



Appendices

Appendix A: Project Costs

Appendix B: Trail Development on the Willamette River

Appendix C: Bicycle and Pedestrian Off-Street Capital Improvement Plan

Appendix A: Project Costs

Estimated Costs for Wilsonville's Bicycle and Pedestrian Network: Regional Trails																
ID	Trail Name and Segments	Trail miles Construction paved (12')	Trail miles Construction (unpaved)	On-street miles				Crossings				Other***	Preliminary Cost	Design & CM (25%)	Contingency (30%)	Estimate of Total Cost
				Widening	Stripe/sign bike lane	Sidewalk (6', one side)	Signing	Type 1	Type 1+	Type 2**	Type 3					
				\$300,000	\$25,000	\$184,800	\$1,500	\$5,000	\$15,000	\$10,000	\$100,000					
		per mile *	per mile *	per mile	per mile	per mile	per mile	per crossing	per crossing	per crossing	per crossing					
Regional Trails																
R1	Tonquin Trail	\$1,200,000					\$6,000		\$45,000			\$600,000	\$1,851,000	\$462,750	\$555,300	\$2,869,050
R2	Stafford Spur Trail	\$900,000					\$4,500				\$100,000		\$1,004,500	\$251,125	\$301,350	\$1,556,975
R3	Boeckman Creek Trail	\$720,000					\$3,600					\$450,000	\$1,173,600	\$293,400	\$352,080	\$1,819,080
R4	Waterfront Trail	\$870,000					\$4,200	\$5,000				\$25,000	\$904,200	\$226,050	\$271,260	\$1,401,510
R5	Willamette River Crossing	\$0										\$7,500,000	\$7,500,000	\$1,875,000	\$2,250,000	\$11,625,000
R6	Wiedeman Road Trail	\$450,000			\$22,500	\$332,640		\$5,000	\$15,000			\$2,000,000	\$2,825,140	\$706,285	\$847,542	\$4,378,967
	Phase 1	\$210,000						\$5,000					\$215,000	\$53,750	\$64,500	\$333,250
	Phase 2	\$135,000						\$5,000				\$2,000,000	\$2,140,000	\$535,000	\$642,000	\$3,317,000
	Phase 3	\$75,000			\$22,500	\$332,640		\$5,000	\$15,000				\$450,140	\$112,535	\$135,042	\$697,717
Totals																\$23,650,582

* actual cost will depend on ROW acquisition, drainage issues, surface selected

** includes signal modifications to add pedestrian actuation

*** special conditions that may include bridge construction, property acquisition, boardwalk construction, and environmental evaluation and permitting

R1: includes -multiple boardwalks, trailhead, multiple creek bridges, environmental evaluation and permitting

R3: includes - boardwalk, trailhead, environmental evaluation and permitting

R4: includes - environmental evaluation and permitting

R5: includes - connections to north and south banks, materials, engineering and installation of cantilevered walk, full cost estimate in Appendix

