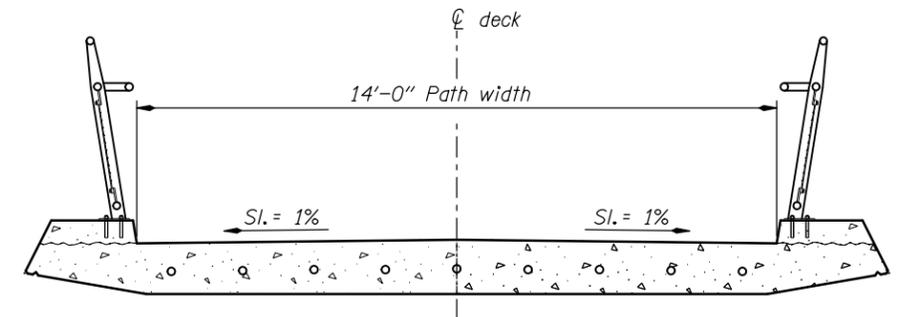
48" BOX BEAM TYPICAL SECTION

Scale: 1/4"=1'-0"



GIRDER TYPICAL SECTION

Scale: 1/4"=1'-0"



APPROACH TYPICAL SECTION

Scale: 1/4"=1'-0"



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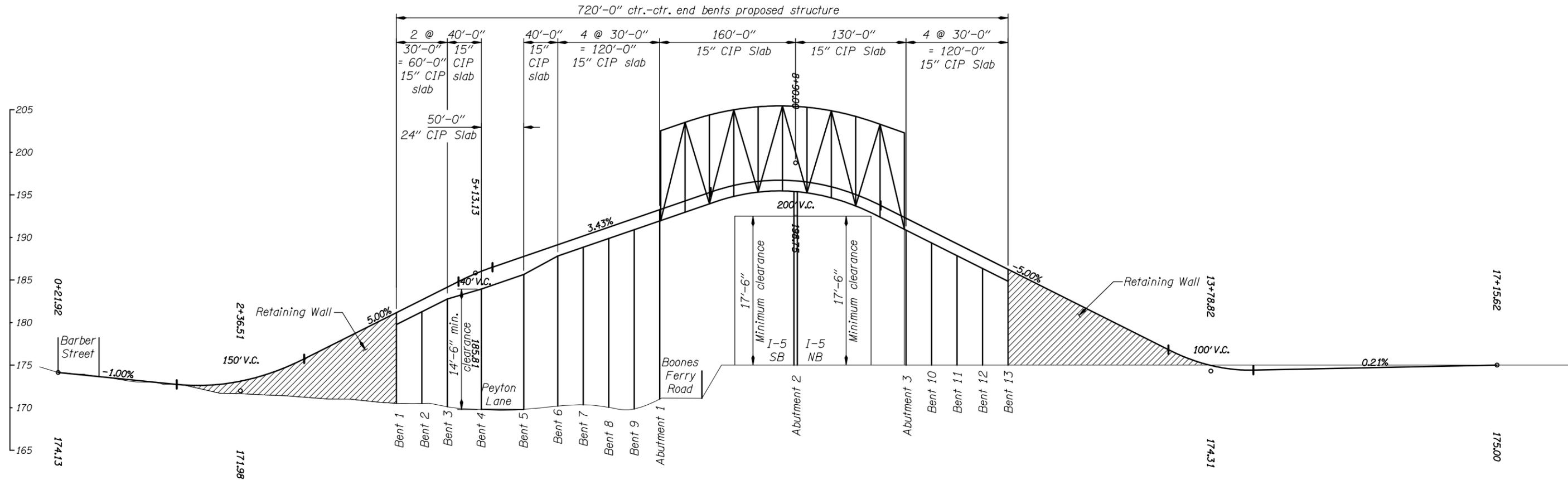
I-5 PEDESTRIAN BRIDGE STUDY  
INITIAL STUDY CONCEPTS

