

RESOLUTION NO. 525

A RESOLUTION APPROVING THE 1985-1990 CAPITAL IMPROVEMENT PLAN FOR THE CITY OF WILSONVILLE.

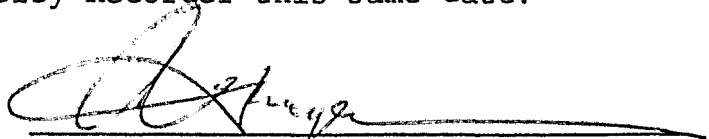
WHEREAS, the city staff has prepared a report on the above captioned subject which is attached hereto as Exhibit "A"; and

WHEREAS, the City Council has duly considered the subject and the recommendation(s) contained in the staff report; and

WHEREAS, interested parties, if any, have had an opportunity to be heard on the subject.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Wilsonville does hereby adopt the staff report attached hereto as Exhibit "A", with the recommendation(s) contained therein and further instructs that action appropriate to the recommendation(s) be taken.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 21st day of October, 1985, and filed with the Wilsonville City Recorder this same date.

  
A. G. MEYER, Mayor

ATTEST:

  
DEANNA J. THOM, City Recorder-Treasurer

# **CAPITAL IMPROVEMENT PLAN**

**1985-1990**

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# **INTRODUCTION**

CITY OF WILSONVILLE  
**MEMO**

May 21, 1985

DATE

TO: CITY COUNCIL  
BUDGET COMMITTEE  
PLANNING COMMISSION  
STAFF

FROM: LARRY R. BLANCHARD - PUBLIC WORKS DIRECTOR *L.R.B.*  
AND DEPARTMENT STAFF  
BEN ALTMAN - PLANNING DIRECTOR  
AND DEPARTMENT STAFF

SUBJECT: CAPITAL IMPROVEMENTS PLAN (C.I.P.)

Attached with this memo, you will find a copy of the CITY OF WILSONVILLE - CAPITAL IMPROVEMENTS PLAN UPDATE. The Public Works Department in conjunction with the Planning Department, has compiled information as to the recommended improvements to the year 1995. Much of the information is based on estimates as accurately determined as can be at this point in time. Annual updating of this CIP will enable the City to review our progress and project the realistic needs for the future.

The Planning Department in consultation with the Public Works Department, provided information on population growth trends, strategic development locations and commercial-industrial growth. In turn, the Public Works Department was able to accumulate the prior CIP Program, with future projections for finalization of this report. The Public Works Department compiled the construction cost data to prepare a project by project cost estimate as accurately as can be expected.

To aid the Council, Commissions, Committees and Staff in review of the many projects of the CIP, the CIP was divided into five (5) segments. These segments are as follows:

1. NEW CONSTRUCTION IMPROVEMENT PLAN includes: Sanitary Sewer, Water, Storm Drainage, Streets, Street Lighting, other utilities.
2. FACILITIES MAINTENANCE IMPROVEMENT PLAN - Generally major replacement/reconstruction of existing Public Works Systems.
3. PARK AND RECREATION IMPROVEMENT PLAN - Includes all improvements for parks systems and facilities.
4. BUILDING IMPROVEMENT PLAN - Includes all anticipated new construction of buildings, i.e. library facilities, maintenance, offices and shops.

5. Project beyond 1990 - Remaining projects after 1990 to 1995.

Each of the five segments in turn have individual Capital Improvement Project Request Sheets, so that all known information can be provided for review. This includes: location, cost project justification, and projected annual maintenance. Hopefully the information provided on the Project Request Sheet will allow easy shifting of priorities during our annual CIP update process.

A cost analysis has also been provided, in order to assure funds are available to complete the CIP. A comparison fund includes: sewer connection (CIP); water connection (CIP); Park Fund (PRIP); Road Fund (FMIP) - street and storm drainage maintenance; and Systems Development (CIP) - street and storm drainage. Building Improvements are allocated to all funds as required for proportional use; distribution has been calculated to determine if each fund can support the program.

I would like to take the time to thank the Planning Department for their efforts, the Public Works Department staff, and special thanks to Margo Dillinger and Rick Gemeinhardt for their promptness and input, and the City Council for the resources to complete projects such as this.

# **SECTION I**



CITY OF



**Wilsonville**

P.O. Box 220 / Wilsonville, Oregon 97070

503 / 682-1011

# **MASTER PUBLIC FACILITIES**

## **AND**

# **CAPITAL IMPROVEMENTS**

## **PLAN**

**STREETS - STORM DRAINAGE**

**WATER - SANITARY SEWER**

**FISCAL YEARS 1985-1990 AND BEYOND**

**COMPREHENSIVE PLANNING**

**APRIL 1985**

CITY COUNCIL

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Marina S. Gardiner  
Eldon E. Edwards  
William E. Stark  
Shirley Fouser

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Ben Altman, Planning Director  
Larry Blanchard, Public Works Director  
Sharon Kelly-Meyer, Associate Planner  
Jim Long, Public Works Maintenance  
Superintendent  
Tom Barthel, Project Coordinator  
Judee Emison, Planning Secretary

This Plan was prepared in cooperation with the Staff from Clackamas County Department of Environmental Services, Washington County Public Works Department, Oregon Department of Transportation and the Tualatin Rural Fire Protection District.

Adopted by Resolution No. 217 on May 3, 1982  
Amended by Resolution No. 393 on April 16, 1984

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*The League of Oregon Cities*

*presents this*

*Award*

*to the city of*

*Wilsonville*

*for its*

*Outstanding Program of  
Capital Facilities Planning and Finance*

*The City is commended for its efforts to preserve  
strong local self-government by meeting the broad social,  
political or economic needs of its citizens.*

*Low Hassman*

*President*

*Stephen C. Bauer*

*Executive Director*

*November 13, 1983*

*Date*

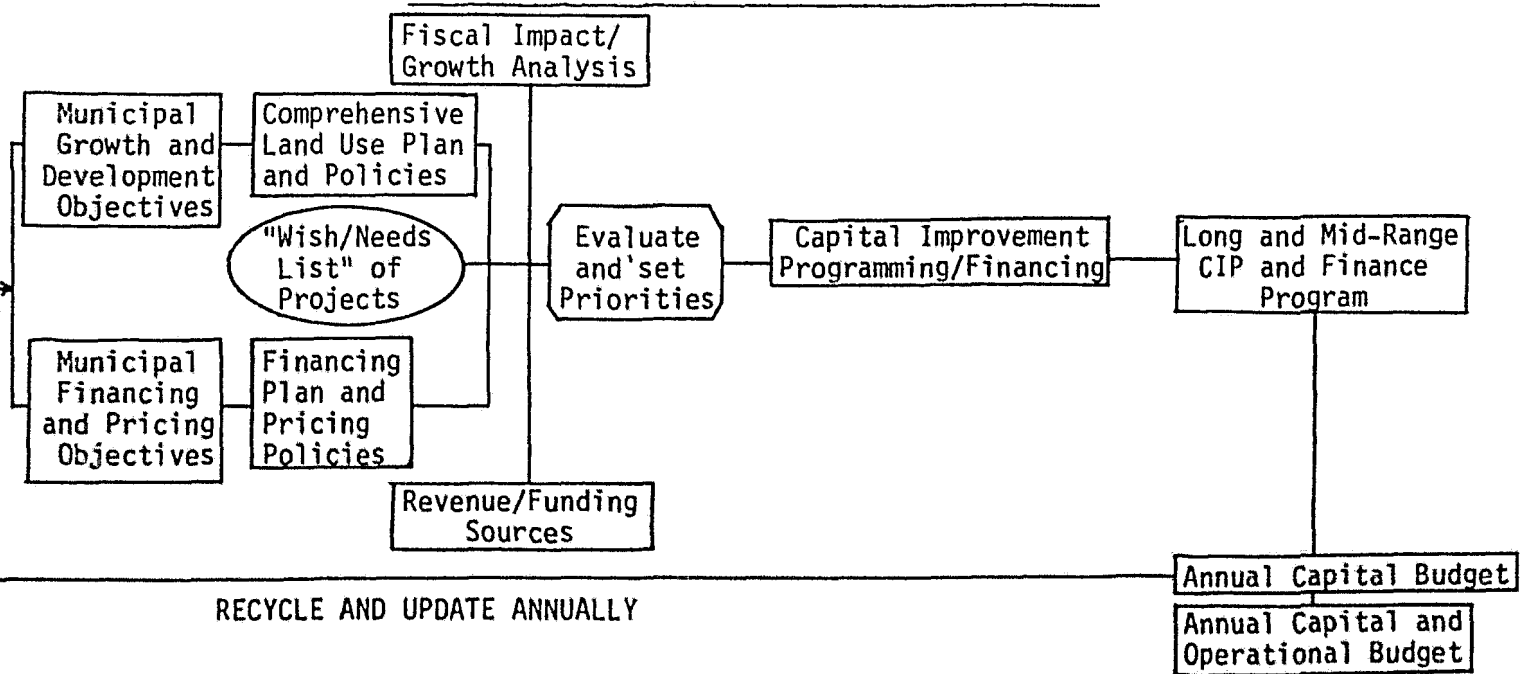
Introduction

In planning and financing public facilities, a Comprehensive Plan and Capital Improvements Plan or Program (CIP) serve several purposes:

- The CIP and Comprehensive Plan reinforce each other - the CIP becomes an implementation tool of the Comprehensive Plan, and the Plan provides the framework for the preparation of the Capital Improvements Program.
- The CIP can link both local land use and public finance objectives. Thus, the CIP becomes a capital financing program that addresses such issues as timing, equity, efficiency, and cost of service pricing.
- The CIP establishes priorities for public expenditures based on adopted objectives and policies of the Comprehensive Plan. The location, size and timing of public services improvements are, therefore, geared to an overall development plan for the community, and the CIP provides for an annual capital budget which follows from the development policies.

The following five-year CIP consists of System Master Plans for the City's primary public facilities, including streets, storm drainage, water and sanitary sewer. It also provides a decision-making framework to guide improvements to these facility systems. The framework consists of improvement strategies and policies, an annual review and implementation process, and a listing of priority improvements over a five-year period.

ANNUAL CIP REVIEW AND IMPLEMENTATION PROCESS



### Benefits of Capital Improvement Programming (CIP)

1. A CIP is a tool for implementing a number of LCDC planning goals.
2. A CIP provides a forum for addressing the timing, location and capacity of public facilities.
3. The CIP may be used to justify and prioritize funding requests for capital improvements.
4. Some funding sources may use a local CIP to establish funding priorities.
5. The CIP can provide a framework and guide for private investment decisions. Some private investment decisions are partially based on a City's plans and funding commitment to necessary capital improvements and public facilities.
6. The CIP provides a forum for inter-agency coordination of budget priorities where jurisdictions overlap and provides a financial base for justifying a transfer of jurisdiction for facilities such as streets.

### Brief Background

A major policy focus of the City's Comprehensive Plan is related to the coordination of adequate public facilities and services with the demands created by new development. The Plan emphasizes the provision of adequate streets, storm drainage, water and sanitary sewer. Essentially, the policies say that if these facilities and services are inadequate, development will be regulated until necessary improvements are made.

In the past, the City has imposed certain improvements to streets, sewer lines, water lines or storm drainage on developments as a condition of approval. The City has also made several incremental improvements to major facilities such as new wells, water reservoirs, the waste water treatment plant, streets and storm drainage systems. However, these improvements were generally made under crisis conditions as facility capacities were either strained or exceeded. In addition, they were typically accomplished as independent projects with little or no coordination in planning and scheduling improvements within the same area.

When the City was just beginning to grow, this method of making improvements worked reasonably well. However, as growth continued and with major growth anticipated during the next decade, this method of operation becomes increasingly less reliable.

Prior to 1982, the City never had an officially adopted set of master plans to guide facility improvement decisions. The existing systems were analyzed extensively during the development of the Comprehensive Plan and a Street System Master Plan was adopted as an integral part of the Comprehensive Plan. However, master plans for the sanitary sewer, water and storm drainage systems were not completed when the Comprehensive Plan was originally adopted in 1980.

The lack of system master plans made it difficult to make consistent and logical decisions related to needed facility improvements. It also was difficult, if not impossible, to design a financial program to fund capital improvements when the total system was unknown.

Therefore, in late 1980, the City initiated a planning program to complete the system master plans and develop a five-year Capital Improvements Plan (CIP). The project began with an analysis of existing facility capacities compared to existing and projected service demands. The findings and recommendations of the City Planning and Public Works staff and consulting engineers were presented in four documents in addition to those prepared during the Comprehensive Planning process. They include:

- Draft CIP, prepared by Westech Engineering, Inc.
- CIP Summary Findings and Recommendations
  - Part 1 - Sanitary Sewer and Water Master Plans
  - Part 2 - Storm Drainage Master Plans
- Transportation Master Plan, including Appendix II, Analysis of Regional and Local Growth.

These reports defined the facility systems (Master Plans) needed to serve full development of the Comprehensive Plan. They also identified existing deficiencies in these systems. Improvement strategies and policies were then formulated and improvement priorities were proposed.

These reports were then reviewed in a series of public workshops held by the Planning Commission and City Council. The workshops were held in September and November, 1981 and January and February of 1982.

Several revisions to policies were made and few improvement priorities were adjusted. Following the workshops, public hearings

were held on March 17 and 24, 1982. Minor revisions were made as a result of public testimony received on the Plan. Planning Commission recommended adoption of the Plan to the City Council. The Council adopted the Capital Improvements Plan under Resolution No. 217 on May 3, 1982.

Since its adoption, the Capital Improvements Plan has been implemented in accordance with the original schedule with a few minor exceptions. Approximately 80% of the scheduled improvements have been completed, and all but two of the 25 projects for Fy 82-83 and Fy 83-84 have been initiated with substantial progress made towards construction. Most of these will be under construction in the fall of 1984.

From October, 1983 to March, 1984, the Capital Improvements Plan and City growth were evaluated by staff for updates to the improvement schedule. Staff recommendations were reviewed by the Planning Commission, Budget Committee and City Council during April. Consequently, on April 16, 1984, the Council adopted a revised Capital Improvements Plan schedule. (See attached Resolution No. 393 and Project Status Report.) If all scheduled projects are completed by the end of fiscal year 84-85, over \$11 million in improvements will have been made since the Capital Improvements Plan was adopted.

#### Public Facilities' Master Plans

As previously noted, a Street System Master Plan was adopted as part of the Comprehensive Plan. To provide continuity and a composite set of Master Plans, the Street Plan has also been incorporated into this document. In addition, new Water System, Storm Drainage System, and Sanitary Sewer Master Plans are provided.

In conjunction with the Comprehensive Plan, these Master Plans become the lead documents in determining requirements for improvements to the public facility systems. (See Maps 1-4)

The Master Plans identify the general locations and sizing of major sewer, water and storm lines, as well as arterial and collector streets. All facility improvements must be made in accordance with the specifications of the Master Plans. However, minor adjustments to street sections, line sizes or location of facilities may be approved by the Planning Commission, provided that the functional integrity of Master System is maintained.

#### Strategy

The following implementation program defines a strategy and lays out a procedural framework for coordinating and administering



incremental improvements to the existing systems.

The basic strategy of the Capital Improvements Plan is to:

- First, define the participatory obligations of the city, counties, state and developers or property owners.
- Second, identify and upgrade existing system capacity deficiencies (D level service for streets) that create restrictions on further housing and economic development. (Desired traffic service level C or better.)
- Third, upgrade the structural quality of the arterial street system, to an interim standard, thereby providing for the City to assume jurisdiction from the counties or the state.
- Fourth, annually evaluate system capacities versus existing and projected service demands and traffic volumes. Goal to maintain at least a C level traffic service as long as possible until the full Plan standard design capacities are reached, and to maintain adequate line flows, supply and treatment capacities in the sewer and water systems to serve continued development, and to protect against flood due to increased storm runoff.
- Fifth, prioritize and schedule identified improvement projects based on a five-year projection of improvement needs. Annually allocate available funds to the top priority projects and coordinate scheduled improvements with approved development plans.

#### Participatory Roles

The Plan policies further outline the participatory obligations of the various actors in the improvement process. They are outlined as follows:

- The City assumes the lead role for planning, coordinating and scheduling all street and public facility improvements within the City limits and Urban Growth Boundary.
- The two counties and the state agree to acknowledge the City's street standards, and to participate in a joint plan review process. They

also agree to coordinate budgetary expenditures to upgrade the arterial streets to the established interim standard. When this is accomplished, the City will assume full jurisdiction over the improved street.

-The developers or property owners assume the responsibility to provide all sewer, water and storm line extensions, all local and collector streets and for extra lane capacity, beyond the interim street standard of 24 feet paved. They also assume an obligation to pay a System Development Fee or hook-up charge, based on their proportional impact on the facility systems. Their collective obligation is to provide extra capacity to the existing system to support continued development.

-Because of the enormous costs of freeway interchange improvements, the City would seek revenue from all available funding sources, including special levies or assessments, system developments funds, G.O. or revenue bonds and state and federal grants.

## Street System Master Plan

The Street System Master Plan (Map I) identifies the major street system which has been designed to carry projected year 2000 traffic volumes. It also identifies the location of major traffic signals, and the addition of an interchange at Boeckman Road.

The streets are identified by functional classification (arterial or collector) and are assigned a cross-section design standard. The design standards identify right-of-way and pavement width (curb to curb). They also designate special features, such as width of utility strips, sidewalks and landscaped median/turn lanes (see Figure I). In addition, Map I-A designates truck routes. These streets are to be posted as such and shall be constructed to arterial street subbase and pavement standards. The Master Plan is based on the street system recommended in the Buttke Report with a few minor revisions to the street standards.

The majority of the arterial and industrial collector streets are planned to a D standard (60-foot right-of-way and 40-foot paved). However, special design consideration has been given to the following streets:

- Wilsonville Road through the commercial district west of I-5(G).
- Wilsonville Road from I-5 to Seely Ditch (INTERIM "E" - reserve right-of-way for F Section, beyond year 2000).
- Town Center Loop Road (F).
- North end of Parkway Avenue, through Parkway Center (F).
- Boones Ferry Road - north of Wilsonville Road (E)(ODOT recommends Class II Bike Path within this section).

Identified residential collectors are planned to a (C) standard (60-foot right-of-way and 36-foot paved). New residential collectors shall also be designed to this standard.

## Existing Street System Deficiencies

In evaluating the Transportation Master Plan, one major deficiency was identified that must be resolved as soon as possible. This is confirmation of the proposed Boeckman Interchange with I-5. The Master Plan and street standards were designed dependent on this new interchange being constructed. It would relieve traffic volumes at the Stafford and Wilsonville interchanges.