R6: includes - bicycle/pedestrian bridge overpass of I-5

\$4,347,967

Estimated Costs for Wilsonville's Bicycle and Pedestrian Network: Community Pathways and Bikeways																			
ID	Trail Name and Segments	Trail miles Construction (12' paved)	Trail miles Construction (unpaved)	On-street miles					Crossings				Other***	Preliminary Cost	Design & CM (25%)	Contingency (30%)	Estimate of Total Cost		
		Widening	Stripes/sign bike lane	Sidewalk/Path one side	6'	Signing	Type 1	Type 1+	Type 2**	Type 3									
		\$300,000 per mile*	\$132,000 per mile	\$300,000 per mile*	\$25,000 per mile	\$184,800 per mile	\$1,500 per mile	\$5,000 per crossing	\$15,000 per crossing	\$10,000 per crossing	\$100,000 per crossing								
Community Pathways and Bikeways																			
C1	Town Center Improvements													\$60,000	\$60,000	\$15,000	\$18,000	\$93,000	
C2	West Town Center Loop					\$221,760		\$1,845							\$223,605	\$55,901	\$67,082	\$346,588	
C3	Town Center Park Trail	\$45,000						\$240							\$45,240	\$11,310	\$13,572	\$70,122	
C4	Town Center Loop Bridge													\$2,500,000	\$2,500,000	\$625,000	\$750,000	\$3,875,000	
C5	Parkway Avenue				\$14,000			\$840							\$14,840	\$3,710	\$4,452	\$23,002	
C6	Boeckman Road Bridge													\$2,500,000	\$2,500,000	\$625,000	\$750,000	\$3,875,000	
C7	Boeckman Rd			\$120,000	\$10,000	\$184,800		\$750							\$315,550	\$78,888	\$94,665	\$489,103	
C8	Canyon Creek extension			\$168,000.00	\$14,000.00	\$103,488.00		\$840							\$286,328	\$71,582	\$85,898	\$443,808	
C9	Boeckman Road			\$300,000	\$17,250	\$147,840		\$1,035						\$100,000	\$666,125	\$141,531	\$169,838	\$877,494	
C10	Frog Pond	\$156,000						\$780							\$25,000	\$181,780	\$45,445	\$54,534	\$281,759
C11	School Trail	\$417,000												\$25,000	\$442,000	\$110,500	\$132,600	\$685,100	
C12	Memorial Park Central Loop Trail	\$210,000						\$1,125							\$211,125	\$52,781	\$63,338	\$327,244	
C13	French Prairie Drive	\$300,000						\$1,260	\$15,000					\$400,000	\$716,260	\$179,065	\$214,878	\$1,110,203	
C14	Miley Rd			\$360,000	\$30,000	\$221,760		\$1,800							\$613,560	\$153,390	\$184,068	\$951,018	
C15	Memorial Drive / 5th Street overpass													\$4,000,000	\$4,000,000	\$1,000,000	\$1,200,000	\$6,200,000	
C16	5th Street					\$33,264		\$270							\$33,534	\$8,384	\$10,060	\$51,978	
C17	Boones Ferry Road			\$132,000	\$11,000	\$162,624		\$660							\$306,284	\$76,571	\$91,885	\$474,740	
C18	Wilsonville/RR tracks crossing									\$15,000					\$15,000	\$3,750	\$4,500	\$23,250	
C19	Brown Road	\$204,000						\$1,020	\$5,000						\$210,020	\$52,505	\$63,006	\$325,531	
C20	5th Street extension	\$105,000						\$525	\$5,000						\$110,525	\$27,631	\$33,158	\$171,314	
C21	Water Treatment Plant connection	\$147,000						\$735	\$5,000						\$152,735	\$38,184	\$45,821	\$236,739	
C22	Willamette Way East sidewalks					\$18,480									\$18,480	\$4,620	\$5,544	\$28,644	
C23	Barber Street / Boones Ferry Road			\$174,000	\$14,500	\$214,368		\$840							\$403,708	\$100,927	\$121,112	\$625,747	
C24	Boberg Road			\$144,000		\$88,704		\$720							\$233,424	\$58,356	\$70,027	\$361,807	
C25	Barber Street			\$120,000.00	\$10,000.00	\$147,840.00		\$600							\$278,440	\$69,610	\$83,532	\$431,582	
C26	Kinsman Road extension			\$630,000.0	\$52,500.0	\$739,200.0		\$3,150							\$1,424,850	\$356,213	\$427,455	\$2,208,518	
C27	Barber Street			\$375,000	\$31,250	\$462,000		\$1,875	\$15,000						\$885,125	\$221,281	\$265,538	\$1,371,944	
C28	Villebois Open Space	\$150,000													\$150,000	\$37,500	\$45,000	\$232,500	
C29	Villebois Loop				\$32,500.0	\$480,480.00		\$1,980							\$514,960	\$128,740	\$154,488	\$798,188	
C30	Villebois Drive			\$87,000.00	\$7,250.00	\$110,880.00		\$435							\$205,565	\$51,391	\$61,670	\$318,626	
C31	Grahams Ferry Road			\$540,000	\$45,000	\$665,280		\$2,700	\$20,000						\$1,272,980	\$318,245	\$381,894	\$1,973,119	
C32	Boeckman Road			\$81,000.00	\$6,750.00	\$49,896.00		\$405							\$138,051	\$34,513	\$41,415	\$213,979	
C33	95th Avenue					\$51,744									\$51,744	\$12,936	\$15,523	\$80,203	
C34	Clutter Road			\$90,000	\$7,500	\$110,880		\$450	\$15,000						\$223,830	\$55,958	\$67,149	\$346,937	
C35	Cahalin Road			\$195,000	\$16,250	\$221,760		\$975	\$10,000						\$443,985	\$110,996	\$133,196	\$688,177	
C36	BPA Powerline Trail	\$300,000						\$1,500	\$15,000						\$316,500	\$79,125	\$94,950	\$490,575	
C37	Area 42 Trail	\$128,000						\$750	\$10,000						\$136,750	\$34,188	\$41,025	\$211,963	
C38	Commerce Circle					\$62,832									\$62,832	\$15,708	\$18,850	\$97,390	
C39	Elligsen Road				\$6,500	\$96,096									\$102,596	\$25,649	\$30,779	\$159,024	
C40	Parkway Avenue			\$141,000	\$11,750	\$173,712		\$705	\$5,000						\$332,167	\$83,042	\$99,650	\$514,859	
C41	Parkway Center Connector	\$75,000						\$375							\$75,375	\$18,844	\$22,613	\$116,831	
C42	Canyon Creek Trail	\$102,000						\$510						\$25,000	\$127,510	\$31,878	\$38,253	\$197,641	
	Total																		\$32,400,244