NOVEMBER 2013

CONCRETE ALTERNATIVE

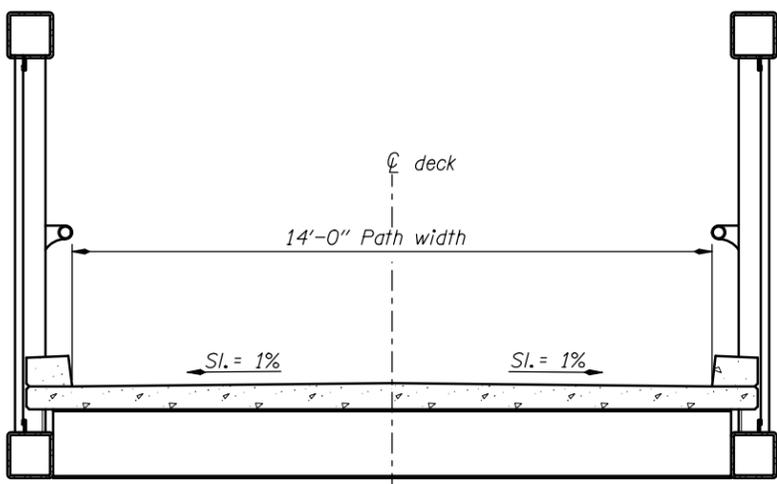
EXHIBIT

B



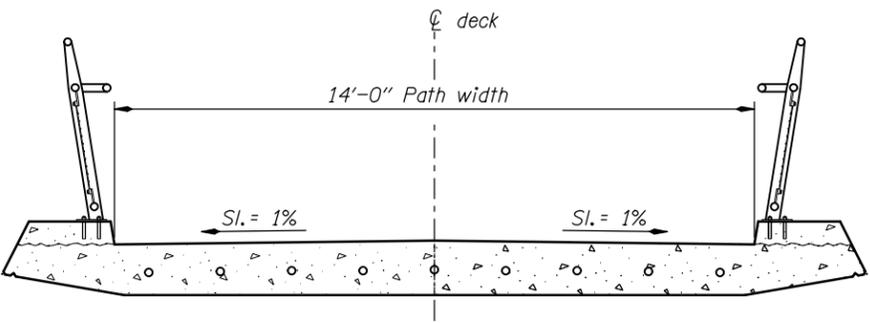
DEVELOPED ELEVATION

Scale: 1"=120'  
10V:1H



TYPICAL SECTION

Scale: 1/4"=1'-0"



APPROACH TYPICAL SECTION

Scale: 1/4"=1'-0"

Note:  
Elevations are based on the North American Vertical Datum, 1988.

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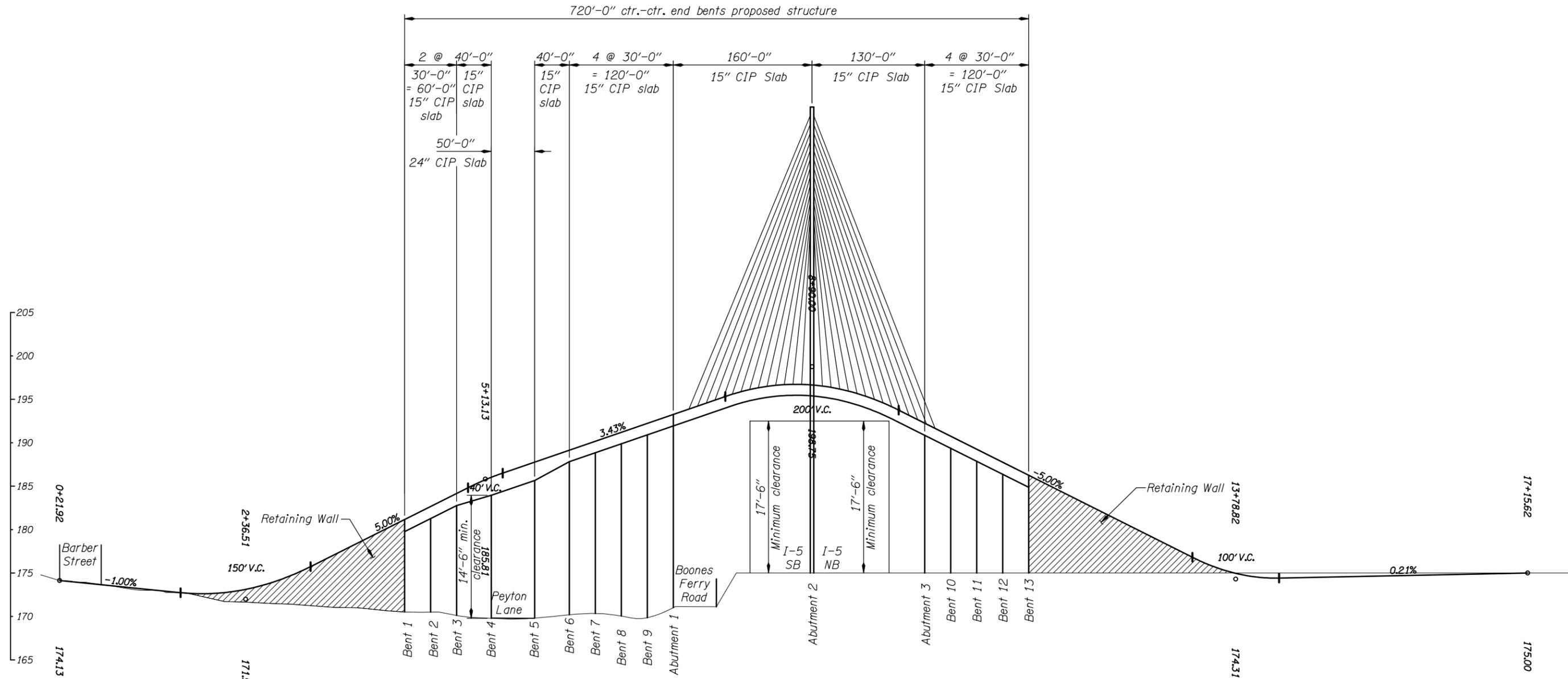
CORPORATE OFFICE:  
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REGIONAL OFFICES:  
 LAKE OSWEGO, SALEM, MEDFORD, OREGON;  
 VANCOUVER, WASHINGTON