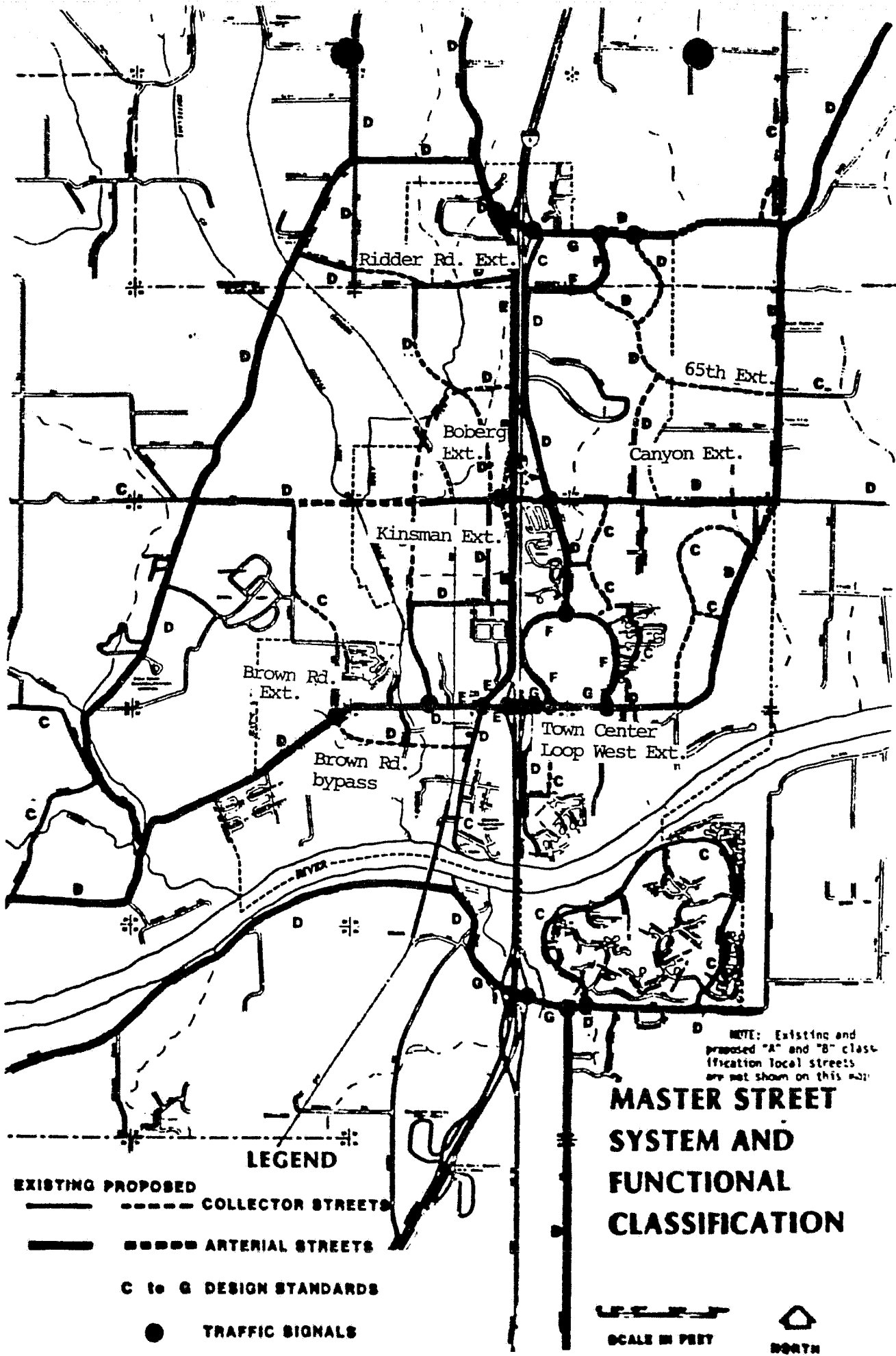
The City hired CRS Engineers to prepare a feasibility study and appointed an 11-member Advisory Committee of local residents and business representatives to review the analysis with the traffic engineers. On October 10, 1983, the Planning Commission adopted a Resolution (83PC33) approving the Advisory Committee's recommendations and design concept. The Commission further recommended that the City take immediate action to obtain Federal approval and to adopt a mechanism or process to establish and acquire the necessary right-of-way as soon as possible.

The City Council, on November 7, 1983, adopted the final Engineer's Report entitled "Analysis of Boeckman Road and I-5 Proposed Interchange, dated July 1983", as an amendment to the City's Transportation Master Plan. The Council further adopted as a goal that the construction of the interchange begin within three years.

This proposal is currently being reviewed by Metro and ODOT as part of the SW Corridor Study for the Regional Transportation Plan (RTP).

Other identified arterial deficiencies that will tend to restrict development are listed below, together with their CIP schedule reference. A status report on these projects is provided in Appendix C of Resolution No. 393.

- Stafford interchange (CIP Project 2-1).
- Wilsonville interchange, signals and widening (CIP Project 1-5).
- Completion of Town Center Loop Road (LID No. 5, CIP Project 1-9).
- Completion of Wilsonville Road Bridge (LID No. 6, CIP Project 1-3) Completed.
- Realignment of north end of Parkway Avenue through Parkway Center (LID No. 9) and structural upgrading from north of Town Center Loop to realignment (CIP Projects 1-8 and 2-3). Under Construction.
- Structural upgrading of Wilsonville Road west of the railroad tracks to City limits (CIP Project 1-15).
- Structural upgrading of Boones Ferry Road from Wilsonville Road to Boeckman Road (CIP Project 3-2 Partially completed to Marvels Pizza.
- Structural upgrading of Elligsen Road from I-5 to realigned Parkway Avenue (CIP Project 2-2). Lid #9.



Ridder Rd. Ext.

65th Ext.

Boberg Ext.

Canyon Ext.

Kinsman Ext.

Brown Rd. Ext.

Town Center Loop West Ext.

Brown Rd. bypass

NOTE: Existing and proposed "A" and "B" classification local streets are not shown on this map.

**LEGEND**

- EXISTING PROPOSED
- - - - - - COLLECTOR STREETS
- ······ ARTERIAL STREETS
- C to G DESIGN STANDARDS
- TRAFFIC SIGNALS

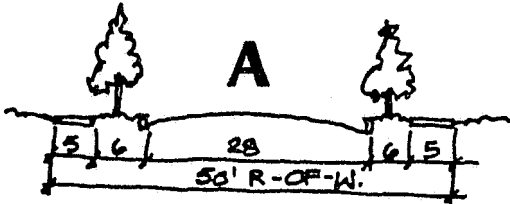
**MASTER STREET SYSTEM AND FUNCTIONAL CLASSIFICATION**

SCALE IN FEET

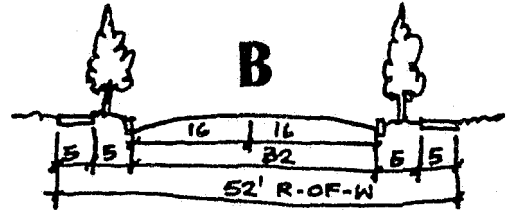


# FUNCTIONAL CLASSIFICATION STREET STANDARDS

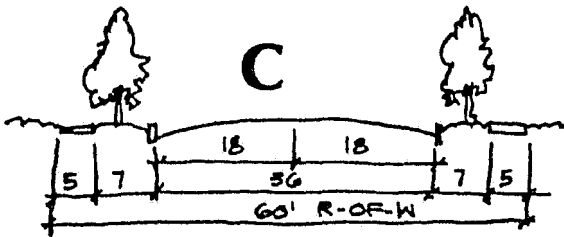
## Cul-de-sac



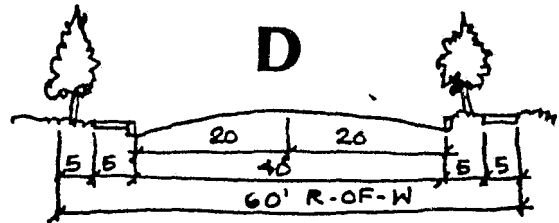
## Local Residential



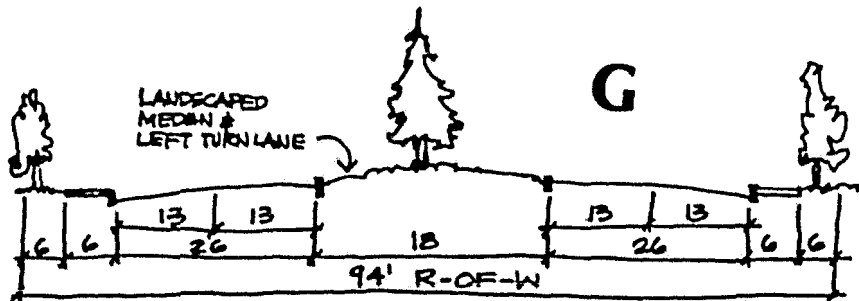
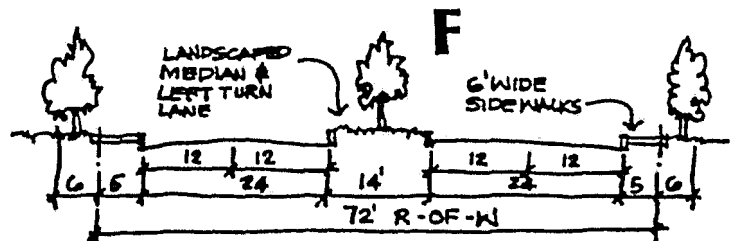
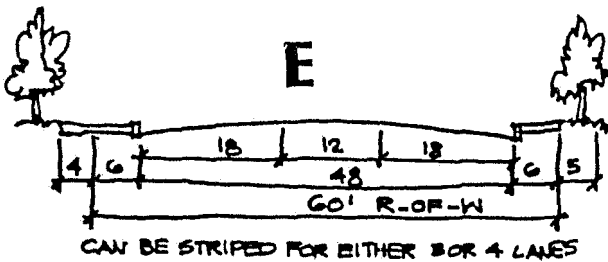
## Residential Collector



## Industrial Collector, and Minor Arterial



## Major Arterial



NOTE: PRIMARY BIKE PATHS MAY BE LOCATED ON EASEMENTS IN ACCORDANCE WITH PRIMARY BIKE PATH MASTER PLAN.

TABLE I  
CITY OF WILSONVILLE  
EXCEPTIONS TO PROPOSED STREET STANDARDS

<u>STREET STANDARD</u>	<u>STREET NAME, LOCATION AND SPECIAL DESIGN STANDARDS</u>
E	Boones Ferry Road - north of Wilsonville Road - 60-foot right-of-way - 48 feet paved including Class II bike path. No sidewalk on east side adjacent to Freeway (GM guardrails adjacent to I-5 should be installed. The proposed Boeckman interchange will require a partial realignment under the off-ramp bridge.
D	Elligsen Road realigned - east of realigned Parkway Avenue. Preserve 72-foot right-of-way to develop an F standard in the future.
G	Elligsen Road - between realigned Parkway Avenue and Boones Ferry Road. Four travel lanes on Freeway overpass. One westbound lane, one left-turn lane and two eastbound lanes. Provide 44 feet of pavement on overpass and 52 feet of pavement east and west of overpass.
C	Parkway Avenue - between realigned Parkway Avenue and Elligsen Road. Only one-way southbound traffic permitted. No sidewalk west side. Does not need full 36 feet of pavement.
D and F	Parkway Avenue - between Elligsen Road and Town Center Loop and south of Wilsonville Road. 60-foot right-of-way and no sidewalks on west side adjacent to Freeway (see Figure III). GM barriers should be provided where street parallels I-5.
D	Wilsonville Road - east of Town Center Loop East: Realign with Stafford Road and bypass "S" curve.
G/F	Wilsonville Road - between Freeway and Town Center Loop East, except reduce to three lanes at underpass with two 13-foot travel lanes and one 10-foot left-turn lane (interim design). Plan for five-lane Section F underpass without landscape median.
E	Wilsonville Road - between Freeway and Boones Ferry Road. Stripe for four 12-foot travel lanes. Preserve 72-foot right-of-way for future F standard.
E	Wilsonville Road - between Kinsman Road and Boones Ferry Road. Preserve 72-foot right-of-way for future F standard.
D	Wilsonville Road - west of Kinsman Road.
C	65th Avenue - realign to provide offset from Elligsen Road and Stafford Road intersection.

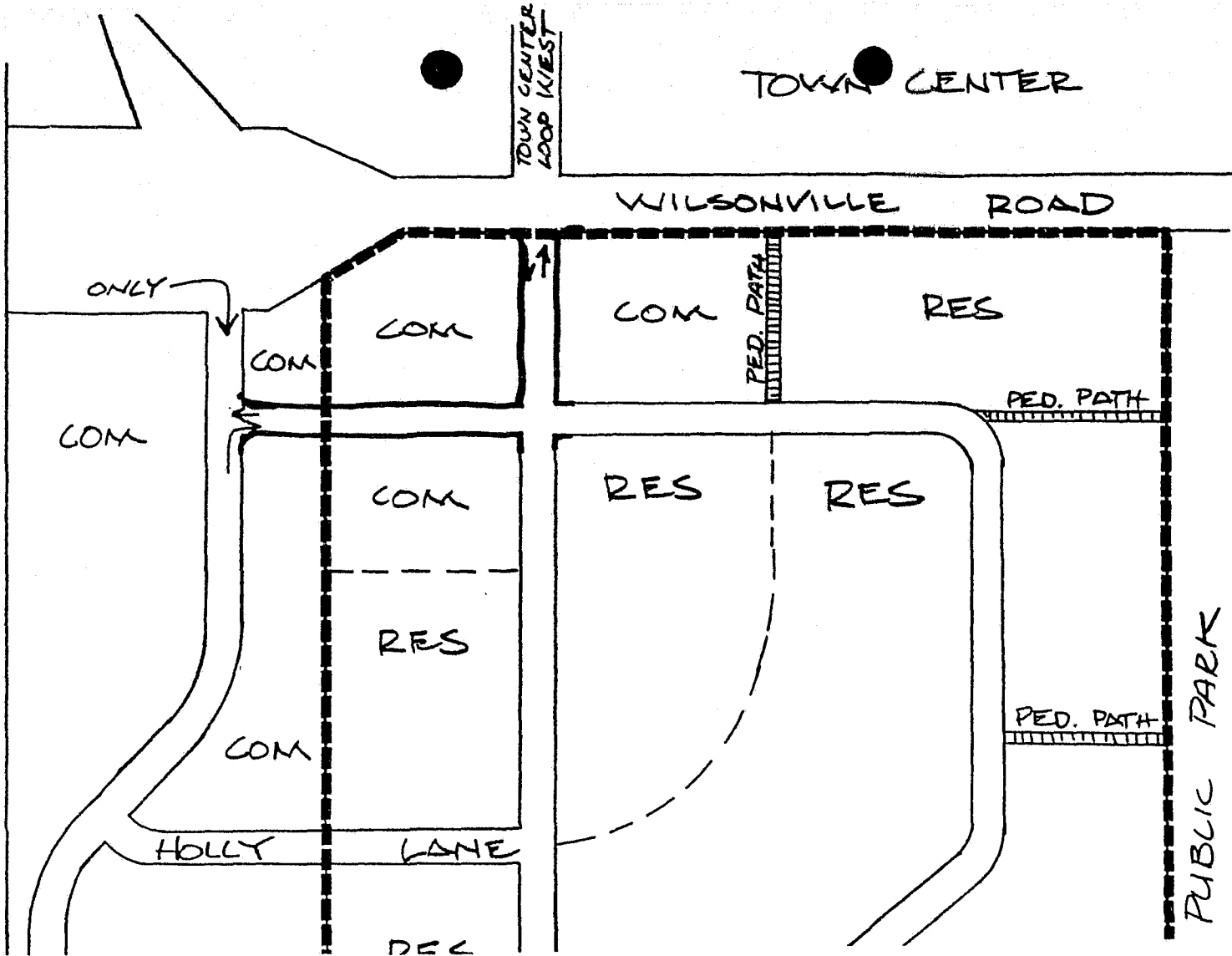
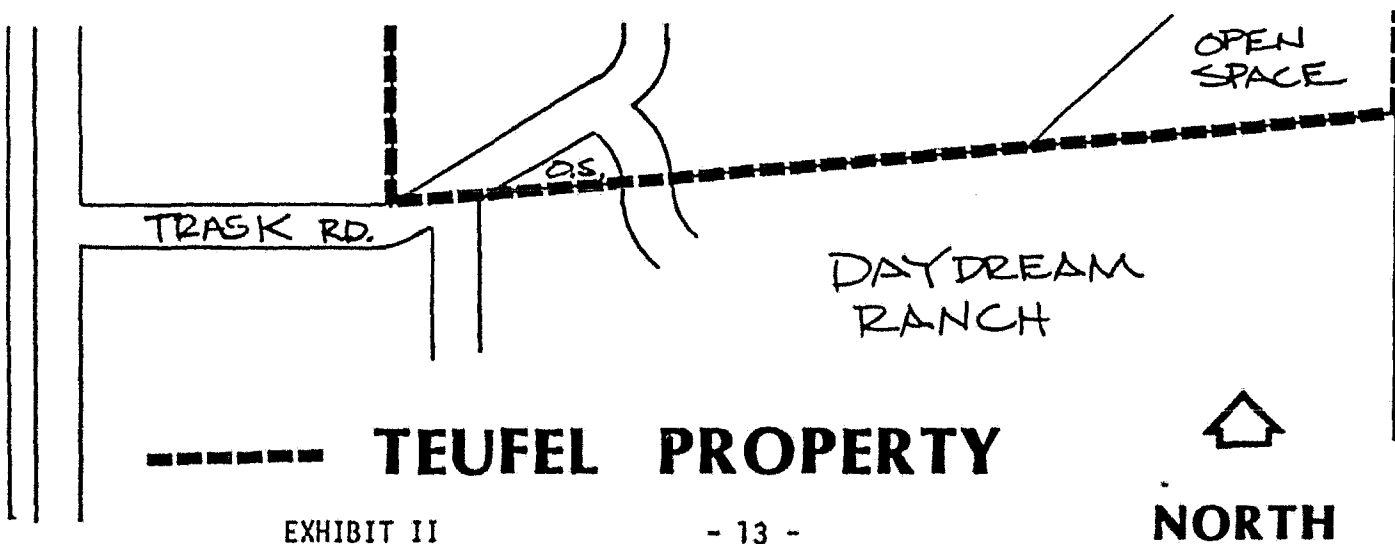
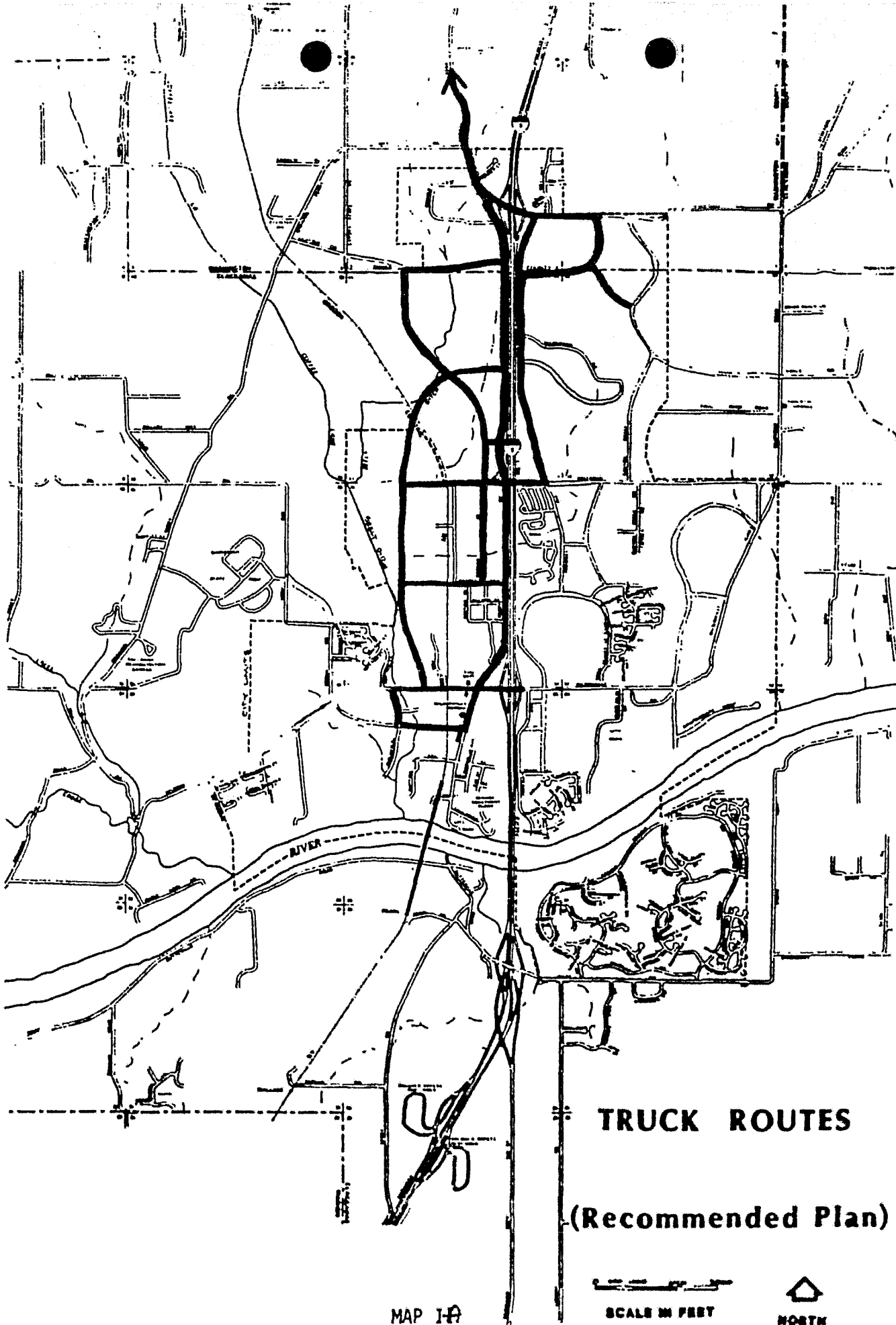


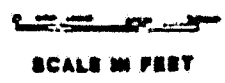
Exhibit II identifies a proposed new couplet from Parkway Avenue (south) through the Teufel property to Wilsonville Road. The couplet will align with the Town Center Loop West to create a four-way intersection. When the couplet is constructed, left turns to and from Parkway Avenue will be restricted. This will reduce traffic conflicts near the I-5 ramps.