* actual cost will depend on ROW acquisition, drainage issues, surface selected

** includes signal modifications to add pedestrian actuation

*** special conditions that may include bridge construction, property acquisition, and boardwalk construction

Estimated Costs for Wilsonville's Bicycle and Pedestrian Network: Local Access Trails																	
ID	Trail Name and Segments	Trail miles Construction (12' paved)	Trail miles Construction (unpaved)	On-street miles				Crossings				Other***	Preliminary Cost	Design & CM (25%)	Contingency (30%)	Estimate of Total Cost	
				Widening	Stripe/sign bike lane	Sidewalk/Path one side	6'	Signing	Type 1	Type 1+	Type 2**						Type 3
				\$300,000 per mile *	\$132,000 per mile	\$300,000 per mile*	\$25,000 per mile	\$184,800 per mile	\$1,500 per mile	\$5,000 per crossing	\$15,000 per crossing						\$10,000 per crossing
Local Access Trails																	
L1	Center Loop Trail		\$165,000										\$100,000	\$265,000	\$66,250	\$79,500	\$410,750
L2	Triangle Forest Trail		\$79,200										\$50,000	\$129,200	\$32,300	\$38,760	\$200,260
L3	Indian Plum Creek Trail		\$72,600										\$50,000	\$122,600	\$30,650	\$36,780	\$190,030
L4	Lone Oak Trail		\$13,200											\$13,200	\$3,300	\$3,960	\$20,460
L5	River Trail		\$81,840											\$81,840	\$20,460	\$24,552	\$126,852
L6	Kolbe Homestead Trail		\$39,600											\$39,600	\$9,900	\$11,880	\$61,380
L7	Klein Homestead Trail		\$39,600											\$39,600	\$9,900	\$11,880	\$61,380
L8	Park Access Trail		\$6,600.00					\$750						\$7,350	\$1,838	\$2,205	\$11,393
L9	Town Center Loop		\$33,000											\$33,000	\$8,250	\$9,900	\$51,150
L10	Park @ Merryfield Trail	\$30,000												\$30,000	\$7,500	\$9,000	\$46,500
L11	Tonquin Connector		\$19,800.00											\$19,800	\$4,950	\$5,940	\$30,690
L12	Villebois Loop Trail		\$110,880.00											\$110,880	\$27,720	\$33,264	\$171,864
L13	School Trail		\$139,920.00											\$139,920	\$34,980	\$41,976	\$216,876
L14	Frog Pond Loop		\$155,760										\$25,000	\$180,760	\$45,190	\$54,228	\$280,178
L15	Rivergreen Trail		\$85,800					\$975					\$75,000	\$161,775	\$40,444	\$48,533	\$250,751
Total																	\$1,879,763

* actual cost will depend on ROW acquisition, drainage issues, surface selected

** includes signal modifications to add pedestrian actuation

*** special conditions that may include bridge construction, property acquisition, and boardwalk construction

Appendix B: Trail Development on the Willamette River

City of Wilsonville State and Federal Permitting Overview

Development requirements for a trail along the banks of the Willamette River are dependent on several key factors including funding source, setback from the top of riverbank, riverbank conditions, and anticipated type of trail construction. In general, the further the trail moves away from the river, the less onerous the regulatory requirements become. In addition, use of local funds vs. state/federal dollars allows greater flexibility in what can and can't be constructed. For the purposes of this analysis, it is assumed a multi-use paved trail is desirable, and federal funds will be used to construct the trail.

Development Standards

The design of a trail on the banks of the Willamette River will need to follow national, state and regional standards and guidelines for a shared-use path. These standards dictate the trail width, materials, slope, and horizontal and vertical dimensions/clearances of the trail. As opposed to standards, guidelines are not strict requirements, but rather strongly recommended design treatments developed in an effort to protect an existing resource, in this case the river and its associated habitat. The following table provides a summary of trail development standards.