I-5 PEDESTRIAN BRIDGE STUDY  
INITIAL STUDY CONCEPTS  
NOVEMBER 2013

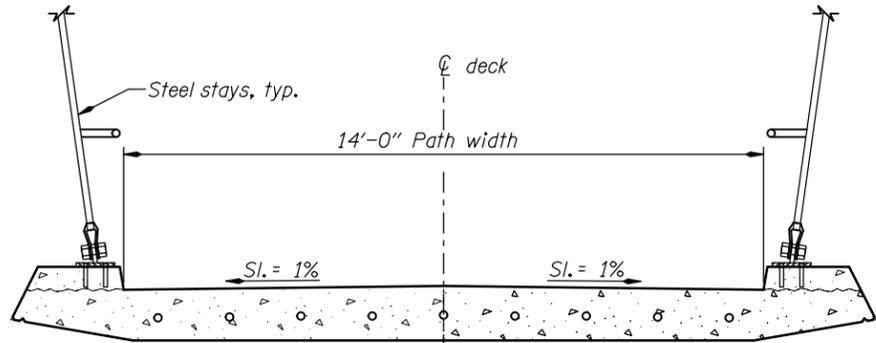
PREFABRICATED STEEL TRUSS ALTERNATIVE

EXHIBIT  
C



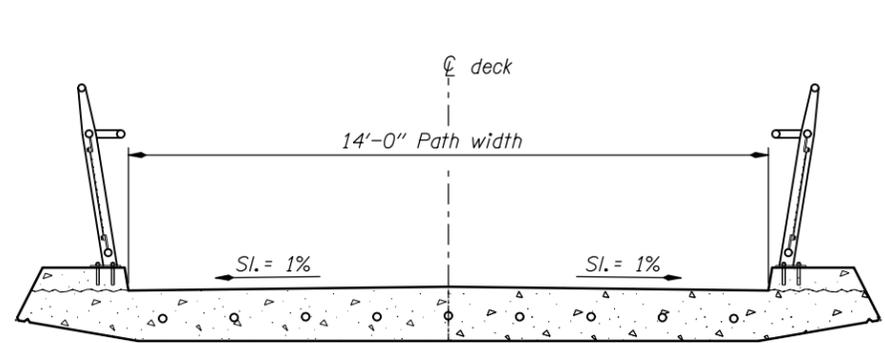
**DEVELOPED ELEVATION**

Scale: 1"=120'  
10V:1H



**TYPICAL SECTION**

Scale: 1/4"=1'-0"



**APPROACH TYPICAL SECTION**

Scale: 1/4"=1'-0"

**Note:**  
Elevations are based on the North American Vertical Datum, 1988.

<p>OBEC CONSULTING ENGINEERS www.obec.com</p>	<p>CORPORATE OFFICE: 920 COUNTRY CLUB ROAD, SUITE 100B EUGENE, OREGON 97401-0089</p> <p>REGIONAL OFFICES: LAKE OSWEGO, SALEM, MEDFORD, OREGON; VANCOUVER, WASHINGTON</p>
	<p><b>I-5 PEDESTRIAN BRIDGE STUDY</b> INITIAL STUDY CONCEPTS NOVEMBER 2013</p>
<p><b>CABLE-STAYED ALTERNATIVE</b></p>	<p>EXHIBIT D</p>

# I-5 Bicycle and Pedestrian Bridge

## Scope of Work Outline

### **Task 1 Project Management**

- 1.1 Coordination and Administration: Supervise and coordinate project work, maintain files and records, monitor work tasks, and budget. Prepare invoices.
- 1.2 Schedule: Prepare a detailed project schedule for each task.
- 1.3 Meetings: Kickoff, Project Management Team, Project Development, Design Review and City Council Meetings.
- 1.4 Quality Assurance: Senior review of project deliverables prior to submittal to the City.

### **Task 2 Surveying**

- 2.1 Topographic Survey and Base Mapping: Set horizontal and vertical control. Obtain title reports and retrace existing right-of-way to establish property boundaries. Collect topographic features, existing utilities and infrastructure, and any environmental features. Prepare basemap.
- 2.2 Right-of-Way Engineering: Prepare legal descriptions and exhibits. Assume 6 files.

### **Task 3 Public Involvement**

- 3.1 Public Involvement Plan: Prepare strategies and desired outcomes for broad-based, early, and continuing engagement of key stakeholders and the public and address unique outreach needs and opportunities of environmental justice/underserved communities in the area. Prepare a demographic analysis for the area potentially affected by the project to understand the location of underserved communities and include them in the engagement opportunities. Develop process for timely and accessible forums of public input. Prepare and update a project stakeholder list with contact information, including appropriate interested and affected groups, throughout the life of the project.
- 3.2 Stakeholder Meetings: Up to two (2) stakeholder meetings
- 3.3 Public Information Materials: Prepare handouts for stakeholder meetings. Prepare exhibits for open houses including visualizations for the proposed bridge and path layout. All public notices will include a statement of non-discrimination. Prepare public comments summary that compiles all public comments and responses to as appropriate.
- 3.4 Public Open Houses: Up to two (2) open houses.

### **Task 4 Right Of Way**

- 4.1 Rights of Entry, 6 files assumed
- 4.2 ODOT Coordination: Coordinate with Region 1 and MCTD to determine permissible bridge support locations within ODOT right-of-way.
- 4.3 Property Acquisition: Appraisals, negotiations and acquisitions - Defer to future phase

### **Task 5 Permitting**

- 5.1 Data Collection: Conduct field work within identified project limits. Collect available

background information. Determine which permits and approvals are required.

