



SCOPED PROJECT COSTS

Preliminary Engineering	\$ 301,604
Environmental	\$ -
Right-of-Way	\$ -
Construction Engineering	\$ 218,678
Construction	\$ 1,075,232
Contingency	\$ 416,530
TOTAL	\$ 2,011,505
REQUESTED FUNDS	\$1,804,923
MATCH%	10.27%

PROJECT DESCRIPTION:

Design and construct shared use path that would extend west under I-205 and the I-84 westbound on-ramp



PURPOSE/NEED:

Currently, the only bicycle and pedestrian connection between the central area of East Portland (Gateway Regional Center) and NE Portland is Halsey Street, a high volume, high speed roadway with no bicycle facility. The project provides a connectivity and enhanced safety opportunities.

BENEFITS:

- Project enhances safety as it separates pedestrians and cyclists from the Halsey Street overcrossing
- Enhances mobility from East Portland to the Portland's Central City
- Improves access for bicyclists and pedestrians and closes the gap created by I-205
- Bicyclists and pedestrians will benefit from improved access to schools, services and employment throughout the corridor
- Improves safety especially for bicyclists who now must travel on a high-speed, high volume roadway (Halsey Street) overpass in the travel lanes

ASSUMPTIONS:

- 12-foot trail with 2 two-foot shoulders or shy distances
- Walls under structures and around the hazmat area
- Illumination
- May require environmental assessment
- No utility relocation
- No right-of-way (ROW) acquisition anticipated
- Design to stay on ODOT ROW and off of the railroad ROW
- ADA compliant design
- All cost over-runs are the responsibility of the applicant

RISKS:

- Encroachment on the railroad ROW or into a HazMat area under the bridge may increase project cost