**TRUCK ROUTES**  
**(Recommended Plan)**



MAP I-17

## Interim Improvements

Wilsonville Road is designated as an arterial with a 60-foot right-of-way and 40-foot pavement section, except through the commercial areas between Seely Ditch and the Town Center Loop East. In this area an increased right-of-way from 72 feet to 94 feet is recommended for future widening. This additional width is not necessary, however, until traffic volumes substantially increase. In the interim, 48-foot paved improvements are planned within the existing 60-foot right-of-way.

Between I-5 and the railroad tracks, Wilsonville Road has already been improved with curbs and a 48-foot pavement section, striped in a three-lane configuration. This section is currently being analyzed by CRS in conjunction with a traffic analysis for Wilsonville Square and signalization of the I-5 ramps.

Improvements between the west and east ends of the Town Center Loop are being coordinated as an expansion of the Town Center Loop completion (LID No. 5). This section is currently only 20-24 feet in width. It is anticipated that LID No. 5 will be reinstated and modified during the summer of 1985. The expanded project will also provide widening of Parkway Avenue to full design standard from the Town Center to Boeckman Road. FAS-C funds have been approved by the state.

In addition, an interim 8-foot wide Class I bike path has been constructed between Memorial Park and Wood School. The path is located on the south side of Wilsonville Road. Since it was designed as an interim path, to be relocated in the future, it was constructed to full arterial lane standards. Therefore, when the time comes, the extruded curbs and buttons separating the path from the travel lane can simply be removed, thus providing additional travel lane width. At that time, a new Class I pathway will be provided.

Construction for interim improvements are currently being done with the State (ODOT) to widen, restripe and signalize the Wilsonville Road/I-5 Interchange. This project is being coordinated with City street widening and channelization projects both east and west of the Freeway. The overall final design, including City and State funds, will extend from about 900 feet east of I-5 to Boones Ferry Road and will provide configurations from three to five lanes.

Similar improvements are presently under construction for the Stafford (north Wilsonville) interchange. These improvements will include ramp widening, lane channelization and signalization. This project is being coordinated with the Parkway Avenue realignment (LID No. 9). In combination, these projects will include State, County, City and property assessment monies.

Parkway Center has been designed with a modified "F" section (five lanes with median) for the realignment of Parkway Avenue, east of Burns Bros. However, initial development is being planned with a three-lane configuration, including the landscaped median. When additional capacity is needed, two other lanes will be constructed.

LID No. 6 was completed in the fall of 1984. This project realigned the Wilsonville Road "S" curves by bridging Boeckman Creek. The initial improvement will provide a 40-foot travel lane section with a 10-foot (Class II) bike path. The bridge has, however, been designed to allow for future widening up to 63 feet. The associated street improvements to 40-foot paved section will extend from the Town Center Loop East to just east of Rose Lane.

Further, a widening project to a 48-foot pavement section, with curbs and sidewalk, is scheduled for Wilsonville Road west of the railroad tracks to Seely Ditch. In addition, under the City's street transfer program with Clackamas County, an overlay on Wilsonville Road was completed east of the LID No. 6 project to the City limits. An overlay from Seely Ditch to the west City limits is scheduled in conjunction with the street widening west of the railroad tracks. The overlays provide arterial structural capacity. With these projects, interim improvements will have been completed on Wilsonville Road for its entire length through the City limits. Added capacity will be provided through the commercial and industrial sections and improved structural quality will be provided through the residential areas, where capacity is not yet a factor.

#### Phased Improvement Program

Many of the streets throughout the City have adequate travel lane capacity to serve additional development. This is particularly true for the arterial system. However, because of their original rural design, most of the streets do not have the structural quality to withstand higher traffic volumes. The structural integrity has further been compromised, over the years, by lack of periodic maintenance and drainage improvements.

For this reason, the City has established a two-phased improvement schedule for the arterial system.

- Phase I - structural reconstruction to a minimum 24-foot pavement section, no curbs unless offset, half-street constructed.

- Phase II - widening to full plan standard coordinated with phasing of adjacent development and subsequent traffic volumes.

Improvements to local and collector streets have been assigned to adjacent properties. New local and collector streets may also be

phased through a half-street improvement when considered appropriate by the Planning Commission. However, because of truck maneuvering requirements, half-street improvements are not recommended for industrial collectors.

#### Street Transfer and Acceptance Program

At the time the City was incorporated in 1968, the entire arterial street system was under the jurisdiction of either the State, Clackamas or Washington Counties. Therefore, the City has coordinated with these agencies to incrementally upgrade the arterial streets. Through intergovernmental agreements, the City and the affected agencies have:

- Jointly adopted the City's street standards and established a joint plan review process for coordination of improvement requirements.
- Coordinated budgetary expenditures for capital improvements to the interim (Phase I) arterial standard.
- Agreed to transfer jurisdiction of improved street sections to the City.

Under this program, the City has already accepted jurisdiction of the following streets:

- From Washington County - Elligsen Road, Ridder Road and portions of Boones Ferry Road and Parkway Avenue.
- From the State (ODOT) - Portions of Boones Ferry Road and Parkway Avenue.
- From Clackamas County - Boeckman Road, portions of Boones Ferry Road, Brown Road, Wilsonville Road, Rose Lane, Montgomery Lane, and Parkway Avenue.

#### Funding Program

As noted above, funding of the interim arterial improvements are primarily provided through transfer payments from the State and counties. Additional capacity improvements such as widening,

signalization and interchange modifications are funded by Systems Development Fees. These fees are paid by developing properties, at the time of issuance of Building Permits. Based on typical development patterns and the Comprehensive Plan designations, the total estimated future revenue from this fee structure will be \$8.1 million. The total additional improvements required for full development are \$9.6 million. The fee structure is currently being evaluated for possible revisions.

## Storm Drainage Master Plan

The Storm Drainage Master Plan is displayed on Map II. It identifies the major system components, including line and culvert sizes, ditches and major natural drainage channels. The entire Plan area has been divided into sub-drainage basins and all the components are designed to full development flow requirements, within their respective sub-basin. Existing and projected facility deficiencies have also been identified.

## Storm Water Management Approaches

There are several approaches which might be utilized in Wilsonville to provide adequate storm water management during urbanization.

### Approach 1:

Make drainage facilities large enough to handle projected peak storm water flows and allow unrestricted storm water runoff - some existing facilities are already adequate to handle projected peak flows without restriction. In other areas, adequate drainage facility runoff capacity can be provided at reasonable cost. This approach is most appropriate where downstream impacts are minimized and development costs are reasonable. This is the traditional approach to storm water management.

### Approach 2:

Restrict peak storm water flows to reasonable levels by utilizing community storm water retention facilities - typically, this approach involves building or otherwise utilizing storm water retention facilities which are sized so that peak flows are maintained within the capacity of existing storm drainage facilities. This approach has already been utilized in Basin 54, where the two "unofficial" retention basins just east of I-5 and the one designed retention basin just north of Boeckman Road help redirect peak flows. This approach can result in low overall cost and good consistent protection.

### Approach 3:

Restrict runoff by requiring individual on-site retention basins - this approach has been utilized widely in Washington County and is being enforced in the Edwards Industrial Park and in the Stafford Park project. Problems with this approach are that administration and enforcement are often difficult and overall costs are sometimes high in comparison with other alternatives. This approach is

most appropriate for large industrial developments such as the Payless Distribution Center and probably less appropriate for smaller parcels as exist in Edwards Industrial Park and Stafford Park.

Approach 4:

Divert excess flows into facilities having excess capacity - this approach is most appropriate where the diversions can be made relatively inexpensively and where diversion will result in few negative downstream impacts, i.e., Parkway Center to Boeckman Creek.

Approach 5:

A combination of one or more of the above approaches.

Master Plan Policies and Design Criteria

The Master Plan policies are as follows:

1. Continue to enforce the present policy of requiring on-site storm water retention at Edwards Industrial Park, Stafford Park and Payless Distribution Center.
2. Require the design of new storm water conduits, inlets and ditches to be based on the following storm recurrence periods:

<u>Drainage Area</u>	<u>Storm Recurrence Period</u>	<u>24 Hours Precipitation</u>
Under 10 acres	5 year	3"
10 - 40 acres	10 year	3-1/2"
Over 40 acres	25 year	4"
Flood Plain (FEMA)	100 year	4-1/2"

Implementation of this policy will tend to restrict extreme flows from small basins somewhat, thereby helping reduce peak flows and damage downstream.

3. To insure maximum efficiency of the system, the City shall establish an annual maintenance program. Specific improvements, storm water management approaches and design flows are shown on the wall map and are described in Appendix C of the Westech Master Plan Report. The following briefly describes those approaches and some of the more important proposed improvements:

- A. Basins A1, A2, A3, A4, A5, A6, A7, A8 and A9 - All of these basins can be drained with few additional costs and with no flow restrictions. Approach 1 is recommended.
- B. Basins B1 and B2 - The existing drainage facilities in the Boeckman Creek drainages are, in general, adequate. In basin B2 the culvert pipe under the driveway to the original site of Mrs. Kolbe's house will be undersized. This culvert will most likely be replaced as NIKE develops the site. Upstream north of Boeckman Road, structure 7 which is privately owned provides access to private land. These culverts are undersized for the 25-year storm and will occasionally be overtopped by flood flows. Approach 1 is recommended for these basins.
- C. The Seely Ditch Basins, S1, S2, S3, S4, S5, S6, S7, S8 and S9:

Subbasin S1 - This subbasin includes a portion of the main Seely Ditch. The ditch in this area appears to be adequate for the 100-year flood flow. Much of the land within this basin falls within the 100-year flood plain. Approach 1 is recommended.

Subbasin S2 - Subbasin 2 will require runoff restrictions as development takes place. Portions of this basin, Edwards Industrial Park and Stafford Park, already have requirements for on-site storm water retention. Those storm water retention facilities are designed for 10-year flood flows and the retention facilities will not adequately reduce the 25-year flood flows. Several structures cannot adequately carry projected flood flows unless runoff is restricted. The most serious restrictions are structures 4 and 9. A combination of Approaches 2 and 4 is proposed. Flows in excess of the capacity of structure 9 can be bypassed into subbasin 53 and into a proposed retention basin serving both subbasins. Additionally, a smaller retention basin is proposed in the stream channel downstream from section 5.



Eventually probably much of the natural waterway will need to be cleaned of brush to allow better drainage.

Subbasin 3 - Subbasin S3 also has structures which cannot adequately pass the projected 25-year storm flows occurring after urban development. A controversial feature of the proposed management plan will be a ten-acre foot retention basin just upstream from structure 13. This basin will need to utilize a natural low area just southwest of the Burns Bros. complex. Because of high land values in the area, developers of this property should be given the option of increasing the size of structure 13 under I-5 and most of the other downstream pipes and ditches in this subbasin. Another option is diversion of drainage to Boeckman Creek coordinated with the drainage Master Plans for Parkway Center and Tektronix.

During the Fy 83-84, the City met with Tektronix and Burns Bros. and developed a Master Drainage Plan. Storm drainage will flow into Boeckman Creek. Both storm lines from Tektronix and Burns Bros. are planned from enlargement as part of LID No. 9.

Another small retention basin is recommended just upstream from structure 27. Additionally, two sections of inadequately sized piping, structures 25 and 29 need to be replaced.

Subbasin S4 - Subbasin S4 is restricted by most of the existing drainage piping serving the basin. Particularly critical is the existing piping under I-5 and downstream. Just upstream from the I-5 crossing, structure 7, two low areas between the developed portions of a mobile home park commonly flood during peak flow conditions and from informal retention basins. Additionally, Tektronix has built one small retention basin just upstream from Boeckman Road. Other retention basins north and east of I-5 will be necessary to restrict flows as urban development takes place. Thus, the portion of subbasin S4 east of I-5 should be given special status. Approach 2 appears most appropriate. As

several property owners are involved, namely, the Ash properties, the Tektronix properties, and properties north of the Tektronix property, we suggest that an overall plan be worked out with the property owners to locate retention basins in a phased manner at various locations so that the eventual 25-year flood flow will pass the existing drainage facilities under I-5 and downstream. One major restriction, structure 3, will need to be replaced with a larger culvert.

Subbasin 5 - This area includes the west edge of the City Center development and property west of I-5. When the Payless Distribution Center was built, a 12-inch pipeline was laid along the west edge of Boones Ferry Road. Apparently no one realized that this culvert needed to provide drainage for flows crossing I-5 and draining a portion of the City Center. Consequently, the pipeline constructed is substantially undersized. A new pipeline will need to be built. Additionally, the City Center project includes an existing retention basin which may need to be expanded slightly to adequately retain expected 25-year storm flows.

Subbasin 6 - This area consists of the Payless Distribution Center and some property north together with lands east of I-5 and north of the City Center. When the Payless Distribution Center was built, they constructed drainage facilities and a retention basin adequate for their development. They did not, however, provide an adequate outlet for an 18-inch culvert crossing I-5 and draining about 43 acres east of the highway. Because the land east of the highway is only partially developed, flows through this 18-inch culvert have generally been small. To adequately serve area S6, a culvert along Barber Street providing an adequate outlet to the 18-inch culvert crossing I-5 is proposed. Additionally, a small retention basin east of I-5 will be required.

Subbasin S7 - Much of subbasin S7 lies within the 100-year flood plain. Much of this area is also proposed for industrial development. Improvements to Seely Ditch, particularly the enlarging of the box culvert under Wilsonville Road, have been initiated and will be completed in the spring of 1982. This will substantially

lower the 100-year flood level in this area. It will be necessary following the completion of Seely Ditch improvements to have the Federal Emergency Management Administration resurvey this area to remove much of this industrial land from the flood plain.

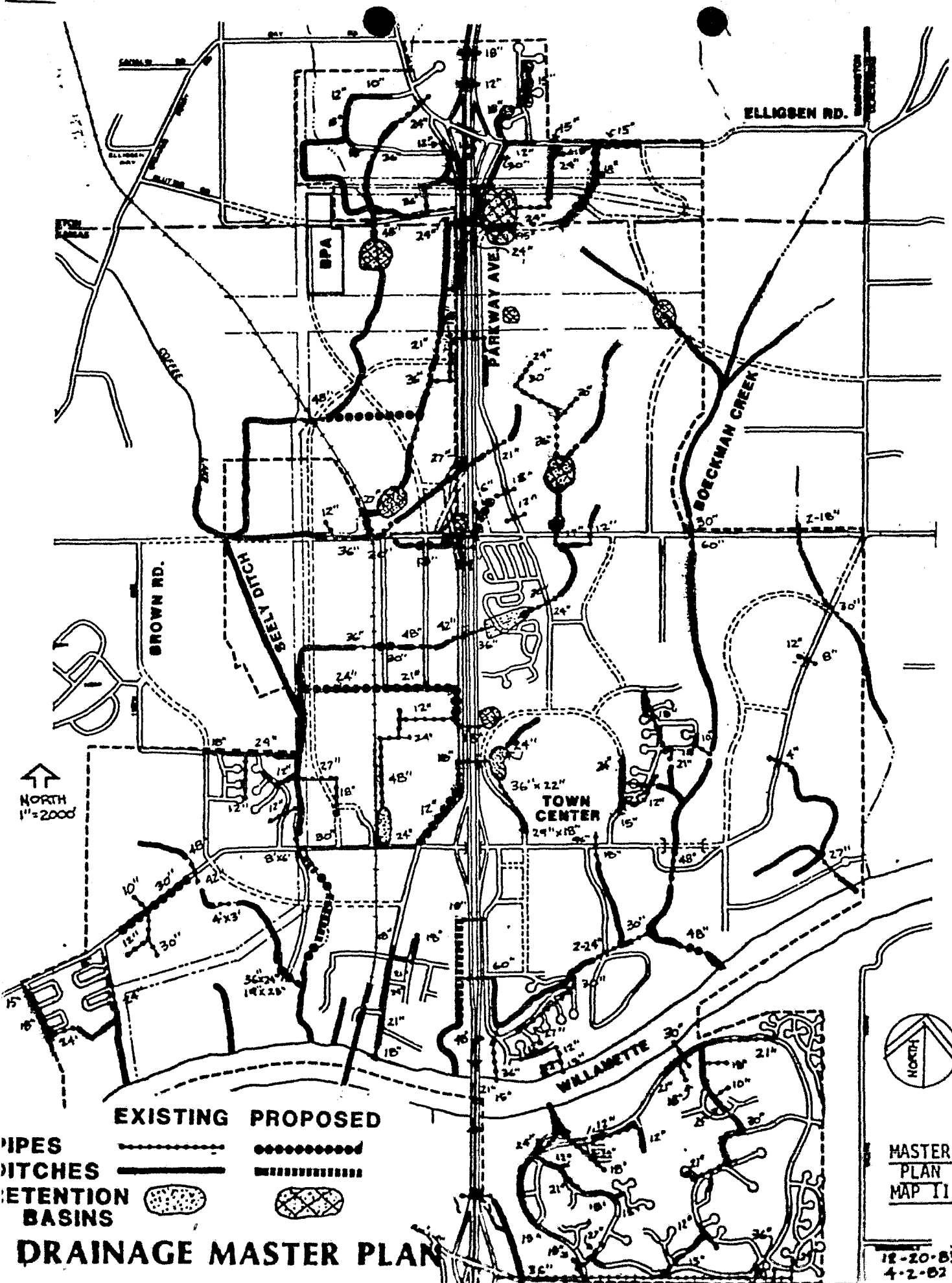
Subbasin S8 - Most of the ditches and piping in S8 are adequate. An exception is structure 1 where eventually a larger culvert will be required. Approach 1 is suggested for this subbasin.

Subbasin S9 - Seely Ditch and two bridges are scheduled for improvement so that 100-year flood flows will pass.

Subbasin 10 - This subarea drains almost entirely into the lower reaches of Seely Ditch. The ditch in this area has a steep gradient, and although the channel itself is heavily wooded, the ditch should carry all projected flood flows.

#### Funding

The primary source of funding for storm drainage improvements, is through the Systems Development Fund. Approximately \$660,000 in major improvements have been identified. The Systems Development will be matched with site specific improvements and LID funds. Many of the identified improvements will be coordinated with various street improvement projects.



↑  
NORTH  
1"=200'



MASTER  
PLAN  
MAP T1

12-20-85  
4-2-87

## Water System Master Plan

The Water System Master Plan is displayed on Map III. It establishes the major line sizes, approximate routing and looping requirements needed to serve full development. Additional looping may be required by the Public Works Department to insure adequate fire flows.

All system improvements must be made in accordance with the Master Plan unless specifically approved by the City Council based on the recommendation of the Public Works Director.

## Current System Capacity

- Reservoir storage capacity is 2.95 M.G.D.
- Storage capacity required for system pressurization and fire reserve is 1.81 M.G.D.
- Reserve storage capacity is 1.14 M.G.D.
- System pumping/recharge capacity is 2.5 M.G.D.
- Average daily demands are .500 M.G.D. (10 hours per day pumping of one well).
- Peak daily demands (summer) are 1.4 M.G.D.

The City has recently drilled a new well (Gesellschaft) which has been test pumped at 1100 GPM or 1.58 M.G.D. This well is scheduled to be connected to the system in fiscal year 1984-85. When connected, the system pumping capacity will be approximately 3.1 M.G.D. The fiscal year 84-85 CIP schedule also included 500 GPM of water. This water does not have excellent quality. The current surplus supply is 1.3 M.G.D. which is capable of providing service for 4,333 residential equivalent hookups.

Fire protection within the UGB is provided by the Tualatin Rural Fire District. The District maintains one fully-manned station at Elligsen Road, with a volunteer engine company on Wilsonville Road. The District operations combined with the City's water system provide a Class III fire insurance rating for the City.

## Master Plan Policies

1. In order to provide adequate fire protection and suppression capability, the Tualatin Fire District recommends the following water system standards:

## Water System Master Plan

The Water System Master Plan is displayed on Map III. It establishes the major line sizes, approximate routing and looping requirements needed to serve full development. Additional looping may be required by the Public Works Department to insure adequate fire flows.

All system improvements must be made in accordance with the Master Plan unless specifically approved by the City Council based on the recommendation of the Public Works Director.

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(10 hours per day pumping of one well)
- Peak daily demands (summer) are 1.4 M.G.D.