- 5.2 Cultural Resources: Identify archaeological and historical resources located within the API. Summarize findings and identify the extent of additional fieldwork, research, and formal survey work that may be needed to meet federal and state requirements for the protection of significant cultural resources.
- 5.3 Hazardous Materials: Identify potential and known sources of contamination within the API through field observations, environmental database information, historic land use, and other data sources. Determine the extent of additional investigation, if needed.
- 5.4 Local Permits: Identify applicable local land use permits. These may include, but are not limited to: Tree removal, Conditional Use, and building permit, etc.
- 5.5 Environmental Justice Documentation: Analyze effect of project on environmental justice populations and identify any inequitable distribution of benefits and burdens for these populations compared to those for other residents. Should any inequity be found, include documentation justifying the project and showing there is no less discriminatory alternative.
- 5.6 Endangered Species Act (ESA) compliance: Document vegetation and wildlife habitat based on published references and a one-day site visit. Prepare a No Effect Memo for the entire project.
- 5.7 NEPA Categorical Exclusion Documentation: Complete NEPA Class 2 Categorical Exclusion documentation to the lead federal agency using the Project Prospectus Part 3 Project Environmental Classification document.
- 5.8 Quality Control: Senior review of each deliverable for compliance with project design and regulatory agencies' requirements.
- 5.9 Contingencies as required for additional natural resource, hazardous material and cultural resource assessments or approvals.

#### **Task 6            Utility Coordination**

- 6.1 Conflict Identification: Based on the preliminary design identify conflicts and initiate contact with each affected utility. Determine eligibility of reimbursable utility. Conduct one meeting with utilities present in the project area.
- 6.2 Notification, Relocation Plans and Certification: Notify utilities of and coordinate with utilities to resolve each identified conflict. Review and approve the relocation plans for each affected utility. Complete ODOT Utility Certification documentation at final PS&E. - Defer to future phase

#### **Task 7            30% Design**

- 7.1 Civil: Finalize the horizontal and vertical alignment for the path and bridge based on the 2013 memorandum' conceptual layout. Identify property acquisition acreage and connecting public infrastructure improvements required by the proposed alignment. Identify key access points, and challenges. Develop traffic control staging on I-5 for ODOT review. Prepare preliminary plans for general construction, and traffic control.
- 7.2 Stormwater: Assess the existing hydrology in the project area. Develop proposed stormwater treatment concepts to meet project requirements. Prepare a Stormwater Management Report and preliminary plans for proposed facilities.

- 7.3 Bridge: Investigate two alternatives considering span configuration, material type and foundation supports for bridge main spans crossing I-5. Select main span bridge type, aesthetics and layout. Determine retaining wall, and approach span layout for the preferred main span configuration. Summarize type selection process and proposed bridge and structures layout in the preliminary report. Prepare preliminary plans for the proposed bridge and retaining wall layout.
- 7.4 Geotechnical: Research and review available historic geologic literature and geotechnical investigations performed in the area. Perform a visual inspection of each site. Perform geotechnical field explorations, laboratory testing and engineering analysis and provide geotechnical recommendations for bridge foundations, and retaining walls. Number and location of borings will be dependent on final bridge configuration.
- 7.5 Traffic: Assess bicycle and pedestrian traffic patterns. Develop preliminary recommendations for signing and illumination.
- 7.6 Aesthetics: Prepare an aesthetic summary package for City review to determine which project features to enhance and what enhancements to use. Features for consideration will include rail, protective fencing, illumination, concrete patterning, public art, gateway/terminus design and wayfinding.
- 7.7 Preliminary Report: Prepare design report summarizing the preliminary environmental and design tasks. The package will include a narrative with a final recommendation of major design elements, preliminary plans presenting the recommendation and cost estimates for construction, right-of-way, and reimbursable utilities.
- 7.8 Prepare Project Prospectus: Prepare a project prospectus including the Part 3 Environmental Classification.

**Task 8**            **Final Design** – Design the project from 30% to Final Bid Documents.

- 8.1 Civil: Prepare Advance (90%) and Final (100%) Civil Plans including general construction plan and profile sheets, typical sections, detail sheets, traffic control plans, erosion control details and plans.
- 8.2 Stormwater: Prepare Advance (90%) and Final (100%) Storm Drainage Plans including pipe data sheets, drainage plan and profile and stormwater facility plans and details.
- 8.3 Structural: Prepare Advance (90%) and Final (100%) Structural Plans including bridge and retaining wall plan, profile, and detail sheets.
- 8.4 Landscape: Prepare Advance (90%) and Final (100%) Landscape Plans including landscape planting, water quality facility planting, irrigation, and public art plans and details.
- 8.5 Traffic: Prepare Advance (90%) and Final (100%) Signing and Striping Plans.
- 8.6 Lighting: Prepare Advance ((90%) and Final (100%) Lighting Plans, including roadway lighting on adjacent roadways and pedestrian and bike scale lighting on the bridge approaches and bridge structure.
- 8.7 Cost Estimate: Prepare Advance (90%) and Final (100%) engineer’s construction cost estimate.
- 8.8 Schedule: Prepare Final (100%) construction time estimate schedule, including staging and construction sequencing.