Table A-1. Trail Development Standards

Type	Agency (& contacts)	Contact/Document	Relevant Standards & Guidelines
Region	Metro Regional Services Parks and Greenspaces	Jennifer Buddhabatti, 503-797-1700	Guidelines: Metro issued their "Green Trails Guidebook", outlining guidelines that pertain to urban trails adjacent to natural resources. These best management practices will influence the design and alignment of future regional trails.
State	Oregon Department of Transportation, Oregon Bicycle and Pedestrian Plan	Michael Ronkin, 503-986-3555 <i>Oregon Bicycle and Pedestrian Plan</i>	Standards Widths and Clearances: 8 ft. minimum width, 2' minimum lateral clear distance, 8' minimum overhead clearance, 5' separation from edge of roadway or fence separation. Many of the standards and guidelines are based on AASHTO recommendations.
Federal	American Association of State Highway and Transportation Officials	<i>Guide for the Development of Bicycle Facilities</i>	Guidelines: This book provides guidelines for trails including widths, grades, intersection treatments, pavement surfaces, lighting, and signing.
Federal	Americans with Disabilities Act- US Dept. of Justice	<i>ADA Standards for Accessible Design</i>	These standards apply to public facility designs and require that urban trails meet accessibility requirements regarding slope, clearance, height of facilities (i.e. drinking fountains).
Federal	Federal Highway Administration	<i>Manual on Uniform Traffic Control Devices</i>	The MUTCD provides both standards and guidelines regarding trail and roadway traffic control devices. The standards primarily include signing recommendations.

Historic Resources

The State Historic Preservation Office (SHPO) administers Section 106 of the National Historic Preservation Act of 1966 governing the protection of historic and cultural resources. Undertakings that adversely affect properties that are included in or are eligible for inclusion in the National Register of Historic Places should be avoided. Any project element calling for alteration or demolition of historically or architecturally significant property (normally 50 years or older) or property contributing to the integrity of a cohesive older neighborhood or historic district, and any project element calling for disturbance of previously undeveloped ground in the course of new construction is required by federal regulations to be cleared by the SHPO. In addition, the SHPO will need to review projects for any impacts to prehistoric sites. Given the prehistoric and early settlement pattern of Wilsonville in association with the Willamette River, it is anticipated that there will be some historic sites present along the river that will require a 106 permit.

Cut & Fill

The trail may involve cut and fill along the riverbank. The Department of State Lands (DSL) administers ORS 196.795-990, requiring people who plan to remove or fill materials in waters of the state to obtain a permit from the DSL. "Waters of the state" in reference to the Willamette River typically means below top of bank (100 year flood elevation). The DSL's mission focuses on the protection of water quality, fish and their habitats, and cultural resources. Cut and fill in excess of 50 cubic yards will require a permit.

Salmon Issues

Chinook and steelhead are both federally listed species found on the Willamette River.

DSL has defined "Essential Indigenous Anadromous Salmonid Habitat" areas. The confluences of Boeckman Creek and Corral Creek with the Willamette River have been defined as essential habitat areas. Within these areas, a DSL permit will be required regardless of the amount of cut and fill.

DSL through the Oregon Department of Fish and Wildlife (ODFW) has established best management practices for protection of fish and wildlife. Any construction impacting the waters of the state will be encouraged to comply with these best management practices. Though the trail may not impact the land

below ordinary high water, DSL and ODFW will review impacts to the riparian forest along the river, since the riparian forest is considered essential to the protection of the river.

DSL has defined in-water work windows to minimize disturbance of salmonid species. For the stretch of river through Wilsonville, the in water work windows are defined from June 1st through October 31st, and from December 1st through January 31st. This would include any river bank work that might be required for the trail.

Biological Assessment

Assuming federal money is granted for the construction of a trail along the river, a biological assessment (BA) will be required for compliance with Section 7 of the Endangered Species Act of 1973. The BA would address potential project impacts to federally listed flora and fauna species present. The Oregon Department of Transportation (ODOT) will review and approve the BA. If the effect analysis determines "No Effect" then the US Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) would not need to review the BA. Under law, federal agencies are not required to obtain concurrence on "No Effect" calls. If the effect determination is "may affect, not likely to adversely affect," then ODOT would pass on the BA to the USFWS and NMFS for concurrence. Generally, earth-moving activities within 300 feet of the Willamette River containing listed fish species cannot be a "No Effect." Because the trail is a relatively low-impact proposal, the agencies would most likely review the project favorably, but would look to off set potential impacts with some form of mitigation. This might include a number of measures such as improving fish habitat within the river, bio-engineering a portion of the river bank, use of pervious pavement, or even off site mitigation at the State's request. The US Army Corps of Engineers may also need to review the biological assessment if any wetland fill is required.

