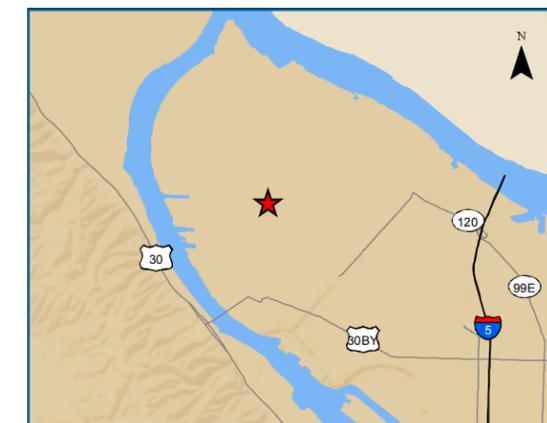


**SCOPED PROJECT COSTS**

Preliminary Engineering	\$ 966,969
Environmental	\$ -
Right-of-Way	\$ 20,000
Construction Engineering	\$ 725,227
Construction	\$ 3,453,462
Contingency	\$ 1,381,385
<b>TOTAL</b>	<b>\$ 6,547,042</b>
<b>REQUESTED FUNDS</b>	<b>\$ 5,874,661</b>
<b>MATCH%</b>	<b>10.27%</b>

**PROJECT DESCRIPTION:**

Design and construct a 10-foot wide with shoulders multi-use path extension of the Willamette Greenway Trail from Chimney Park to the slough, construct a grade-separated bike/ped crossing over Columbia Blvd, and upgrade existing at-grade railroad crossing



**PURPOSE/NEED:**

The project will extend the 10-foot wide with shoulders multi-use path of the Willamette Greenway Trail from Chimney Park, north across Columbia Blvd. with a new grade-separated crossing over Columbia Blvd. The project also includes an upgrade of an existing at-grade railroad crossing, upgrade of an existing bridge over the Columbia Slough, and

new metal gates, post, and cable fencing.

**BENEFITS:**

- Provides significant safety improvements for pedestrians and bicyclists crossing Columbia Blvd by separating modes of travel
- Improves connectivity and access to transit on Columbia Blvd
- Helps complete a critical gap in the 140 mile regional trail system that surrounds Portland
- Connects adjacent neighborhoods to a series of destinations including employment centers, Pier Park, Chimney Park, Smith and Bybee Natural Area, and Kelley Point Park

**ASSUMPTIONS:**

- 10-foot trail with 2 two-foot shoulders or shy distances
- Grade separated crossing at Columbia Blvd
- No illumination on trail except at grade-separated crossing
- No utility relocation costs
- Requires right-of-way acquisitions
- Reconstruct at-grade crossing and new flashers at UPRR crossing
- Water quality treatment is not required
- All over-runs are the responsibility of the applicant
- Metro funding will be used to complete the trail on landfill property

**RISKS:**

- If the project proposes to construct the trail through the Chimney Park dog park, the resulting 4(f) impact may not be considered de minimis, in which case, a 4(f) evaluation would be required
- Requires a No Rise certification because the project is within the 100-year floodplain
- Requires a HazMat assessment to determine how to address materials
- Requires permit for railroad crossing