**Task 9**      **Specifications** – Prepare Advance (90%) and Final (100%) special provisions.

# I-5 Bicycle & Pedestrian Bridge SOW Outline Approx Level of Effort

October 2015

Duration	12	months
----------	----	--------

\$450,000	Subtotal
\$45,000	10% contingency
<b>\$500,000</b>	<b>*Estimated Level of Effort</b>

\* Rates & hours are VERY approximate for order of magnitude estimating only

DETAIL		~Rate	~Hrs	~Fee	Notes
Task 1	Project Management			\$64,000	
	Administration	\$175	204	\$36,000	4 hrs per week
	Schedule	\$175	16	\$3,000	
	Meetings	\$175	95	\$17,000	PMT 1/(2 mo), 2 PDTs, 2 review, 2 council
	QA	\$165	46	\$8,000	
Task 2	Surveying			\$65,000	
	Topo & Basemap	\$125	424	\$53,000	3 weeks of total field work assumed
	Right of Way Engineering	\$125	96	\$12,000	6 files assumed
Task 3	Public Involvement			\$18,000	
	Stakeholder Mtgs	\$175	16	\$3,000	2 meetings
	Outreach Material	\$130	96	\$12,000	handouts, exhibits and visualizations
	Open Houses	\$175	16	\$3,000	2 meetings
Task 4	Right Of Way			\$21,000	
	ROEs	\$120	75	\$9,000	6 files assumed
	ODOT Coordination	\$145	80	\$12,000	
	Property Acquisition - future phase			\$0	
Task 5	Permitting			\$45,000	
	Data Collection	\$125	60	\$8,000	
	Cultural Resources Baseline Report	\$110	100	\$11,000	Phase 1 for Sec 106.
	Phase 1 (HMCA)	\$110	80	\$9,000	
	Local Land Use Permits	\$110	40	\$4,000	Assumed to be fairly simple & straightforward
	Endangered Species Act (ESA) Documentation	\$125	40	\$5,000	NEM only
	NEPA Categorical Exclusion Documentation	\$125	40	\$5,000	Part 3 Prospectus
	Quality Control	\$125	20	\$3,000	4 hrs per each subtask
	Potential Contingencies			\$0	Accounted for as part of total contingency
Task 6	Utility Coordination			\$10,000	
	Conflict Identification	\$125	80	\$10,000	
	Relocation Plans and Certification - future phase			\$0	
Task7	30% Design			\$226,000	
	Civil	\$125	120	\$15,000	
	Stormwater	\$125	80	\$10,000	
	Bridge	\$150	600	\$90,000	
	Geotechnical			\$75,000	
	Traffic			\$15,000	
	Aesthetics	\$125	60	\$8,000	
	Preliminary Report	\$125	80	\$10,000	
	Project Prospectus Development	\$125	24	\$3,000	

### I-5 Bicycle & Pedestrian Bridge SOW Outline Approx Level of Effort

October 2015

			YEAR 1				YEAR 2			
		Phase 1 PE Cost	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Task 1	Project Management	\$64,000	■	■	■	■	■	■	■	■
Task 2	Surveying	\$65,000	■	■			■	■	■	■
Task 3	Public Involvement	\$18,000	■			■		■	■	■
Task 4	Right Of Way	\$21,000					■	■	■	■
Task 5	Permitting	\$45,000	■	■				■	■	■
Task 6	Utility Coordination	\$10,000		■				■	■	■
Task 7	30% Design	\$226,000		■	■	■		■	■	■
Task 8	Final Design						■	■	■	■
Task 9	Specifications						■	■	■	■
Task 10	Bid Support							■	■	■
Subtotal		\$450,000								
10% contingency		\$45,000								
<b>*Estimated Level of Effort</b>		<b>\$500,000</b>								

■ Phase 1  
 ■ Phase 2

*\*Does not include City administrative costs*

Table 1

**Wilsonville I-5 Pedestrian Bridge - 14' Wide**  
**Concept Cost Estimates - Planning Level\*\***  
**OBEC Consulting Engineers October 2015**