The City has recently drilled a new well (Gesellschaft) which has been test pumped at 1100 GPM or 1.58 M.G.D. This well is scheduled to be connected to the system in fiscal year 1984-85. When connected, the system pumping capacity will be approximately 3.1 M.G.D. The fiscal year 84-85 CIP schedule also included 500 GPM of water. This water does not have excellent quality. The current surplus supply is 1.3 MG. which is capable of providing service for 4,333 residential equivalent hookups.

Fire protection within the UGB is provided by the Tualatin Rural Fire District. The District maintains one fully-manned station at Elligsen Road, with a volunteer engine company on Wilsonville Road. The District operations combined with the City's water system provide a Class III fire insurance rating for the City.

## Master Plan Policies

1. In order to provide adequate fire protection and suppression capability, the Tualatin Fire District recommends the following water system standards:

- A. One fire hydrant should be provided for every 90,000 square feet of ground area building coverage. Other system designs must be approved by the Fire District.
- B. The distance between installed fire hydrants should not exceed 300 feet, except that in detached single-family dwelling areas only the distance may be increased to 500 feet.
- C. The maximum distance from a fire hydrant to any given structure should not exceed 400 feet. For buildings exceeding 20,000 square feet, a hydrant should be located within 250 feet of the exterior door.
- D. Fire hydrants are to be supplied by not less than a six-inch diameter main on a looped or planned loop system. If the hydrant is attached to a main that will not be looped, a minimum eight-inch line is required.
- E. Based on calculated friction loss in order to maintain fire flows of 3,500 GPM, the maximum length of dead-end mains must be limited to the following criteria, unless specifically approved by the Fire District.

<u>Main Size</u>	<u>Maximum Length</u>
6"	300
8"	500
10"	1000
12"	1500
14"	3000
16"	6000
18" - 20"	10,000

2. The City shall monitor water quality and static water levels semi-annually in the wells to determine the need for water treatment or alternative water sources.

3. The City shall establish a well-pumping schedule to allow for moderate pumping of each individual well, alternating wells on successive weeks as the primary water source.

4. To the greatest extent possible, the City shall schedule development of new water sources in advance of actual demand to reserve the supply capability of existing wells and to minimize the necessity for continued hard pumping of any or all wells. A new well should be developed within the next four to eight years.

### System Deficiencies

The primary deficiency in the existing water system is the lack of system looping. During Fy 82-83 a 12" water line along Wilsonville Road from Town Center Loop West to Town Center Loop East was completed thereby completing the loop to Courtside Estates. This line was also extended to the NIKE property and to the east side of Boeckman Creek at the Rose Lane intersection. This line is scheduled for extension and connection to the new Gesellschaft well and/or proposed new NIKE well during the 84-85 fiscal year. This will provide for adequate supply for several years.

A major focus in prioritizing improvements will continue to be to complete the major line loops throughout the City. Other priorities will be to add additional water supplies (wells) and additional reservoir capacity.

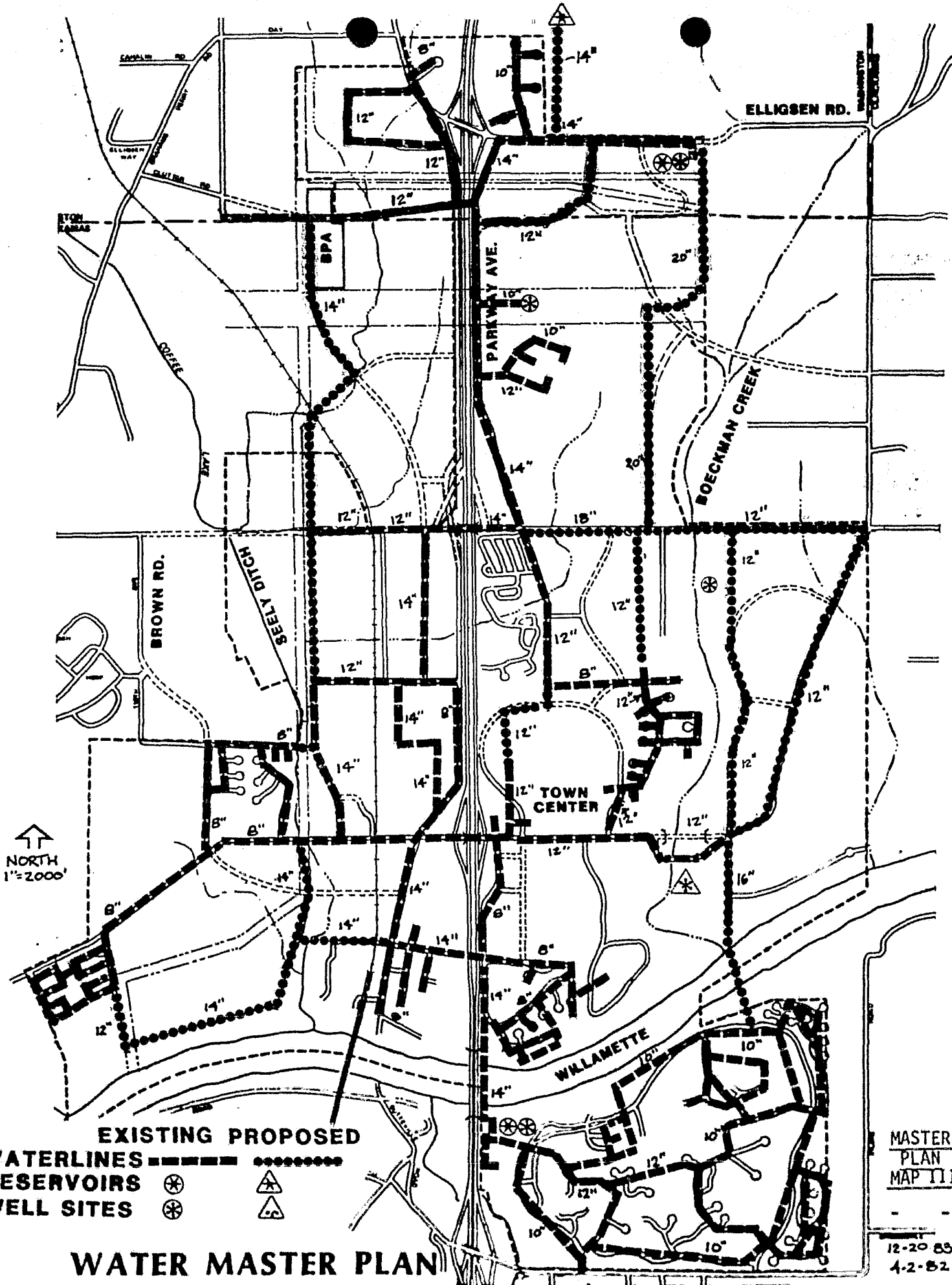
Water treatment facilities and alternative supply systems, i.e., the Willamette River, are not needed at this time. However, water quality and static water levels in the existing wells will be monitored continuously (Policy 2).

Due to the amount of Commercial-Industrial development it is apparent additional storage will be necessary as early as 1986. Therefore, preliminary planning for the North Wilsonville Reservoir has already started.

### System Funding

Water system funding is basically provided by connection fees and line extensions made by developing properties. When lines are extended to serve specific properties, the City pays for oversizing of the line. The City pays in accordance with the Master Plan versus the line size needed to serve the specific developing property. Lengthy line extensions are typically provided by LID's. Major system improvements such as reservoirs have been funded through bond levies, retired by a portion of the connection fees.





EXISTING PROPOSED

WATERLINES ———— - - - - -  
 RESERVOIRS ⊗ ⊕  
 WELL SITES ⊗ ⊕

MASTER PLAN  
 MAP III

**WATER MASTER PLAN**

12-20-83  
 4-2-82

## Sanitary Sewer Master Plan

Map IV identifies the Sanitary Sewer Master Plan. It establishes line sizes and general routing for major collection lines and specifies areas needing lift stations.

- Current system capacity is 2.5 MGD
- Average daily flows are .575 MGD
- Peak daily flows are .930 MGD

System capacity is capable of serving an additional 5,233 residential equivalent hookups. This is calculated to be adequate at least, through 1990. Connection fees provide for system maintenance and expansion. Historically, the system has been totally self-sufficient, including retirement of Revenue Bonds used for major treatment system improvements. To date, no State or Federal funds have been used to construct or operate the system.

In addition, an annual maintenance program has been established, including sealing to control inflow/infiltration of storm water. The maintenance program insures maximum system efficiency.

### Master Plan Policies

1. Extensions of service outside of the UGB shall be restricted.
2. The City shall adopt maximum industrial discharge standards, i.e., 5,000 gallons/acre/day, to insure that the designed system capacity is not exceeded. Industries which have greatly varying discharge volumes shall be required to install on-site flow equalization facilities.
3. The City monitor flows in those lines with identified capacity problems, e.g., Parkway Avenue near Tektronix and Boeckman Creek trunk and lift station, to determine the scheduling of necessary improvements.
4. The City shall continue the current I & I control program and upgrade the City's Public Works inspection capability to insure proper installation and to maintain maximum system efficiency.
5. The City shall monitor the flows discharged to the Seely Ditch interceptor to determine the need for a flow equalization basin, and to determine the appropriate connection point for the line serving the northwest corner of the future urban

area (SD-4). In the interim industrial development in this area should be restricted.

6. The City shall also establish a monitoring program for the treatment plant to analyze the percent of solids, and sludge hauling costs. Sewer connections and treatment flows shall also be monitored to determine appropriate timing for expansion of the treatment plant.

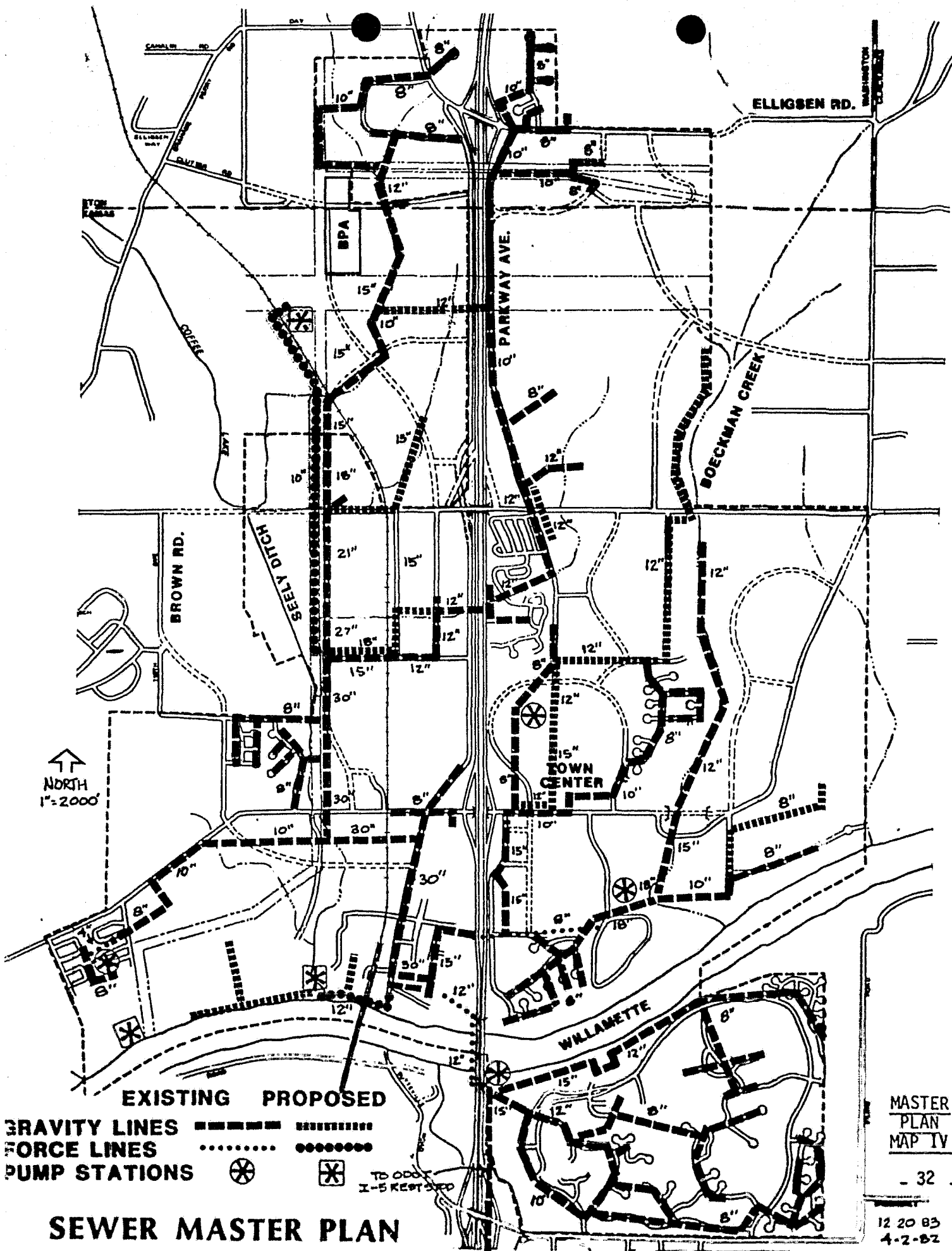
### System Deficiencies

Several deficiencies have been identified in the existing system, including lines in Parkway Avenue, serving Tektronix and areas to the north; the Boeckman Creek lift station and force main; the Wilsonville Road line east of Parkway Avenue; and portions of the Seely Ditch interceptor. In some basins flows will have to be diverted to new lines, while others only require upgrading or paralleling existing lines and lift stations. New lines will also have to be extended to serve areas currently not served.

The future industrial area in the northwest corner of the UGB (Ridder Road) may require a lift station and force main extended to the 30" line at the south end of the Seely Ditch interceptor. Although, if industrial flows are lower than anticipated for the rest of the future urban area, then a line may only have to be extended to the 15" line north of G. I. Joe's. No improvements, however, will be required to serve Charbonneau.

In addition, there does not appear to be capacity in any of the existing sanitary sewers, except in the Charbonneau area, to accept additional sewage from areas outside of the present urban growth boundary. Thus, extension of service beyond the urban growth boundary should be discouraged. Any Boundary Amendment would thus require a re-evaluation of system capacity and may necessitate master plan modifications.

During Fy 82-83 the City identified a need for a pump station at the River Village Mobile Home Park. This project was completed early in 1984. In addition, the outfall from the treatment plant to the Willamette River has been extended to eliminate potential environmental problems during the low river season.



ELLIGSEN RD.

CAMDEN RD  
ELLIGSEN WAY  
DUTCH RD  
STON KEMAS

BPA

PARKWAY AVE.

BOECKMAN CREEK

BROWN RD.

SELY DITCH

TOWN CENTER

WILLAMETTE

EXISTING PROPOSED

GRAVITY LINES  
FORCE LINES  
PUMP STATIONS

TO OOK  
I-5 REST STOP

MASTER  
PLAN  
MAP IV

- 32 -

SEWER MASTER PLAN

12 20 83  
4-2-82

## Existing Ordinance and Administrative Deficiencies

In order to improve the administration of the facility Master Plans and Capital Improvements Program, the following revisions to ordinances and administrative procedures were recommended in 1982. Following each issue is a comment on current status.

1. Systems Development Fee (Section 11.020 of Wilsonville Code). A preliminary analysis of this funding source was included in the Transportation Master Plan (Appendix I-5). To date, no final decision has been made regarding revisions to the fee structure.

However, the Planning staff is preparing a complete re-evaluation of the system charge, in accordance with the Street Master Plan. The analysis is considering fees based on proportional system impact, and a fee credit for off-site improvements. The report should be available for public review in July or August of 1984.

2. The current LID procedures (Section 3.210) are awkward and unnecessarily complicated. The procedures should be re-evaluated and simplified.

Staff is currently preparing a draft ordinance.

3. Section 3.116 of the Code allows for a payback procedure for a developer who installs oversized sewer, water or storm drainage lines. The payback is, however, currently limited to ten years. There does not appear to be any equitable reason why there is a time limit. This provision should be eliminated, if possible.

No further action has been taken to date.

4. There is currently a comprehensive systems maintenance and replacement program for water and sanitary sewer to insure continued operational efficiency of the public facilities systems once they are built. However due to lack of a funding source, street and storm sewer maintenance does not exist. Therefore, a comprehensive systems maintenance and replacement program, including funding, should be established for street and storm sewer maintenance. In May of 1984 a street and storm sewer maintenance fee was accepted by the Budget committee. However the program was determined to require voter approval. No vote has been scheduled to date, yet the system deteriorates at a rate of \$100,000+ a year.

Funding a program for street and storm drainage must be established in 1985-86.

5. The City's Public Works Standards should be revised to be consistent with the CIP and Facility Master Plans.

These revisions will be made, together with other modifications, to the Standards currently being considered by the Public Works Department.

6. All improvement requirements, including dedication of right-of-way easements, waivers of remonstrance for LID's, etc. should be recorded on final plats or in the City's Lien Docket.

A new administrative procedure has been established for checking and recording easements, etc.

Dedications and remonstrances should also be mapped for easy identification for CIP planning.

Previous inconsistent right-of-way dedications should be identified and appropriate vacations initiated, consistent with the Street Master Plan. This was accomplished on Boberg Road where a standard 60 foot right-of-way was set and excess dedications were vacated.

#### Capital Improvements Planning and Update

The CIP schedule and map identify prioritized projects over a five-year period. These priorities are to be implemented as budgeted funds are available. They are also to be re-evaluated annually with adjustments and additions made as determined necessary by the prevailing development circumstances.

Due to the requirement of LCDC the CIP program has been divided into 5 major divisions: New Construction, Facilities Maintenance, Parks and Recreation, Public Buildings, and, Projects beyond 1990.

The following are planning tasks or analysis that are to be conducted annually in preparation for updating the Capital Improvements

Plan. These tasks should be completed by January each year, so that appropriate budget allocations can be prepared.

1. Update actual and projected growth rates.
2. Map anticipated development and facility impact areas.
3. Update traffic counts on all arterial streets and Freeway interchanges. Identify any street at, below or approaching D level service, including five-year, projected traffic volumes and map accident rates.
4. Update records of sewer, water and storm drainage connections and increase flows or system demands, etc.
5. Conduct or update facility condition rating reports. Determine adequacy of existing facilities and the degree to improvements required.
6. Conduct or update street condition rating, including core samples, field check and written report. Determine degree of improvement required, e.g., repair, overlay, or reconstruct.
7. Prepare cost estimates for all priority projects.
8. Evaluate funding availability for next fiscal year or longer, if possible.
9. Re-establish five-year priority list and schedule first-year improvements through City's budget coordinated with Counties' budget, if appropriate.
10. Coordinate improvement to Freeway interchanges with State (ODOT) six-year Plan.
11. Coordinate with Tri-Met regarding improved transit service.

## **SECTION II**



**1985-86**

12" WATERLINE INTERTIE - BOECKMAN ROAD/

PROJECT TITLE RIDDER ROAD

01-23 16 CIP # 03-55 2-5

PROJECT NUMBER

TOTAL COST

CAPITAL IMPROVEMENTS

PROGRAM

NEW CONSTRUCTION

SUB - PROGRAM

03-55

DEPARTMENT AFFECTED

PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

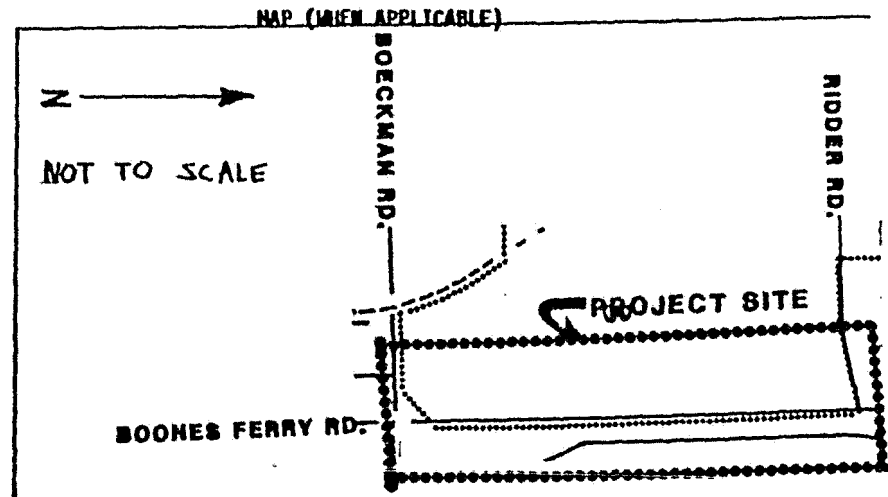
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----								
Construction-----								
Permits-----								
Other-----								
Total-----								
<b>FUNDING SOURCE:</b>								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: This project includes the installation of 52+00 L.F. of 14" mainline from Boeckman Road to Ridder Road

JUSTIFICATION: Will provide looping of water sources for the west side properties north of Boeckman road.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS: Public Works Standards.