Wetlands

Fieldwork to delineate possible wetlands along the corridor will be required prior to construction of the trail. Coordination with local, state, and federal agencies may be required, depending on the final trail design. Any disturbance to the river or creek banks (e.g. Boeckman Creek) or any action involving the removal or fill of material from a wetland is likely to

require permitting from the Division of State Lands (DSL) and / or the US Army Corps of Engineers (Corps). Disturbance thresholds vary for the DSL and the Corps. Under Oregon's Removal-Fill Law (ORS 196.795-990), removal or fill of more than 50 cubic yards in a wetland requires a permit from DSL. If up to 0.25 or 0.5 acres of wetland fill were required, then a Nationwide Permit from the Corps would be required.

Clackamas County

River and Stream Conservation Areas

Clackamas County regulates development in River and Stream Conservation Areas (RSCA) (Section 704, special district). RSCAs are the protective corridor around streams and vary according to size of the stream. The stream conservation area is measured at a horizontal distance from the mean high water line and is 100 feet for large streams 70 feet for medium streams, and 50 feet for small streams. The size classification of streams is identified on Water Protection Rule Classification Maps available at the county planning office.

The RSCA special district requires setbacks for structures, but does not specify setbacks for recreational trails. The County is willing to consider trails an allowable use within RSCAs (Greg Fritts, Clackamas County, 2004), but more discussion with the County is needed to establish development standards and potential mitigation for trails in stream conservation areas. Proposed trail development will need to meet the objective of protecting the natural condition of the stream corridor.

Conservation Wetland District

Alterations, developments, and enhancements proposed in wetland areas would require review by Clackamas County, and permitting by DSL and/or the U.S. Army Corps of Engineers (Corps). Proposed activities within wetland buffers (25 feet of the wetland boundary) will require review and approval by the County. The DSL and the Corps do not regulate activities in wetland buffers. According to the Conservation Wetland District regulations, "Public trails and boardwalks may be constructed within buffer areas when consistent with a North Clackamas Parks and Recreation District or other adopted local government Plan" (Section 705.05). Compensatory mitigation may be required depending on the disturbance to the wetland and the buffer area.

Mitigation may include enhancing or creating wetland areas. Areas disturbed for trail development will need to be revegetated with approved plant species.

Floodplain Management District

Clackamas County regulates uses in the 100-year floodplain. "Hiking and horseback riding trails" are permitted uses within the 100-year floodplain; however, filling, grading, and paving of trails within the 100-year floodplain will require development review under the floodplain management district. Trail development will likely be required to achieve balanced removal and fill within the floodplain. Mitigation requirements are not specified in the text of the floodplain management district.

Stormwater Drainage

Clackamas County requires storm drainage and erosion control for all "significant residential, commercial, industrial and recreational development" (Section 1008, Zoning and Development Ordinance). The County does not, however, have specific requirements for treating stormwater from trail surfaces. Stormwater treatment requirements will need to be clarified with the County during development review.

Steep Slopes

Clackamas County regulates development on steep slopes and unstable soils. The development standards (Section 1003) require an engineering geologic study for areas with slopes greater than 20 percent; however, this may be waived for trail development depending on project details. Trail development standards and potential mitigation requirements on steep slopes should be clarified with the County during development review.

Willamette River Greenway

Oregon's statewide planning goals and guidelines, Goal 15: Willamette River Greenway was established:

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

The greenway is typically defined as a 150-foot protected buffer along the river edge, but does recognize existing land uses as of 1975. The 150 feet begins at the ordinary low water line and extends

outward from the river edge. Public access to the river and recreation opportunities is encouraged in the greenway. Implementation of the greenway program is recognized as a cooperative, multi-agency effort since the plan encompasses a vast geographic area.

Section 705 of the Clackamas County Zoning Code requires County review of developments impacting the greenway. Upon receipt of a greenway application, the County will forward the application onto the State Parks and notify the DSL of the application. Though public access to the river is considered an exemption to the greenway review, the County code also states that changes in use within the greenway requires review:

Changes in Use: Making a different use of the land or water which requires construction, alterations of the land, water, or other areas outside of existing buildings or structures which substantially alters the appearance of the structure.