Item	Precast Concrete Girder Alternate - 14' Wide				Pre-Fabricated Steel Truss Alternate - 14' Wide				Precast Concrete Cable-Stayed Alternate - 14' Wide			
	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total	Quantity	Unit	Unit Cost	Total
<b>Temporary Items</b>												
Mobilization (10% of Construction Item Total)	1	Lump Sum	\$ 426,000	\$ 426,000	1	Lump Sum	\$ 424,000	\$ 424,000	1	Lump Sum	\$ 480,000	\$ 480,000
Traffic Control - I-5	1	Lump Sum	\$ 80,000	\$ 80,000	1	Lump Sum	\$ 80,000	\$ 80,000	1	Lump Sum	\$ 100,000	\$ 100,000
Traffic Control - Boones Ferry and Town Center Loop	1	Lump Sum	\$ 35,000	\$ 35,000	1	Lump Sum	\$ 35,000	\$ 35,000	1	Lump Sum	\$ 35,000	\$ 35,000
Erosion Control	1	Lump Sum	\$ 12,000	\$ 12,000	1	Lump Sum	\$ 12,000	\$ 12,000	1	Lump Sum	\$ 12,000	\$ 12,000
<b>Path Work</b>			\$ -				\$ -				\$ -	
Embankment	990	Cu. Yd.	\$ 17	\$ 16,830	1,050	Cu. Yd.	\$ 17	\$ 17,850	1,050	Cu. Yd.	\$ 17	\$ 17,850
Pavement Section (Concrete)	900	Lin. Ft.	\$ 200	\$ 180,000	1,000	Lin. Ft.	\$ 200	\$ 200,000	1,000	Lin. Ft.	\$ 200	\$ 200,000
Fence	1,800	Lin. Ft.	\$ 20	\$ 36,000	2,000	Lin. Ft.	\$ 20	\$ 40,000	2,000	Lin. Ft.	\$ 20	\$ 40,000
<b>Retaining Walls</b>												
Walls	6,950	Sq. Ft.	\$ 80	\$ 556,000	6,800	Sq. Ft.	\$ 80	\$ 544,000	6,800	Sq. Ft.	\$ 80	\$ 544,000
<b>Bridges</b>												
Cast-In-Place Concrete Approach Spans	8,800	Sq. Ft.	\$ 200	\$ 1,760,000	6,880	Sq. Ft.	\$ 200	\$ 1,376,000	6,880	Sq. Ft.	\$ 200	\$ 1,376,000
Precast Concrete Girder Main Spans	4,640	Sq. Ft.	\$ 250	\$ 1,160,000				\$ -				\$ -
Pre-Fabricated Steel Truss Main Spans				\$ -	4,640	Sq. Ft.	\$ 325	\$ 1,508,000				\$ -
Precast Concrete Cable-Stayed Bridge				\$ -				\$ -	4,640	Sq. Ft.	\$ 430	\$ 1,995,200
<b>Construction Subtotal</b>												
Construction Item Total				\$ 4,261,830				\$ 4,236,850				\$ 4,800,050
Contingency		30%		\$ 1,278,549		30%		\$ 1,271,055		30%		\$ 1,440,015
<b>Construction Total</b>				\$ 5,540,379				\$ 5,507,905				\$ 6,240,065
<b>Design Engineering - Kickoff thru 30% Design</b>				\$ 450,000				\$ 450,000				\$ 450,000
<b>Design Engineering - After 30% Design thru bid opening</b>				\$ 350,000				\$ 300,000				\$ 450,000
<b>Construction Engineering</b>				\$ 600,000				\$ 600,000				\$ 700,000
<b>Right of Way</b>												
Right of Way	0.45	Acres	\$ 1,000,000	\$ 450,000	0.45	Acres	\$ 1,000,000	\$ 450,000	0.45	Acres	\$ 1,000,000	\$ 450,000
Temporary Construction Easement	0.45	Acres	\$ 100,000	\$ 45,000	0.45	Acres	\$ 100,000	\$ 45,000	0.45	Acres	\$ 100,000	\$ 45,000
<b>Reimbursable Utilities</b>												
Aerial Electric, Boones Ferry Road	650	Lin. Ft.	\$ 200	\$ 130,000	650	Lin. Ft.	\$ 200	\$ 130,000	650	Lin. Ft.	\$ 200	\$ 130,000
<b>Total Alternative Cost (2016 Dollars)</b>				\$ 7,570,000				\$ 7,480,000				\$ 8,470,000

\*\* Note, quantities and initial unit costs are taken from OBEC's 2013 memorandum. Unit prices have been updated to more reasonably reflect 2016 costs

August 23, 2016

Metro MTIP RFFA  
c/o Pamela Blackhorse  
600 NE Grand Ave.  
Portland, OR 97232



**RE: City of Wilsonville's 2019-21 MTIP RFFA Grant Application:  
I-5 Pedestrian and Bikeway Bridge (Town Center Loop to Barber Street)**

Dear Ms. Blackhorse:

I am writing to express the strong support of the Wilsonville City Council for the City's application to Metro for MTIP RFFA funding for the I-5 Pedestrian and Bikeway Bridge Project.

The proposed pedestrian and bicycle bridge provides much needed connectivity between the west and east side of Wilsonville over Interstate 5, which splits the community in half. The proposed project improves the link between the Town Center area businesses and neighborhoods located east of I-5 and TriMet's Westside Express Service (WES) commuter rail line and Wilsonville's South Metro Area Regional Transit (SMART) Central Station and the dense Villebois neighborhood on the west side of I-5.

The project proposes to build a new pedestrian and bikeway bridge, separated from motor vehicle traffic, stretching over I-5 connecting bike/ped facilities of Barber Street/Boones Ferry Road to Town Center Loop. The project fills a gap in Wilsonville's existing transportation network by creating new walking and bicycling connections, promoting non-motorized travel throughout the community.

The project enables continued work on implementing key priorities of the City's adopted Transportation System Plan (TSP) and Bicycle and Pedestrian Master Plan. The City adopted an updated TSP in June 2013, incorporating the 2006-2008 combined Parks and Recreation, Bicycle and Pedestrian, and Transit Master Plans that were developed through a simultaneous, coordinated planning process with robust public involvement.

The City of Wilsonville has a strong commitment to alternative transportation modes as a way of enhancing health, mobility, and quality of life in our community and agrees to support these grant funds with the required match and staff support needed to ensure the success of the project.

Sincerely,

  
Tim Knapp, Mayor

cc: Wilsonville City Council; Clackamas County Coordinating Committee, Metro Subcommittee



## Metro | *Making a great place*

November 20, 2013

Chris Cummings  
ODOT Freight Mobility Unit  
555 13th Street NE  
Salem, OR 97301

**RE: Support for *ConnectOregon V* pedestrian and bicycle project applications for the Portland metropolitan area, ODOT Region 1**

Dear Mr. Cummings:

As manager for Metro's Active Transportation Program, I am pleased to provide a letter of support for the pedestrian and bicycle projects listed below. These projects help complete and connect the Portland metropolitan area's Regional Transportation Plan pedestrian and bicycle networks and increase safe access to public transit, jobs, and services. When completed, these projects will make it easier to walk, bicycle and take transit for everyday travel and help the region meet our transportation goals.