OTHER:



MEMORIAL WATER SYSTEM EXPENSION

PROJECT TITLE  
01-23-27  
PROJECT NUMBER  
TOTAL COST

CAPITAL IMPROVEMENTS

PROGRAM  
NEW CONSTRUCTION  
SUB - PROGRAM  
03-55  
DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

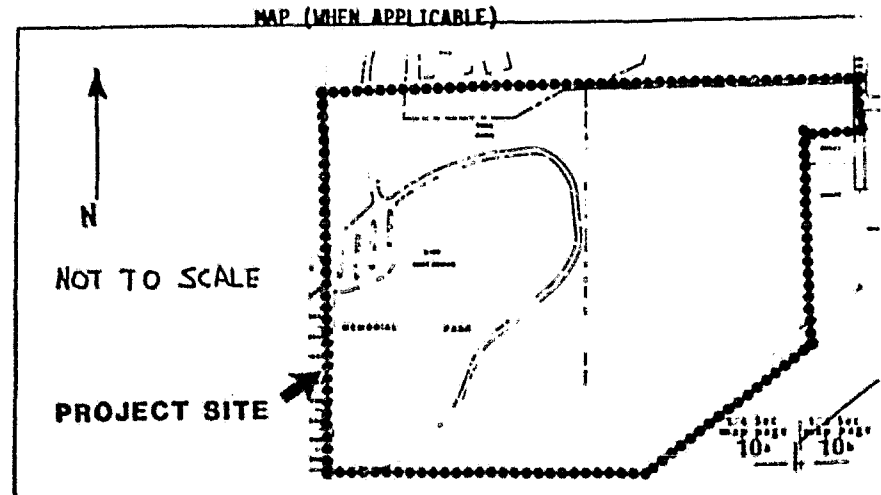
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		.00						
Design & Engr.-----		\$4,000.00						
Construction-----		\$24,000.00						
Permits-----		\$740.00						
Other-----		-						
Total-----		\$28,740.00						
<b>FUNDING SOURCE:</b>								
03-55 CIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: Installation of 800 L.F. of 8" ductile iron pipe through Memorial Park to Tax Lot 1191.

JUSTIFICATION: The extension of this water system will allow a much needed loop for Tax Lot 1191 presently owned by Nike, and allow Memorial Park to expand its water capabilities for both potable and irrigation use.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:



WILSONVILLE ROAD IMPROVEMENT 4+00W to 12+50 E

CAPITAL IMPROVEMENT

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

01-23-28 CIP# 05 3-2

NEW CONSTRUCTION

PROJECT NUMBER

SUB - PROGRAM

05

TOTAL COST

DEPARTMENT AFFECTED

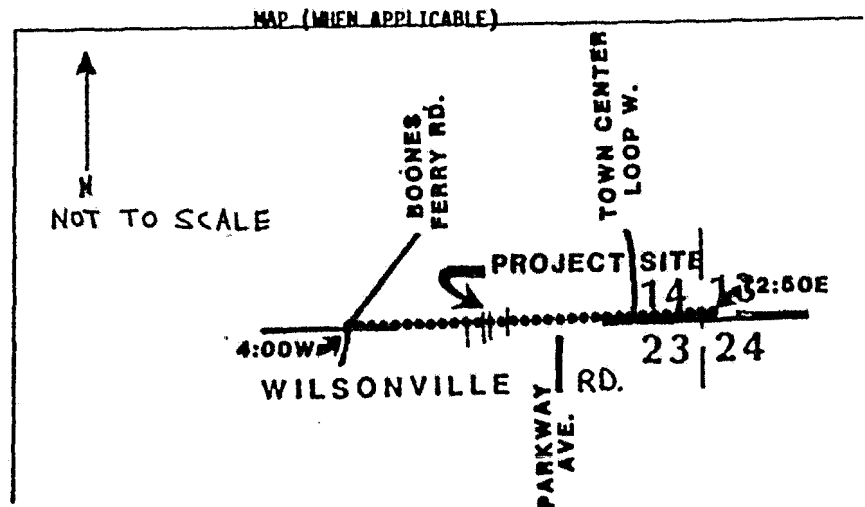
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----	\$10,000.00	-						
Design & Engr.-----	\$10,000.00	\$5,000.00						
Construction-----	\$100,000.00	\$70,000.00						
Permits-----	\$2,835.00	\$1,608.00						
Other-----	-	\$3,392.00						
Total-----	\$122,835.00	\$80,000.00						
<b>FUNDING SOURCE:</b>								
05- 100%								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Installation of underground conduit, overlaying and widening streets, utility coordination, installation, signing, striping, traffic control in conjunction with Wilsonville Interchange Project from Boones Ferry Road to Town Center Loop East on Wilsonville Road.

**JUSTIFICATION:** Completion of this project will allow traffic flow configuration to be above a D-level at least for a 5-10 year period at the interchange and possibly the year 2,000 for other widening improvements.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:



LOCAL IMPROVEMENT DISTRICT NO. 7 BOBERG RD.

CAPITAL IMPROVEMENTS

BEN ALTMAN - P LARRY BLANCHARD - C

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE  
01-23 11 CIP # 05 2-7 + 1-12  
PROJECT NUMBER

PROGRAM  
NEW CONSTRUCTION  
SUB - PROGRAM

PROJECT MANAGER

TOTAL COST

07-65 05  
DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----								
Construction-----								
Permits-----								
Other-----								
Total-----								
FUNDING SOURCE:								
Total-----								
FISCAL IMPACT:								
Operating Costs-----								
Operating Savings-----								
Operation Revenue-----								

**PROJECT DESCRIPTION:** Construction of 2,660 L.F. of road from Barber Street to Boeckman on Boberg. Street is an industrial collector 40' wide curb-to-curb. Construction includes CIP Project No. 05 2-7 15" storm installation and CIP Project No. 05 1-12 30" culvert replacement project, includes water, sewer, storm drainage, street lighting, sign - traffic control improvements.

**JUSTIFICATION:** Completion of this project will open additional commercial - industrial land for development, since restrictions were put on development because of inadequate road design and width, causing a traffic hazard and safety problems.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** Follow guidelines set in 3.210 Wilsonville Code

OTHER:

MAP (WHEN APPLICABLE)



PROJECT SITE

← N

SCALE: 1" = 500'



LOCAL IMPROVEMENT DISTRICT NO. 9  
**PROJECT TITLE**  
 01-23 - 04 - 85 CIP 10-75 1-B  
**PROJECT NUMBER**  
 \$1.3 Million  
**TOTAL COST**

CAPITAL IMPROVEMENT  
**PROGRAM**  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 01-23, 02-50, 03-55, 07-65  
**DEPARTMENT AFFECTED**

LARRY R. BLANCHARD  
**PROJECT MANAGER**

CAPITAL IMPROVEMENT REQUEST SHEET

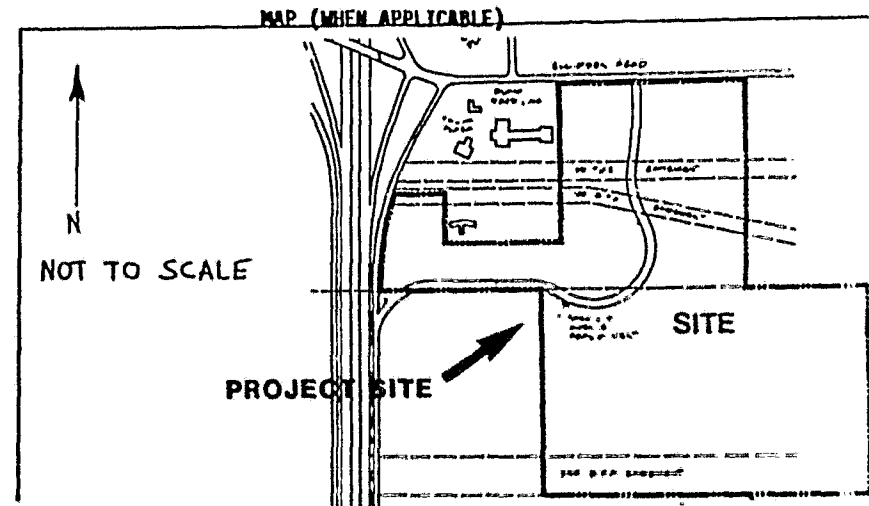
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----	\$113,436.54							
Construction-----	\$1,053,021.00							
Permits-----	\$21,797.53							
Other-----	\$52,651.05							
Total-----	\$1,240,906.12							
<b>FUNDING SOURCE:</b>								
LTD	\$1,089,851.12							
07-65	\$51,055.00							
05	\$100,000.00							
Total-----								
<b>FISCAL IMPACT:</b>	SSD -1578							
Operating Costs-----	WD - 2251							
Operating Savings---	STD - 3632							
Operation Revenue---	WATER/SEWER OK							
	NO STORM							

**PROJECT DESCRIPTION:** Rerouting Parkway Avenue from 14+00 L.F. south of Elligsen Road from its present alignment to 18+00 L.F. east of the Stafford interchange. Project includes street, street drainage, sanitary sewer, water, sidewalk, street lighting, signing - traffic channelization, and other utility improvements.

**JUSTIFICATION:** To eliminate traffic congestion at the north Wilsonville (Stafford) Interchange and provide facilities for the development of the northeast industrial area.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** Follows 3.210 of the Wilsonville Code.

**OTHER:**



PARKWAY AVENUE SANITARY SEWER BYPASS  
 PROJECT TITLE  
 01-23 06 CIP# 02-50 3-5  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 02-50  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

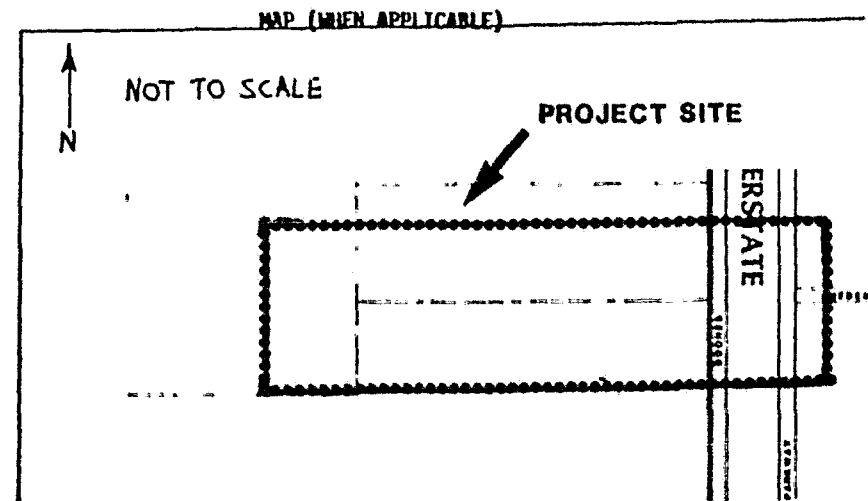
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		\$10,000.00						
Design & Engr.-----		\$18,000.00						
Construction-----		\$180,000.00						
Permits-----		\$3,740.00						
Other-----								
Total-----		\$211,740.00						
<b>FUNDING SOURCE:</b>								
02-50 CIP	}x							
02-50 FMIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----	SSD 5293							
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** The original 12" & 10" mainline which was constructed to service existing development for the Northeast section of the City, more commonly Basin BE-1 BE-2 BE-3 BE-4 are undersized. Basis for design was according to rural type development not commercial - industrial.

**JUSTIFICATION:** Bypass will reroute sewage from just north of Tektronix, across 1-5 to Edwards mainline. System design is capable of handling the additional sewage.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**





**BOBERG ROAD WASTEWATER OVERFLOW BYPASS**

**PROJECT TITLE**  
 01-23 17 CIP 02-50 2-5  
**PROJECT NUMBER**  
**TOTAL COST**

**CAPITAL IMPROVEMENTS**

**PROGRAM**  
 NEW CONSTRUCTION  
**SUB - PROGRAM**  
 02-50  
**DEPARTMENT AFFECTED**

**PROJECT MANAGER**

**CAPITAL IMPROVEMENT REQUEST SHEET**

<b>COSTS:</b>	<b>Expenditures Prior to 1985</b>	<b>1985 - 86</b>	<b>1986 -87</b>	<b>1987 -88</b>	<b>1988 -89</b>	<b>1989 - 90</b>	<b>5 Year Total</b>	<b>Beyond 1990</b>
Land & R.O.W.-----		\$10,000.00						
Design & Engr.-----		\$13,000.00						
Construction-----		\$135,000.00						
Permits-----		\$2,835.00						
Other-----		-						
<b>Total-----</b>		<b>\$160,835.00</b>						
<b>FUNDING SOURCE:</b>								
02-50 CIP								
02-50 FMIP								
<b>Total-----</b>								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

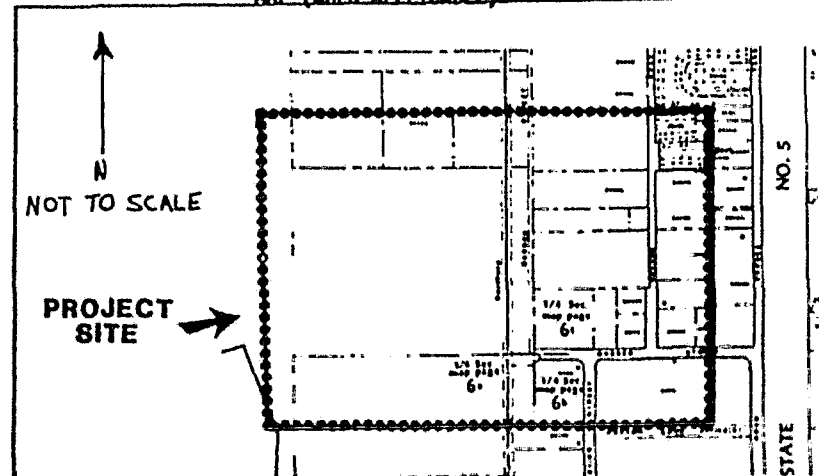
**PROJECT DESCRIPTION:** This project relates to 01-23 06 CIP # 02-50 3-5 however development in downstream basins DRT-4 and BT-4 will require an overflow to be constructed on Boberg Road west to the Edwards mainline.

**JUSTIFICATION:** Will relieve the potential surcharging of these basins due to development of these basins, at some time in the future it would be necessary to restrict building in these areas until surcharge was eliminated.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**

**MAP (WHEN APPLICABLE)**



CLACKAMAS COUNTY OVERLAY PROGRAM  
 PROJECT TITLE  
 01-23 97 CIP #05/07 3-1+3-19  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

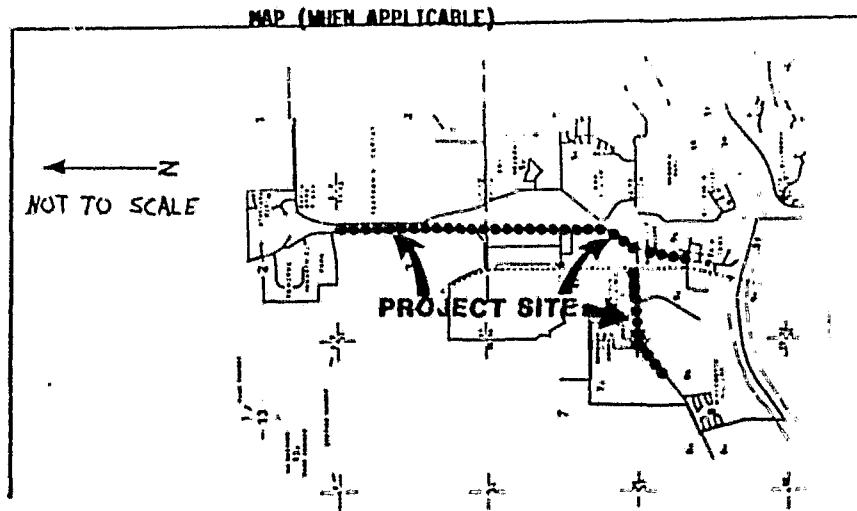
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		\$1,000.00						
Design & Engr.-----		\$6,000.00						
Construction-----		\$85,000.00						
Permits-----		\$1,861.00						
Other-----								
Total-----		\$92,000.00						
<b>FUNDING SOURCE:</b>								
07-65		\$92,000.00						
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----	System inserted into street maintenance program							
Operating Savings---	assigned (12 year life)							
Operation Revenue---								

PROJECT DESCRIPTION: 2-3 inch overlay on Wilsonville Road from Station 4+00W to Station 10+00W and Boones Ferry Road from 0+00S to 18+00S or 5th Street.

JUSTIFICATION: The City of Wilsonville and the County have jointly agreed to a street jurisdictional transfer, where the County transfers cash to the City and the City then accepts the road for maintenance. One road remains to be agreed upon, that being Parkway Avenue, north of Town Center Loop West.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS: In compliance with Resolution \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_.

OTHER:





GESELLSCHAFT WELL PUMP STATION CONSTRUCTION

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE  
01-23 15 CIP # 03-55 3-6

PROGRAM  
NEW CONSTRUCTION

PROJECT MANAGER

PROJECT NUMBER

SUB - PROGRAM  
03-55

TOTAL COST

DEPARTMENT AFFECTED

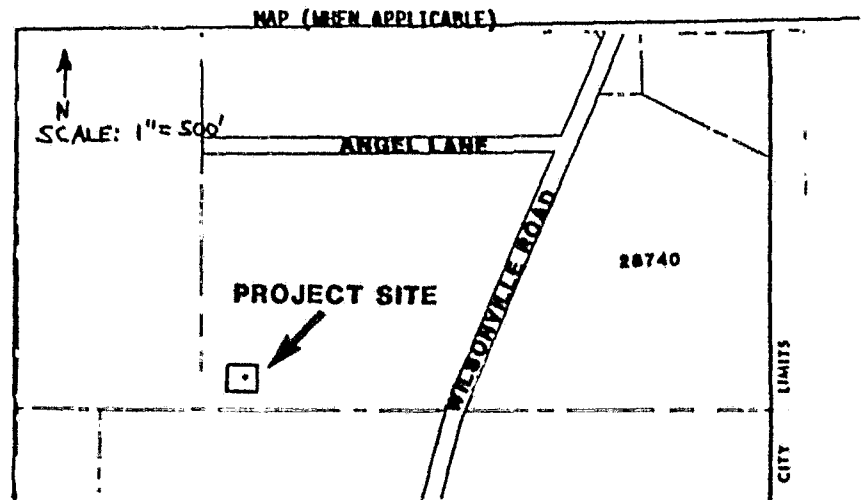
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----	.00							
Design & Engr.-----	\$15,000.00							
Construction-----	\$179,000.00							
Permits-----	\$3,740.00							
Other-----								
Total-----	\$197,740.00							
<b>FUNDING SOURCE:</b>								
03-55 CIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings-----								
Operation Revenue-----								

**PROJECT DESCRIPTION:** Gesellschaft Well was drilled in November 1983 and capped. The well has excellent quality water with a pumping capacity of 1,200 gpm. This project include the installation of a pump station and approximately 2,600 L.F. of D.I. pipe to service the well pump station.

**JUSTIFICATION:** The installation of this well will provide an additional 1,200 gpm delivery of excellent quality water. This will, in conjunction with the north Wilsonville Reservoir, improve our fire rating for the general user, and provide for future growth.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** OAR Chapter 333  
Wilsonville Public Works Standards.

OTHER:



Boones Ferry Rd. Widening\*  
 5th street to Wilsonville Rd.  
 PROJECT TITLE  
 CID #4-18  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENT  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 Construction Management  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

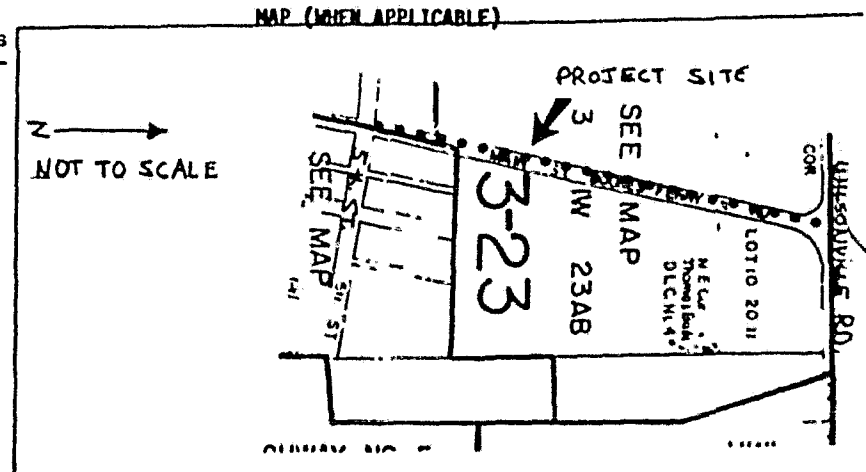
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----								
Design & Engr.-----		9,360						
Construction-----		80,240						
Permits-----		4,000						
Other-----								
Total-----		93,600						
<b>FUNDING SOURCE:</b>								
05		93,600						
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----		7,800						12 years
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Widening of Boones Ferry Rd. from 5th street to Boones Ferry Rd. in order to handle additional traffic generated by the Wilsonville Square Development. This project expands the street to a 40 foot curb to curb section with sidewalks.