Given the strong emphasis placed on protection of the Willamette River and the riparian edge, the development of a trail paralleling the river is likely to require a greenway review.

The City of Wilsonville

Conditions for development within the Willamette River Greenway are addressed through the City of

Wilsonville Planning and Development Code, Chapter 4-Sections 4.139 and 4.500-4.515. Section 4.139 applies to land covered by the Significant Resource Overlay Zone (SROZ), including the Willamette Greenway. Uses and activities exempt from the SROZ include the construction of new pedestrian or bike paths into the SROZ in order to provide access to the sensitive area or across the sensitive area, provided the location is consistent with the intent of the Wilsonville Comprehensive Plan.

Section 4.514.04 requires all non-water dependent uses to be setback from the top of bank by a minimum of 75 feet, which would include any shared-use path. Additionally, any tree removal will require a tree removal permit by the City and need to be reviewed by the Development Review Board, with mitigation a mandatory requirement. Trails are not specifically mentioned as a permitted outright use, though Section 4.506, General Uses Permitted Outright allows for activities that protect, conserve, enhance and maintain public recreation within the greenway. However, the key question to be wrestled with is, Does the development of a trail within the greenway constitute an intensification of use? Given the sensitive nature of the existing riparian edge to the Willamette River, it is highly likely that a trail will require a conditional use permit.

Table A-2. Summary of Regulatory Agency Reviews

Type	Agency	Relevant Permits, Regs, Reviews
City	Planning	Willamette River Greenway review
County	Planning	Wetland buffer impacts; Steep Slopes; Flood Plain Impacts; Willamette River Greenway review
State	DSL	Review cut and fill and essential habitat impacts.
State	ODFW	Review fish and wildlife impacts, best practices and mitigation measures.
State	State Historic Preservation office SHPO	Review for impacts to prehistoric and historic resources.
State	ODOT	Review and approve a biological assessment for trail development.
Federal	US Fish and Wildlife Service	Review and approve a biological assessment for trail development if the BA determination is, "may affect."
Federal	National Marine Fisheries Service	Review and approve a biological assessment for trail development if the BA determination is, "may affect."
Federal	US Army Corps of Engineers	Review and approve a biological assessment for trail development if wetland fill is required.

Appendix C: Bicycle and Pedestrian Off-Street Capital Improvement Plan

**Bicycle and Pedestrian
2007 - 2012
Off-street Capital Improvement Plan**

#	Project / Program Name	Expenditure to Date	Expenditures					Total	Potential Funding Source											
			2007/2008	2008/2009	2009/2010	2010/2011	2011/2012		General Fund	Developer	URA	Grants	SDC	Bond	Homeowner	School District	Road Operating	Small Cap Fund**	Other	
R1	Tonquin Trail Phase I: Planning		\$60,000	\$60,000				\$120,000				X								X
R1	Tonquin Trail Phase I: Design				\$60,000	\$60,000		\$120,000				X								X
R5	Willamette River Bridge Phase I: Planning and Design	\$200,000	\$100,000	\$500,000	\$600,000		\$1,400,000	X				X								X
R5	Willamette River Bridge Phase II: Construction						\$10,000,000	\$10,000,000				X								X
L10	Park at Merryfield Trail	\$46,500					\$46,500					X							X	
R4a	Boones Ferry / Memorial Park Trail improvements			\$50,000			\$50,000					X							X	
R3	Boeckman Creek Trail Phase I: Planning and Design				\$285,000		\$285,000	X				X	X							
R6a	Wiedeman Road Trail - Phase I					\$330,000	\$330,000													
L1/L2/L3/L4	Graham Oaks Trails*				\$330,000		\$330,000													
L5/L6/L7	Memorial Park Trails*	\$1,220,000		\$50,000			\$1,270,000													
R3	Boeckman Creek Trail Phase II: Construction						\$1,615,000	\$1,615,000				X	X							X
	Canyon Creek Park*	\$25,000					\$25,000				X	X								
C32	Villebois Open Space*						\$232,500	\$232,500	X	X										X
L12	Villebois Loop Trail*				\$170,000		\$170,000	\$170,000	X	X										X
L13	Villebois School Trail*				\$217,000		\$217,000	\$217,000	X	X										X
	TOTAL	\$0	\$1,551,500	\$210,000	\$1,225,000	\$1,377,000	\$11,847,500	\$16,211,000												

* *Also appears on Parks CIP*