- **Bike Share Phase 2: Jobs, Training & Transit – Portland:** Expands the transit system and increases access to jobs, including the state's largest industrial center, commercial corridors and workforce training centers by increasing the city's initial bike share system by 40%.
- **TriMet Westside Bike & Ride Project: Access to Employment:** Increases access to transit and employment with expanded, secure and enclosed bicycle parking and trail to transit connections at the Goose Hollow and Beaverton Creek MAX stations.
- **Tualatin River Greenway Trail Gap Completion:** Provides a new, safe crossing of I-5 and connections to existing regional trail network, leverages existing investments and increases access to jobs, services, new and existing retail, transit and public facilities.
- **Last Gap of the Waterhouse Trail - Tualatin Hills Park and Recreation District:** Completes the final unfunded segment of the regional trail improving access to Hillsboro, Tigard, Tualatin and all points in between.
- **Tigard Street Trail – Path to Employment:** Connects Tigard's workforce to centers of employment in the region, providing new connections to the existing regional trail, bicycle and pedestrian network and transit.
- **Wilsonville I-5 Bicycle and Pedestrian Bridge – Barber Street Town Center Loop:** Provides access to the Wilsonville Town Center, businesses and commercial services, neighborhoods, transit stops, the WES commuter rail station and SMART Transit Center with a new, safe crossing of I-5 and new multi-use paths.
- **Willamette Greenway Bike and Pedestrian Trail - Portland:** Spurs growth and employment in the South Waterfront District, increasing access and improving transportation through and to the high density and soon-to-be jobs-rich South Waterfront. Provides increased access to transit for affordable housing development.
- **St. Johns Rivergate Access Project – Metro:** Provides improved access to jobs and economically distressed neighborhood in Portland and leverages recently funded bridge project. Completes gaps in the 40-Mile Loop Trail.

Please consider funding these important pedestrian and bicycle infrastructure projects that increase access and safety and keep Oregon moving!

Thank you,  
Lake McTighe   
Manager, Active Transportation Program

Cc: Steve Wheeler, Director of Planning and Development, Metro

# Memo



OFFICE OF THE ASSOCIATE PROVOST

**DATE:** November 20, 2013  
**TO:** ODOT Connect Oregon V Committee  
**FROM:** Dr. Mateo Aboy, Associate Provost, Oregon Tech.  
**SUBJECT:** Letter of Support for The City of Wilsonville's Connect Oregon V Application

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Dear ODOT Connect Oregon V Committee:

Oregon Institute of Technology serves students and employers in the Portland metropolitan area by offering university degree programs at the Oregon Tech Wilsonville Campus and the Willow Creek Center (WCC) in Beaverton. Oregon Tech's high-demand BS and MS degrees are accessible to traditional full-time students, community college transfer students, working professionals, and busy adults by offering day, evening, weekend, hybrid, and online courses.

The Oregon Tech Wilsonville Campus is designed to provide an industry-focused, urban university experience at the heart of "Silicon Forest." Our mission is to serve students and employees by educating a highly trained and globally competitive workforce in engineering, technology, management, and health sciences.

We are writing in support of The City of Wilsonville's Connect Oregon V application for a bicycle and pedestrian bridge over Interstate 5. Oregon Tech encourages students to use alternative modes of transportation rather than drive alone, and offers incentives for them to do so. We believe that more of our students would use active transportation options if there were more convenient cross-town connections throughout Wilsonville - especially ones that safely and easily connect to transit at the SMART Central Station.

We urge you to approve this grant request to improve connectivity for bicycles and pedestrians not only traveling within Wilsonville, but also for those making regional transportation connections.

Sincerely,

A handwritten signature in black ink, appearing to read "Mateo Aboy".

Mateo Aboy, PhD, MBA, CLP

Associate Provost &  
Vice President for Research  
Oregon Institute of Technology  
mateo.aboy@oit.edu  
503.821.1291



November 15, 2013

Dear ODOT Selection Committee:

Stream Global Services recently relocated to Wilsonville and calls the new site home for approximately 1300 employees. Our newly remodeled facility is located on the corner of Boones Ferry Rd. and Barber St. in Wilsonville, Oregon. This facility is also located at the base of the proposed bicycle and pedestrian bridge that will cross over I-5 and is only two blocks from the Wilsonville Transit Center.

Many of our employees use transit to get to work and when they are here in Wilsonville they often walk around town during their breaks. This new bridge would allow them to get to Town Center much faster than if they had to walk or bicycle to the existing I-5 crossings making it nearly impossible for them to do so within their allowed break times.

In addition to the above mentioned, many of our employees want to live close to where they work. This added connection increases bicycle and pedestrian connectivity for residents and employees in Wilsonville and will offer convenient access to more neighborhoods and shopping areas.

We support this project and urge you to approve Wilsonville's grant application for funds to support bicycle and pedestrian infrastructure to enhance connectivity.