**JUSTIFICATION:** This project is necessary in order to transport the additional 3,000 ADT's generated by development.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



Wilsonville Rd Improv station  
 PROJECT TITLE  
 CTP #4-19  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENT  
 PROJECT NUMBER  
 NEW CONSTRUCTION  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

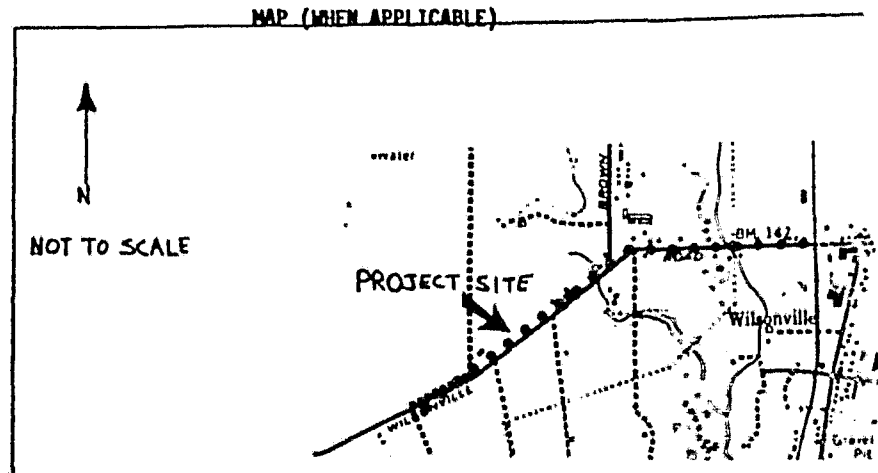
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----		0						
Design & Engr.-----		5,800						
Construction-----		50,300						
Permits-----		2,400						
Other-----								
Total-----								
<b>FUNDING SOURCE:</b>								
05								
Total-----		\$58,500						
<b>FISCAL IMPACT:</b>								
Operating Costs----		4,875						12 years
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Project widens Wilsonville Rd. to a 40 foot street section class D from the railroad tracks to city limits. Also included with this project would be approximately 6,000 L.F. of sidewalk and bike project listed under project

**JUSTIFICATION:** Future development near Wood School, Brown Road, and south to River require the addition of 5,000 ADT's to the system.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



**1986-87**

KINSMAN ROAD - EVERGREEN STREET  
 PROJECT TITLE WATERLINE INTERTIE  
 01-23 1A CIP # 03-55 2-4  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 03-55  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----			\$1,000.00					
Design & Engr.-----			\$4,500.00					
Construction-----			\$45,000.00					
Permits-----			\$1,237.00					
Other-----			-					
Total-----			\$51,737.00					
<b>FUNDING SOURCE:</b>								
03-55 CIP								
03-55 FMIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

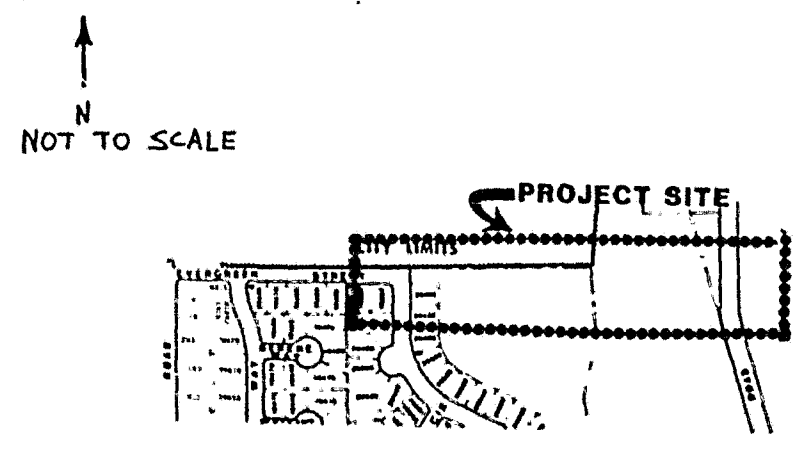
PROJECT DESCRIPTION: Installation of 1,200 L.F. of 8" waterline to intertie Kinsman Road  
 14" waterline with Evergreen Street 8" waterline.

MAP (WHEN APPLICABLE)

JUSTIFICATION: This project will provide a looping for the property west of Kinsman  
 Road in the event of a mainline rupture on Wilsonville Road or some point which  
 could eliminate water to this section of town.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:





MEMORIAL PARK SANITARY SEWER EXTENSION PHASE II

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

01-23 24

NEW CONSTRUCTION

PROJECT NUMBER

SUB - PROGRAM

02-50

TOTAL COST

DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----			.00					
Design & Engr.-----			\$4,000.00					
Construction-----			\$20,000.00					
Permits-----			\$740.00					
Other-----			-					
Total-----			\$24,740.00					
<b>FUNDING SOURCE:</b>								
02-50 CIP								
02-50 FMIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: Installation of 800 L.F. of 8" sanitary sewer mainline to service remainder of Memorial Park plus Tax Lot 1191, presently owned by Nike.

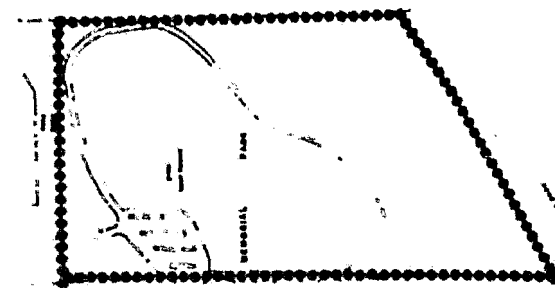
MAP (WHEN APPLICABLE)

JUSTIFICATION: By extension of this main sewerline, future connection will be available for properties in the vicinity of Memorial Park, and for future development of Memorial Park.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

← Z  
NOT TO SCALE



PROJECT SITE

NIKE WELL PUMP STATION CONSTRUCTION  
 PROJECT TITLE  
 01-23 12  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 DEPARTMENT AFFECTED

PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----			.00					
Design & Engr.-----			\$4,000.00					
Construction-----			\$40,000.00					
Permits-----			\$1,237.00					
Other-----								
Total-----			\$45,237.00					
<b>FUNDING SOURCE:</b>								
03-55 CIP								
03-55 FMIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

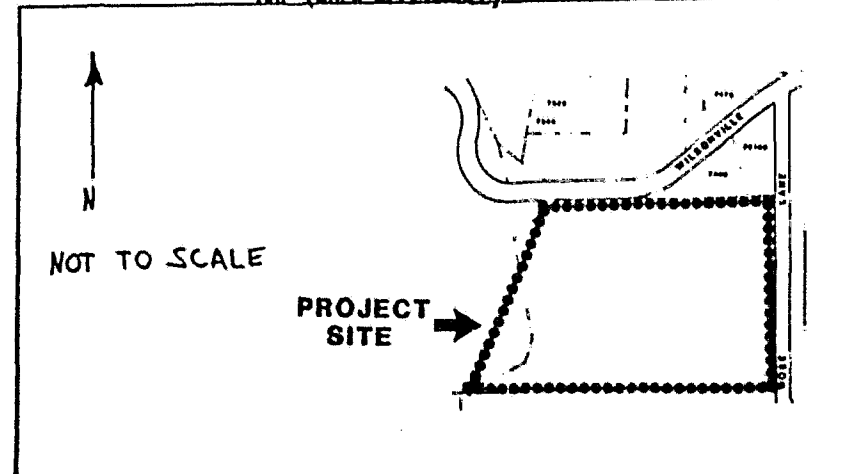
**PROJECT DESCRIPTION:** Nike Well was drilled in November 1984 and yielded 500 gpm of a lesser quality of potable water, high in iron and manganese. Completion of this well pump station will be for emergency backup only.

**JUSTIFICATION:** Completion of this well will add emergency supply to the present system of potential pumping of 2,800 gpm of good quality potable water.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** OAR Chapter 333 - Public Water Systems

OTHER:

MAP (WHEN APPLICABLE)



OLD TOWN STREET IMPROVEMENT PROJECT  
PROJECT TITLE  
01-23 19 CIP# 07-65 314+4-1  
PROJECT NUMBER  
TOTAL COST

CAPITAL IMPROVEMENTS  
PROGRAM  
NEW CONSTRUCTION  
SUB - PROGRAM  
02-50 07-65  
DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

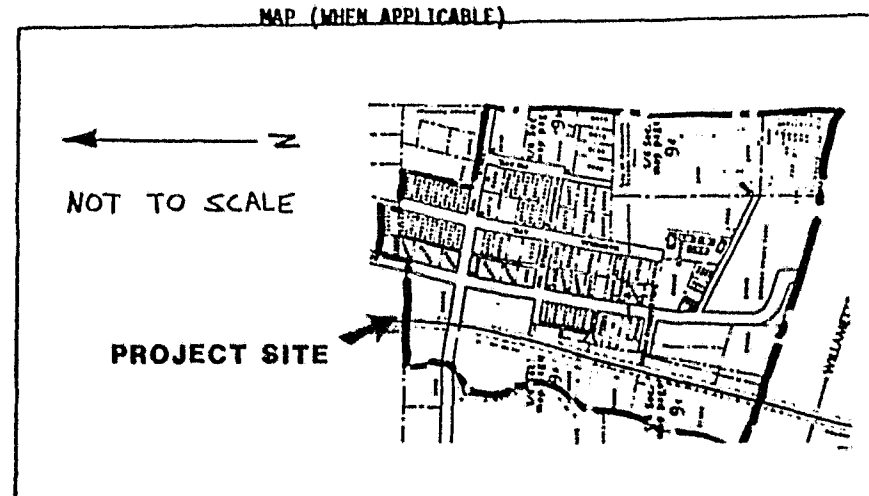
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		.00	.00					
Design & Engr.-----		\$10,000.00	\$5,000.00					
Construction-----		\$150,000.00	\$125,000.00					
Permits-----		\$3,740.00	\$3,740.00					
Other-----		-	-					
Total-----		\$153,740.00	\$133,740.00					
<b>FUNDING SOURCE:</b>								
07-65 CDBG Block Grant								
02-50 Tauchman Boeckman Road								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Reconstruction of Boones Ferry Road, from Wilsonville Road south to the river, Tauchman, 5th, 4th, 2nd, Fir and Magnolia will include curbs, paving, sidewalk/side. All other utilities are presently in.

**JUSTIFICATION:** In the last four years, Boones Ferry Road south of Wilsonville Rd., 4th, 2nd, 5th, Fir, Magnolia and Tauchman have been consistently rated as the poorest streets in the City. To complicate matters, some construction trucks, City vehicles and trucks servicing the commercial property frequent the area, causing additional structural damage. Reconstruction of these streets would eliminate both the safety and the inconvenience to the residents.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

OTHER:



RECONSTRUCTION

Street	Recommended Repair	From Stat	To Stat	Exist St Width	Future Width	Exist Sq. Ft.	Add Sq. St.	Total Cost Maint. Fee	Total Cost S.D.F.	Year
5th St.	B Reconstruct	0+00	18+78	20 ft.	36 ft.	37,560	30,048	\$92,022.00	\$73,618.00	TBA
4th St.	A Re-onstruct	0+00	5+63	20 ft.	28 ft.	11,260	4,504	\$27,587.00	\$11,035.00	TBA
Boones Ferry Rd.	C Reconstruct	161+00	175+00	20 ft.	36 ft.	28,000	22,400	\$68,600.00	\$54,880.00	TBA
Magnolia St.	A Reconstruct	0+00	13+71	20 ft.		27,420		\$67,179.00		TBA
Fir St.	A Reconstruct	0+00	6+57	20 ft.		13,140		\$32,193.00		TBA
Luchman	A Reconstruct	0+00	6+90	20 ft.		13,800		\$33,810.00		TBA
<b>TOTAL RECONSTRUCTION</b>								<b>\$321,391.00</b>	<b>\$139,533.00</b>	

WILSONVILLE SQUARE FACILITIES IMPROVEMENTS (LID)

CAPITAL IMPROVEMENTS

BEN ALTMAN LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

01-23 27

NEW CONSTRUCTION

PROJECT NUMBER

SUB - PROGRAM

10-7 05

TOTAL COST

DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----								
Design & Engr.-----								
Construction-----								
Permits-----								
Other-----								
Total-----								
<b>FUNDING SOURCE:</b>								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

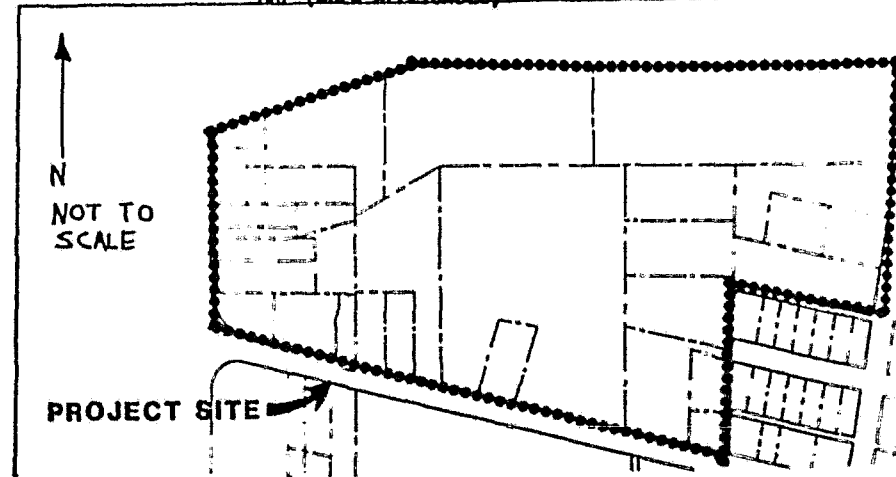
PROJECT DESCRIPTION:

JUSTIFICATION:

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

MAP (WHEN APPLICABLE)



PARKWAY AVENUE IMPROVEMENT  
PROJECT TITLE Station 51+10N to 95+00N  
01-23-09 CIP 05 2-a  
PROJECT NUMBER  
TOTAL COST

CAPITAL IMPROVEMENTS  
PROGRAM  
NEW CONSTRUCTION  
SUB - PROGRAM  
05  
DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
PROJECT MANAGER

**CAPITAL IMPROVEMENT REQUEST SHEET**

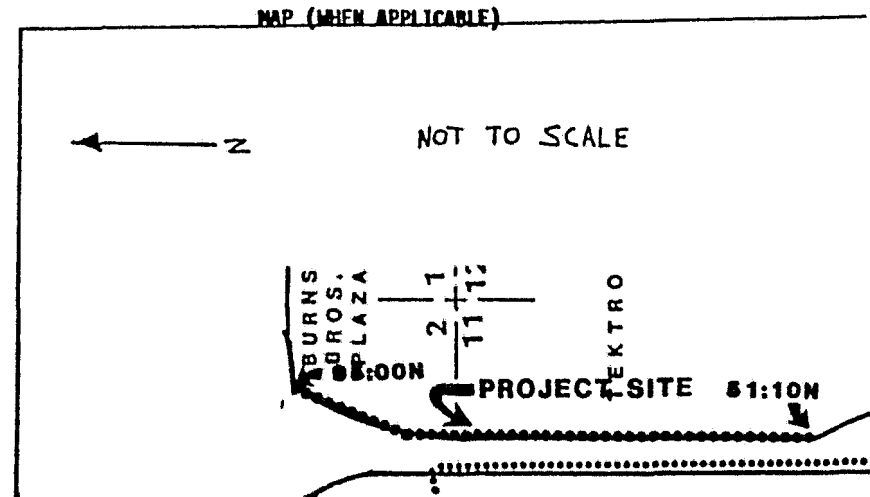
<u>COSTS:</u>	<u>Expenditures</u> <u>Prior to 1985</u>	<u>1985 - 86</u>	<u>1986 - 87</u>	<u>1987 - 88</u>	<u>1988 - 89</u>	<u>1989 - 90</u>	<u>5 Year Total</u>	<u>Beyond 1990</u>
Land & R.O.W.-----								
Design & Engr.-----								
Construction-----								
Permits-----								
Other-----								
Total-----								
<u>FUNDING SOURCE:</u>								
Total-----								
<u>FISCAL IMPACT:</u>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Completion of Parkway Avenue from Boeckman Road, where LID#5 finishes to where LID#9 begins. The project will include utility modifications and service lateral installations for all utilities.

**JUSTIFICATION:** This will essentially provide a new street section from Town Center West to north Wilsonville (Stafford) Interchange and Elligsen Road.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



Boones Ferry Rd. Improv. station

**PROJECT TITLE**  
CIP #5-2  
**PROJECT NUMBER**  
**TOTAL COST**

**CAPITAL IMPROVEMENT PROGRAM**  
**NEW CONSTRUCTION**  
**SUB - PROGRAM**  
07-65 01.23 05  
**DEPARTMENT AFFECTED**

**LARRY R. BLANCHARD**  
**PROJECT MANAGER**

**CAPITAL IMPROVEMENT REQUEST SHEET**

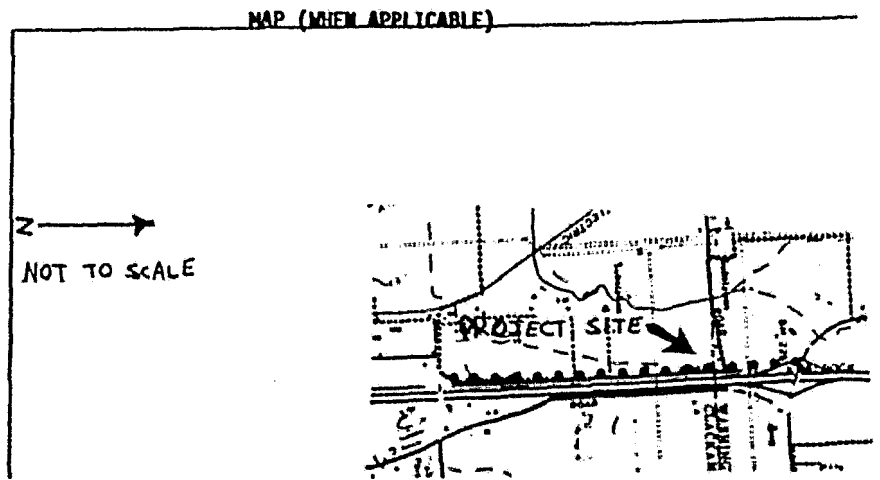
<b>COSTS:</b>	<b>Expenditures Prior to 1985</b>	<b>1985 - 86</b>	<b>1986 -87</b>	<b>1987 -88</b>	<b>1988 -89</b>	<b>1989 - 90</b>	<b>5 Year Total</b>	<b>Beyond 1990</b>
Land & R.O.W.-----								
Design & Engr.-----			21,200					
Construction-----			183,800					
Permits-----			7,000					
Other-----								
<b>Total-----</b>								
<b>FUNDING SOURCE:</b>								
07-65			30,000					
05			182,000					
<b>Total-----</b>								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---			\$17,666					
Operation Revenue---								12 years

**PROJECT DESCRIPTION:** This project widens Boones Ferry Rd. from the Boeckman Interchange to Stafford Interchange. The street section will be 48 foot curb to curb with sidewalks.

**JUSTIFICATION:** Future development of the newly annexed areas west of Boones Ferry Rd, north of Boeckman, south of Ridder Rd, required this improvement.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



Ellingsen Rd. Improv. Stafford  
Interchange to realigned Parkway.