Sincerely,

Jillene Jensen  
Director, Site Operations  
Stream Global Services  
9275 SW Peyton Lane  
Wilsonville, OR 97070  
Office: 503.685.6400 X8202003  
Mobile: 360.608.4453

ODOT Freight Mobility Unit  
555 13th Street NE, Suite 2  
Salem OR 97301-3871  
November 15, 2013

Dear Ms. Coffelt:

We are writing as representatives of The Wilsonville Wheelers and Wilsonville residents who frequently use our bicycles to commute around the City. We support the application for a bicycle and pedestrian bridge over I-5 in the City of Wilsonville.

The Wilsonville Wheelers is a group of local bicycle riders. The group was formed as one of the City of Wilsonville's education and recreation programs to provide peer encouragement to residents who wanted to bicycle ride but were hesitant to do so. We value the concept of a walk able and bicycle-friendly community to enhance health and livability.

Our goal is to make Wilsonville residents more aware of the opportunities to bicycle to work, shop, and ride for recreation. Folks often feel hindered by the existing crossings of Interstate 5 which they believe are dangerous. The proposed bike and pedestrian bridge will provide a safer alternative. We strongly support the City's project which would promote the goals of our group. The grant will further enable The Wilsonville Wheelers to grow and continue to lead rides to educate those who want to explore bicycling opportunities in and around our city.

We urge you to approve Wilsonville's grant application for funds to support this project in Wilsonville.

Sincerely,

Pat Rehberg  
Al Levit  
[levitrehberg@frontier.com](mailto:levitrehberg@frontier.com)

November 25, 2013

Bryan Cosgrove  
City Manager  
City of Wilsonville  
29799 SW Town Center Loop East  
Wilsonville, OR 97070

RE: City of Wilsonville I-5 Bicycle and Pedestrian Bridge

Dear Mr. Cosgrove:

The Wilsonville Area Chamber of Commerce strongly supports the City's Connect Oregon V Grant application for \$7 million for the construction of a bicycle and pedestrian bridge over Interstate 5.

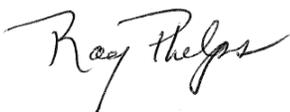
Wilsonville is the fifth fastest growing city in Oregon and home to major employers such as Xerox, Sysco, Flir, and Rockwell Collins. The City's population nearly doubles during the day as commuters travel from around the region to work in Wilsonville. In addition to recent employment growth, new residential areas in Wilsonville are increasing the demand for connectivity within the community. The Chamber is proud to have a community that supports local businesses by providing active transportation options and helping to reduce congestion in the city.

The Wilsonville Chamber of Commerce, representing 598 businesses and more than 12,000 employees, firmly believes that supporting infrastructure development in Wilsonville will create jobs and provide benefits to all industries in the region.

The existing I-5 crossings in Wilsonville are insufficiently spaced for supporting the City's long-term goals for connectivity and mobility within Wilsonville. It is important to provide access to Town Center Shopping and Wilsonville's Transit Center to ensure the success of local businesses.

We strongly support your application for a bicycle and pedestrian I-5 crossing that will meet the City's need for improved pedestrian and bicycle transportation options.

Sincerely,



Ray Phelps, President



November 22, 2013

ODOT Freight Mobility Unit  
555 13th Street NE, Suite 2  
Salem OR 97301-3871

Dear Connect Oregon Selection Committee:

The purpose of this letter is to support the Connect Oregon V application for Wilsonville's I-5 Bicycle and Pedestrian Bridge from Town Center Loop W. to Barber Street. The addition of this bike/ped infrastructure will allow continued work in implementing key priorities of the City's adopted Transportation System Plan (2013), and SMART's Transit Master Plan (2008).

South Metro Area Regional Transit (SMART) constructed and completed a new multi-modal facility located only about 1/4 mile from the west end of the proposed new bridge. SMART Central Station is the hub where buses connect with SMART routes that travel not only within Wilsonville, but to Salem, Canby, Tualatin and Portland. This station is also the location of the southernmost stop of TriMet's WES commuter rail, with a 450 space park & ride and 48 bicycle lockers for commuters.

The construction of a bike/ped bridge over I-5 would offer increased opportunities for travel destinations to access local shopping, employment, and regional transit connections by bus and train. SMART supports all alternatives to single-occupancy vehicles as a way of enhancing health, mobility, and quality of life in our region.

We strongly recommend your support of this project with Connect Oregon V funding.

Sincerely,

Stephan A. Lashbrook  
Transit Director

**SMART**

South Metro Area Regional Transit

[Lashbrook@ridesmart.com](mailto:Lashbrook@ridesmart.com)

503-570-1576



November 19, 2013

Dear ODOT Connect Oregon V Committee:

FLIR is writing in support of The City of Wilsonville's Connect Oregon V application for a bicycle and pedestrian bridge over Interstate 5.

FLIR has developed an extensive Alternative Transportation Program that encourages employees to not only use Alternative Transportation but to also walk or ride a bike to work. As part of this program, we offer financial incentives for our employees that utilize our program. This bicycle and pedestrian bridge will open up the SMART Central Station as well as the rest of the west side of I-5 to our employees. This bridge would also provide a convenient cross-town connection for everyone to use including providing a safe route for kids to get to and from the Town Center Loop area.

We urge you to approve this grant request to improve connectivity for bicycles and pedestrians not only traveling within Wilsonville but also for those making regional transportation connections.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Sloat", written in a cursive style.

Scott Sloat  
Senior HR Business Partner  
FLIR Systems, Inc.