**PROJECT TITLE** (includes signal)  
CIP #5-11  
**PROJECT NUMBER**  
**TOTAL COST**

**CAPITAL IMPROVEMENT**  
**PROGRAM**  
NEW CONSTRUCTION  
**SUB - PROGRAM**  
05 01.23  
**DEPARTMENT AFFECTED**

LARRY R. BLANCHARD  
**PROJECT MANAGER**

**CAPITAL IMPROVEMENT REQUEST SHEET**

<b>COSTS:</b>	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----			9,000					
Construction-----			79,500					
Permits-----			1,500					
Other-----								
<b>Total</b> -----			90,000					
<b>FUNDING SOURCE:</b>								
05			79,500					
<b>Total</b> -----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---			\$7,500					12 years
Operation Revenue---								

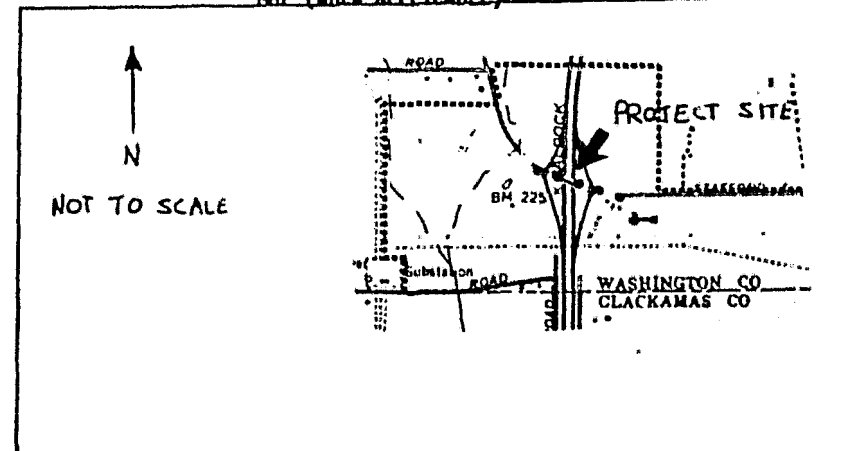
**PROJECT DESCRIPTION:** This section of street will be widened to a E section 56' curb to curb from the Stafford Interchange for new Parkway Ave. alignment. A new signal will be installed at the intersection of Parkway Ave. and Ellingsen Rd.

**JUSTIFICATION:** As this area develops traffic to Parkway Ave. will increase to 13,000 ADT's. The Stafford Interchange will ultimately carry 28,000 to 32,000 ADT's at full development project at the year 1995.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**

**MAP (WHEN APPLICABLE)**





Boeckman Rd. widening west of I-5

**PROJECT TITLE**  
CIP #5-10  
**PROJECT NUMBER**  
**TOTAL COST**

**Capital Improvement**  
**PROGRAM**  
NEW CONSTRUCTION  
**SUB - PROGRAM**  
05 01.23  
**DEPARTMENT AFFECTED**

**LARRY R. BLANCHARD**  
**PROJECT MANAGER**

**CAPITAL IMPROVEMENT REQUEST SHEET**

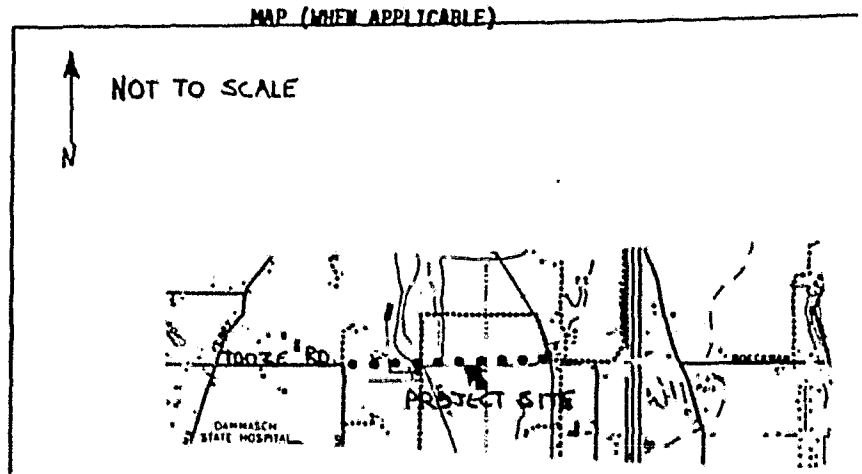
<b>COSTS:</b>	<b>Expenditures Prior to 1985</b>	<b>1985 - 86</b>	<b>1986 -87</b>	<b>1987 -88</b>	<b>1988 -89</b>	<b>1989 - 90</b>	<b>5 Year Total</b>	<b>Beyond 1990</b>
Land & R.O.W.-----								
Design & Engr.-----			2,470					
Construction-----			21,030					
Permits-----			1,200					
Other-----								
<b>Total-----</b>			<b>24,700</b>					
<b>FUNDING SOURCE:</b>								
05			24,700					
<b>Total-----</b>								
<b>FISCAL IMPACT:</b>								
Operating Costs----			2,056					
Operating Savings---								
Operation Revenue---								12 years

**PROJECT DESCRIPTION:** The widening of this street section will depend entirely upon the Boeckman Interchange improvements and the final connection of this street with 100ze Rd.

**JUSTIFICATION:** Development in this area plus the configuration of the Boeckman Interchange could potentially increase the traffic volumes in the area from 8,000 to 23,000 ADT's.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** Washington and Clackamas County are presently looking at installation of connecting county roads both east and west of the Boeckman Interchange.

**OTHER:**



Town Center West to East  
 PROJECT TITLE  
 CIP 15-12  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENT  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 05 01.23  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----			22,000					
Design & Engr.-----			190,000					
Construction-----			8,000					
Permits-----								
Other-----								
Total-----			\$220,000					
<b>FUNDING SOURCE:</b>								
05			\$220,000					
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----			18,333					12 years.
Operating Savings---								
Operation Revenue---								

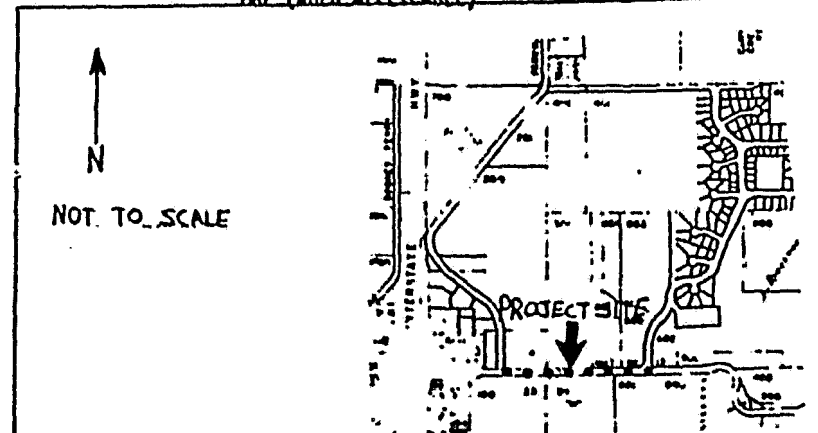
PROJECT DESCRIPTION: This street section will be an extension of project CIP 3-23 to a full E section 56 foot from curb to curb with sidewalk.

JUSTIFICATION: The development of the Town Center will require this improvement if above level D service is to remain for the circular traffic flow. Improvements could be phased with project CIP 3-23.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

MAP (WHEN APPLICABLE)



Boones Ferry Rd Improv. station \_\_\_\_\_ station \_\_\_\_\_

CAPITAL IMPROVEMENT

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

CID #5-1

NEW CONSTRUCTION

PROJECT NUMBER

SUB - PROGRAM

07-65 01.23 05

TOTAL COST

DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----			28,700					
Construction-----			251,300					
Permits-----			7,000					
Other-----								
Total-----			287,000					
<b>FUNDING SOURCE:</b>								
07-65			30,000					
05			257,000					
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---			23,916					
Operation Revenue---								-----12 years

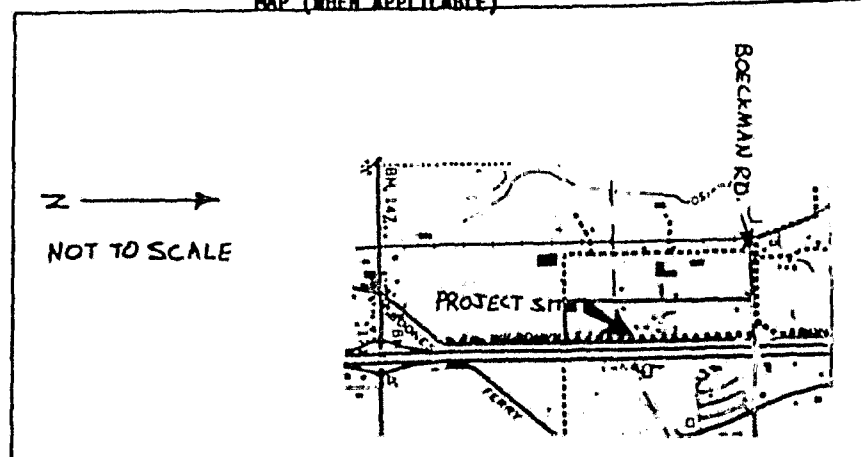
**PROJECT DESCRIPTION:** This project widens Boones Ferry Rd. from the horizontal curve at Marvels Pizza to Boeckman Rd. The street section will be a 48 foot curb to curb with sidewalks.

**JUSTIFICATION:** Development in the area of Bcberg Road, Barber, and Kinsman will require full width improvement to this class E street section.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** Need to coordinate with ODOT in regards to the potential Boeckman Interchange Project.

OTHER:

MAP (WHEN APPLICABLE)



**1987-88**

NORTH SEELEY DITCH WASTEWATER PUMP STATION

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE  
01-23 21 CIP# 02-50 3-18  
PROJECT NUMBER  
TOTAL COST

PROGRAM  
NEW CONSTRUCTION  
SUB - PROGRAM  
02-50  
DEPARTMENT AFFECTED

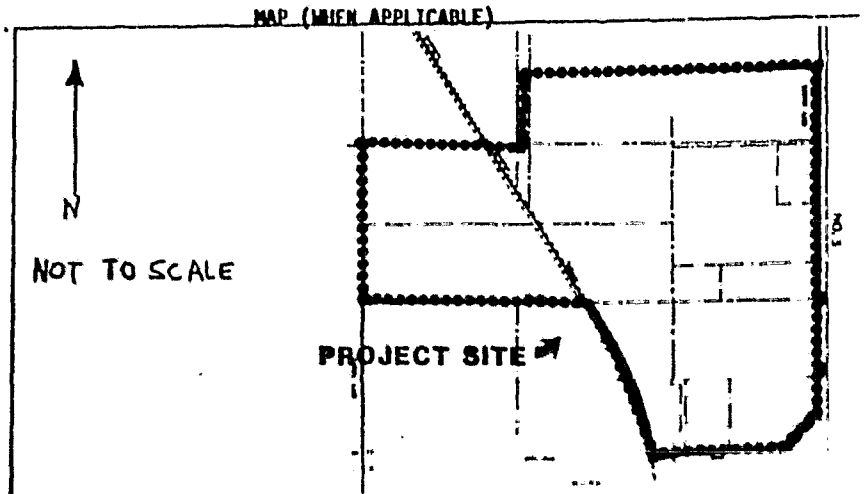
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----				.00				
Design & Engr.-----				\$11,200.00				
Construction-----				\$132,000.00				
Permits-----				\$2,835.00				
Other-----				-				
Total-----				\$146,035.00				
<b>FUNDING SOURCE:</b>								
100% 02-50 CIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Installation of approximately 4,000 L.F. of force main and 4,000 ft. of 8" sanitary sewer and construction of a pump station to service that area which presently being annexed, north of Boeckman Road to Ridder Road.

**JUSTIFICATION:** As this area begins to develop, it will be necessary to provide service to those properties which will need the assistance of a pump station for discharge of sewage.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



RIVERFRONT WASTEWATER PUMP STATION

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE  
 01-23 29 CIP 02-50 4-6  
 PROJECT NUMBER  
 TOTAL COST

PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 02-50  
 DEPARTMENT AFFECTED

PROJECT MANAGER

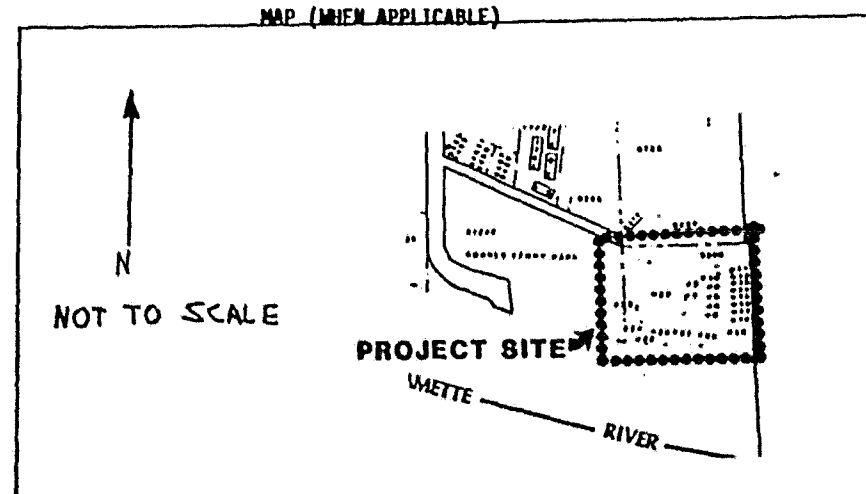
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----								
Construction-----								
Permits-----								
Other-----								
Total-----								
<b>FUNDING SOURCE:</b>								
02-50 CIP								
02-50 FHIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Installation of a wastewater pump station and force main in the general area of the map, as indicated to the right of this description.

**JUSTIFICATION:** It will be necessary in order to provide wastewater disposal services to the property west of the railroad track and south of Wilsonville Road to construct a force main and pump station somewhere adjacent to the river. The exact location can only be determined by future growth of this area of town.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



BOECKMAN INTERCHANGE PROJECT  
PROJECT TITLE  
 CIP# 05 1-7 (3 10)  
PROJECT NUMBER  
TOTAL COST

CAPITAL IMPROVEMENTS  
PROGRAM  
 NEW CONSTRUCTION  
SUB - PROGRAM  
 05  
DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

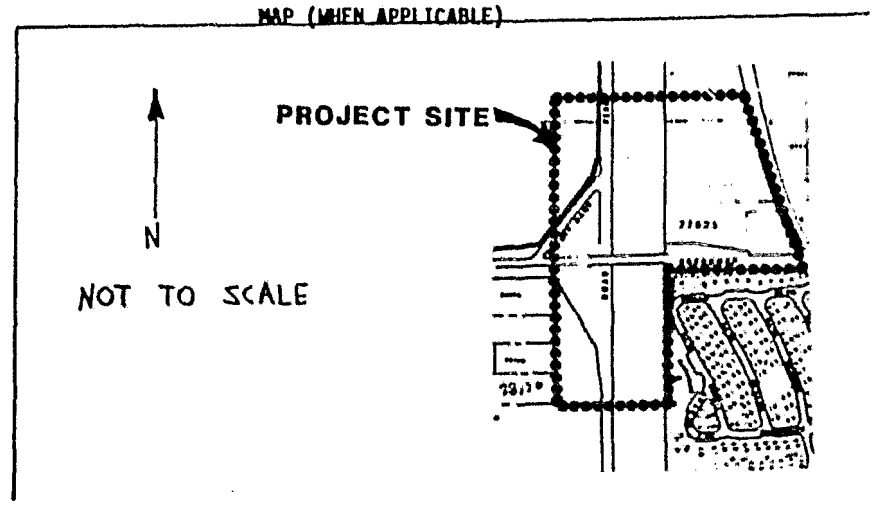
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----				\$30,000.00				
Design & Engr.-----				\$250,000.00				
Construction-----				\$5,520,000.00				
Permits-----				State Highway				
Other-----				\$200,000.00				
Total-----				\$6,000,000.00				
<b>FUNDING SOURCE:</b>								
Federal Highway								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Completion of full off-ramp facilities and signals plus pavement improvements at Boeckman Road.

**JUSTIFICATION:** The primary corridor of light industrial services is east and west of I-5 from Boeckman Creek to Seeley Ditch. As the City develops the pressure on Wilsonville Road and North Wilsonville (Stafford) Interchanges will require relief by an Interchange at Boeckman Road. Primary congestion factor will be Nike traffic trying to exit to the terminals in the industrial and commercial complexes.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** Federal Highway Administration, Oregon Department of Transportation.

OTHER:



SEELEY DITCH IMPROVEMENT PHASE II  
PROJECT TITLE  
 CIP# -05 4-3  
PROJECT NUMBER  
TOTAL COST

CAPITAL IMPROVEMENTS  
PROGRAM  
 NEW CONSTRUCTION  
SUB - PROGRAM  
 05  
DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

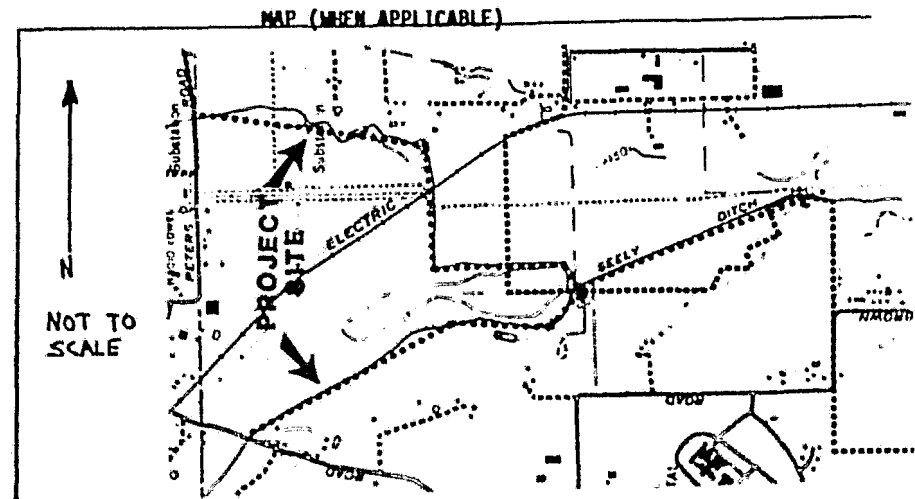
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----				.00				
Design & Engr.-----				\$300,000.00				
Construction-----				-				
Permits-----				\$7,000.00				
Other-----				\$40,000.00				
Total-----				\$377,000.00				
<u>FUNDING SOURCE:</u> 05 100%								
Total-----								
<u>FISCAL IMPACT:</u> Operating Costs----- Operating Savings----- Operation Revenue-----								

**PROJECT DESCRIPTION:** Reconstruction of 7,000 L.F. of storm drainage from 1,500 feet north of Wilsonville Road to Grahams Ferry Road and the branch which is at Station 00 from Wilsonville Road to Ridder Road. Project includes widening of channel, lining improvements and erosion control.

**JUSTIFICATION:** Future development may be hampered unless this project is complete due to the increase of storm runoff from newly constructed project north of Wilsonville Road.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**





Wilsonville Rd. Improv. station \_\_\_\_\_ station \_\_\_\_\_

PROJECT TITLE  
CIP # 6-8  
PROJECT NUMBER  
TOTAL COST

CAPITAL IMPROVEMENT  
PROGRAM  
NEW CONSTRUCTION  
SUB - PROGRAM  
05 01.23  
DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

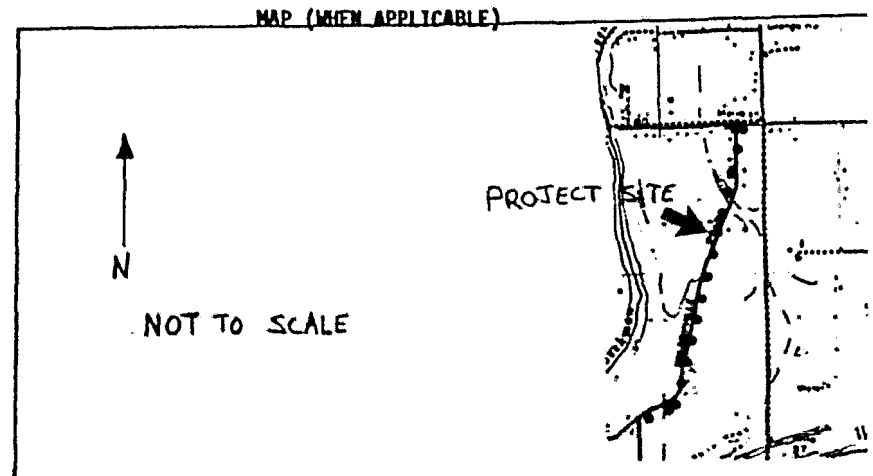
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----				30,000				
Construction-----				270,000				
Permits-----				10,000				
Other-----								
Total-----				300,000				
<b>FUNDING SOURCE:</b>								
05				300,000				
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----				25,000				
Operating Savings---								
Operation Revenue---								12 years

PROJECT DESCRIPTION: Widening will occur from Rose Lane to the city limits east on Wilsonville Rd. Street section will be a D section 0 foot from curb to curb. Improvement will include sidewalks.

JUSTIFICATION: Development of this primarily residential area and the construction of a new high school will more than likely add 13,000 ADT's to this street section.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:



Boeckman Rd Improv station  
 PROJECT TITLE  
 CIP #6-7  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENT  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 07-65 05-01-23  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

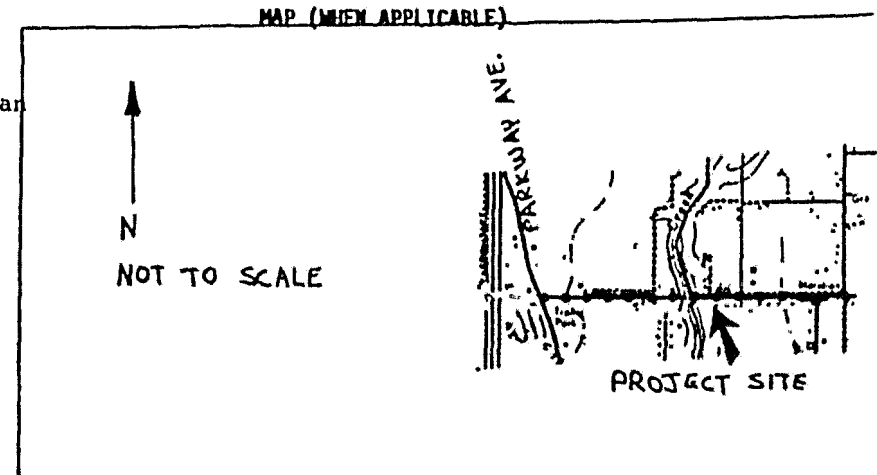
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----				57,900				
Construction-----				509,520				
Permits-----				11,580				
Other-----								
Total-----				579,000				
<b>FUNDING SOURCE:</b>								
07-65				303,880				
05				276,120				
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----				\$48,250				12 years
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Depending on whether Clackamas County builds the Canby-Mt. Road, Advance Road, I-5 access road will determine actual curb to curb pavement width. Tentatively this could be between 40' and 74 curb to curb with sidewalks. Primary improvement area on Boeckman Road from Parkway Avenue to city limits.

**JUSTIFICATION:** Future development in this area would require a minimum 40 foot street section. ADT's are at 6,000, however, the Canby I-5 access could potentially generate an additional 13,000 ADT's.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



**1988-89**

Miley Road Improvements  
 PROJECT TITLE  
 CIP #8-2,8-3,8-4  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENT  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 ODOT - 05 - 01 23 - Clackamas Co.  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

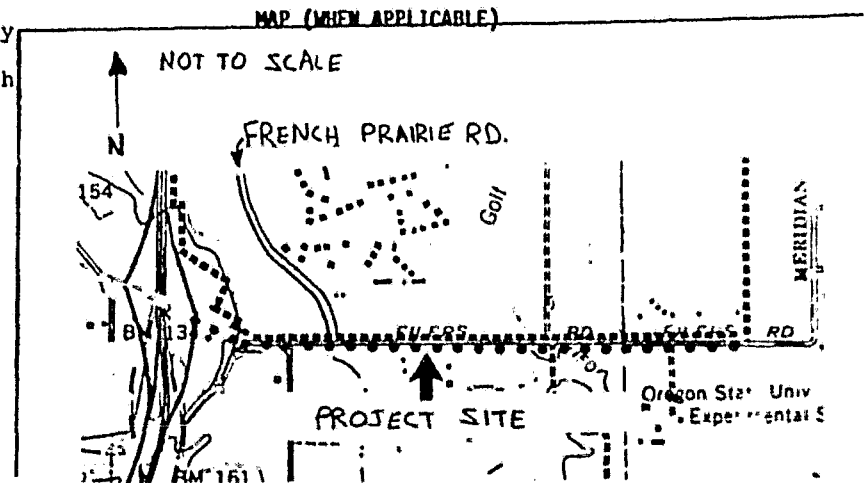
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----					13,984			
Construction-----					121,856			
Permits-----					4,000			
Other-----								
Total-----					139,840			
FUNDING SOURCE:								
Clacamas Co.					60,000			
05					30,000			
ODOT					49,840			
Total-----								
FISCAL IMPACT:								
Operating Costs-----					11,653			12 years
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** This project widens and improves Miley Rd. in basically three sections. Section 1 Miley Rd. from I-5 ramp to Airport Rd. This is a 5 lane configuration, Section 2 Miley Rd. from Airport Rd. to French Prairie Rd. east. This is a 48 foot street section curb to curb. Section 3 Miley Rd. from French Prairie Rd. east to city limits, this is a 36 foot section curb to curb.

**JUSTIFICATION:**  
 As this area develops both east and west of I-5, improvement to the interchange and roads serving the south Wilsonville Butteville Interchange will need reconstruction and widening.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

OTHER:



**1989-90**

MONTGOMERY WAY/ROSE LANE FACILITY IMPROVEMENTS

CAPITAL IMPROVEMENTS

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE  
 01-23 18  
 PROJECT NUMBER  
 TOTAL COST

PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 01-23  
 DEPARTMENT AFFECTED

PROJECT MANAGER

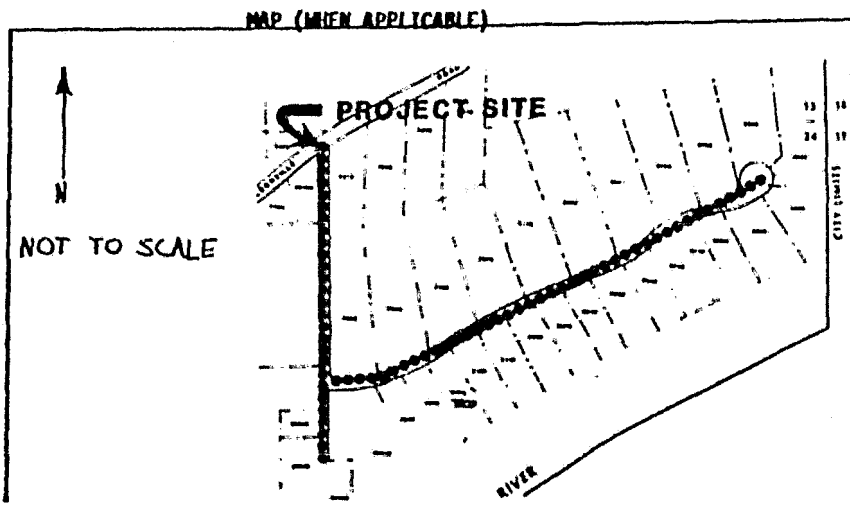
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----								
Construction-----								
Permits-----								
Other-----								
Total-----								
FUNDING SOURCE:								
Total-----								
FISCAL IMPACT:								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: Installation of water - sewer - storm - road improvements in the vicinity of Rose Lane and Montgomery Way.

JUSTIFICATION: Many of the wells are becoming very low in rating as far as quality, and septic systems are beginning to fail for properties in and around the Rose Lane/Montgomery Way area. Installation of these facilities will correct this situation. Maybe LID Project

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS: DEQ regulation Chapter \_\_\_\_\_ OAR Chapter 333, Resolution 370, and Section 3. and 8 of the Wilsonville Code.

OTHER:



# **FACILITIES MAINTENANCE**

EDWARDS INDUSTRIAL PARK - BOECKMAN TRUNK SEWER CAPITAL IMPROVEMENTS  
 PROJECT TITLE ACCESS ROAD PROGRAM  
 FMIP 02-50 ? FACILITIES MAINTENANCE  
 PROJECT NUMBER SUB - PROGRAM  
 02-50  
 TOTAL COST DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

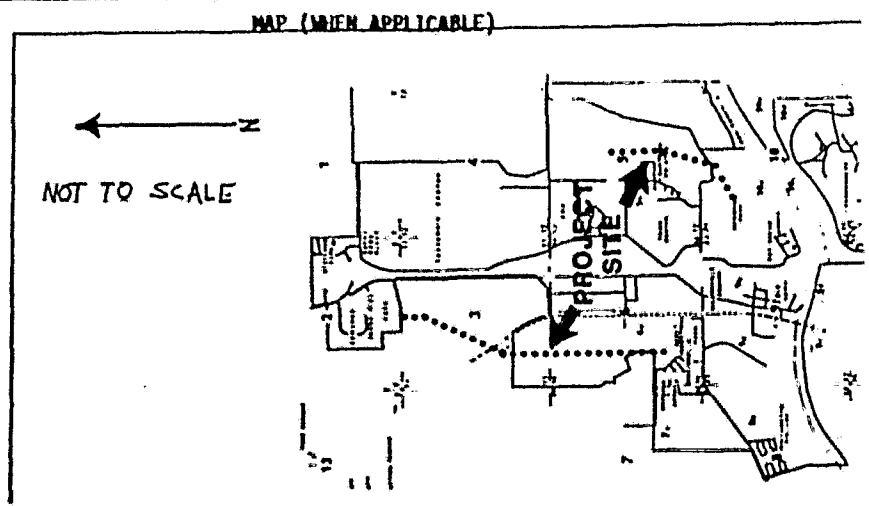
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----	.00							
Design & Engr.-----	\$1,000.00							
Construction-----	\$10,000.00							
Permits-----	\$478.00							
Other-----	\$500.00							
Total-----	\$11,978.00							
<b>FUNDING SOURCE:</b>								
02-50	100%							
<b>Total-----</b>								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Installation of gravel access roads to both the Boeckman Creek Trunk Sewer and the Edwards Trunk Sewer. Length of gravel roads are 3,000 L.F.

**JUSTIFICATION:** Completion of this project will allow emergency access to these two sewer mains for repair or replacement.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**





MEMORIAL PARK ROAD RESURFACING PROJECT  
 PROJECT TITLE  
 FMIP 04-60 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 FACILITIES MAINTENANCE  
 SUB - PROGRAM  
 04-60  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

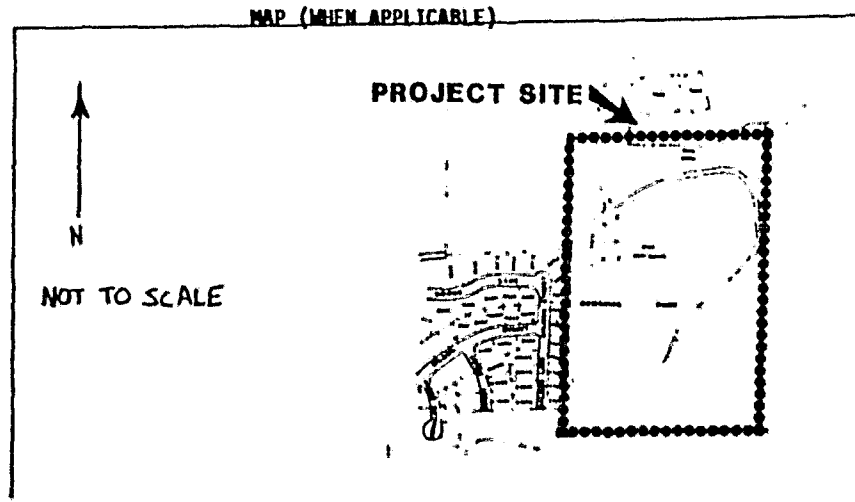
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----			.00	.00			.00	
Design & Engr.-----		\$4,000.00	\$2,000.00	\$2,000.00			\$8,000.00	
Construction-----		\$50,000.00	\$25,000.00	\$25,000.00			\$100,000.00	
Permits-----		\$1,608.00	\$740.00	\$740.00			\$3,078.00	
Other-----		\$2,000.00	\$1,000.00	\$1,000.00			\$4,000.00	
Total-----		\$57,608.00	\$28,740.00	\$28,740.00			\$115,088.00	
<b>FUNDING SOURCE:</b>								
04-60								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Overlaying the Memorial Park Loop Road due to the deterioration of the existing 1½" lift of Class "C" asphalt. Three phases are planned to eliminate the worst areas first, and the area in the better condition, last.

**JUSTIFICATION:** Completion of this project will extend the life of this park road to approximately the year 1998.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



SACAJAWEA WATER:OME REPLACEMENT  
 PROJECT TITLE  
 FMIP 03-55 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 SUB - PROGRAM  
 DEPARTMENT AFFECTED

PROJECT MANAGER

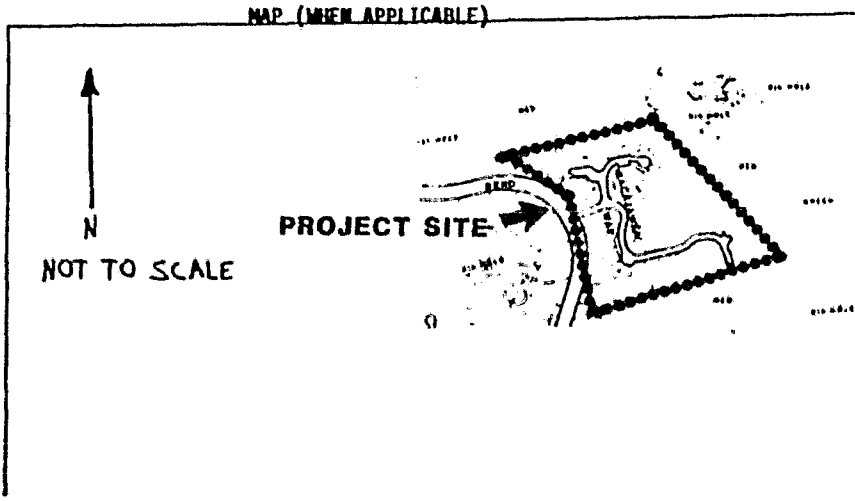
CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		.00						
Design & Engr.-----		\$3,000.00						
Construction-----		\$35,000.00						
Permits-----		\$1,000.00						
Other-----		\$500.00						
Total-----		\$39,500.00						
<b>FUNDING SOURCE:</b>								
100% - 02-50 FMIP								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----		\$987.00						
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: Replacement of 800 L.F. of 2" steel pipe with 800 L.F. of 6" ductile iron pipe for those people served off of this main.

JUSTIFICATION: The existing 2" steel pipe has deteriorated to the point that any cold weather triggers the service to begin leaking. Presently the City has replaced 5 services at approximately \$700.00 per service. There remains 30 services of which they will in the near future rupture, presently it is estimated they are leaking. Total cost for repair of individual service is \$24,500 however CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS: the mainline still suffers from electrolysis.

OTHER:



OVERLAY AND SEALING PROGRAM  
 PROJECT TITLE  
 EMIP# 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS PROGRAM  
 LARRY R. BLANCHARD  
 PROJECT MANAGER  
 FACILITIES MAINTENANCE  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		.00						
Design & Engr.-----		\$15,000.00						
Construction-----		\$218,859.00						
Permits-----		\$5,000.00						
Other-----		\$10,000.00						
Total-----		\$248,859.00						
<b>FUNDING SOURCE:</b>								
07-65								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: See Attached Sheet

MAP (WHEN APPLICABLE)

JUSTIFICATION: Due to the continual deterioration of the City's street system it is necessary to annually provide preventative maintenance by overlaying and sealing of our City streets.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

Sealing Overlay Program  
1984/85  
File: E9P2

Exhibit 9 - Pg 2

Street	Age	Street Class	From Stat	To Stat	Recommended Repaire	Width Road	Total Sq Ft	Cost Sq Ft	Total Cost	Program Year
Lake Pt. Ct.	1976	B	0+00	11+43	Sealing	20 ft.	24,003	\$0.22	\$5,280.66	1984/85
Boones Bend Rd.	1971	B	0+00	31+68	Sealing	24 ft.	76,032	\$0.22	\$16,727.04	1984/85
Parkway Ave.	1969	D	152+00	161+00	Overlay	40 ft.	36,000	\$0.60	\$21,600.00	1984/85
Canyon Creek Rd.	1970	B	0+00	10+00	Overlay	32 ft.	32,000	\$0.44	\$14,080.00	1984/85
Rose Lane	1969	C	0+00	12+40	Overlay	20 ft.	24,800	\$0.60	\$14,880.00	1984/85
Montgomery Way	1969	B	0+00	25+00	Overlay	20 ft.	50,000	\$0.60	\$30,000.00	1984/85
Sacajawea Way	1975	A	0+00	12+42	Sealing	20 ft.	24,840	\$0.22	\$5,464.80	1984/85
Commerce Circle	1975	D	0+00	8+50	Overlay	40 ft.	34,000	\$0.60	\$20,400.00	1984/85
Fairway Drive	1792	B	0+00	15+04	Sealing	24 ft.	38,016	\$0.22	\$8,363.52	1984/85
Serenity Way	1976	B	0+00	8+35	Sealing	34 ft.	28,390	\$0.22	\$6,245.80	1984/85
Greenview	1976	B	0+00	5+25	Sealing	20 ft.	10,500	\$0.22	\$2,310.00	1984/85
Parkway Ave.	1969	C	0+00	16+00	Sealing	36 ft.	57,600	\$0.22	\$12,672.00	1984/85
Molalla Bend Rd.	1977	B	0+00	12+14	Sealing	36 ft.	43,704	\$0.22	\$9,614.88	1984/85
Bryton Court	1977	B	0+00	5+80	Sealing	34 ft.	19,720	\$0.22	\$4,338.40	1984/85
Middle Greens Dr.	1977	B	0+00	10+00	Sealing	24 ft.	24,000	\$0.22	\$5,280.00	1984/85
Tranquil Way	1977	B	0+00	5+10	Sealing	34 ft.	17,340	\$0.22	\$3,814.80	1984/85
Evergreen St.	1975	C	0+00	8+00	Sealing	26 ft.	20,800	\$0.22	\$4,576.00	1984/85
Armitage Rd.	1975	C	0+00	21+12	Sealing	36 ft.	76,032	\$0.22	\$16,727.04	1984/85
Lafayette Way	1975	A	0+00	10+29	Sealing	20 ft.	20,580	\$0.22	\$4,527.60	1984/85
Winchester Way	1975	A	0+00	3+57	Sealing	20 ft.	7,140	\$0.22	\$1,570.80	1984/85
Bunker Post Rd.	1975	A	0+00	2+00	Sealing	20 ft.	4,000	\$0.22	\$880.00	1984/85
Ashton Circle	1975	A	0+00	3+12	Sealing	34 ft.	10,608	\$0.22	\$2,333.76	1984/85
Serene Place	1975	A	0+00	2+25	Sealing	28 ft.	6,300	\$0.22	\$1,386.00	1984/85
Pleasant Place	1975	A	0+00	2+25	Sealing	28 ft.	6,300	\$0.22	\$1,386.00	1984/85
Downs Post Rd.	1978	B	0+00	5+00	Sealing	20 ft.	10,000	\$0.22	\$2,200.00	1984/85
East Lake Pt.	1978	B	0+00	5+00	Sealing	20 ft.	10,000	\$0.22	\$2,200.00	1984/85

TOTAL

\$218,059.10

OVERLAY AND SEALING PROGRAM  
 PROJECT TITLE  
 FMIP 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 FACILITIES MAINTENANCE  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----			.00					
Design & Engr.-----			\$15,000.00					
Construction-----			\$236,360.00					
Permits-----			\$5,000.00					
Other-----			\$10,000.00					
Total-----			\$266,360.00					
FUNDING SOURCE: 07-65								
Total-----								
FISCAL IMPACT:								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: See attached work sheet.

MAP (WHEN APPLICABLE)

JUSTIFICATION: Due to the continual deterioration of the City's street system, it is necessary to annually provide preventative maintenance by overlaying and sealing our City Streets.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

Sealing Overlay Program  
 1985/86  
 File: E9P3

Street	Age	Street Class	From Stat	To Stat	Recommended Repairs	Width Road	Total Sq Ft	Cost Sq Ft	Total Cost	Program Year
Wilson Street	1979	B	0+00	8+00	Sealing	36 ft.	28,800	\$0.22	\$6,336.00	1985/86
Metolius Street	1979	B	0+00	4+00	Sealing	28 ft.	11,200	\$0.22	\$2,464.00	1985/86
Gate Post Rd.	1979	B	0+00	3+50	Sealing	24 ft.	8,400	\$0.22	\$1,848.00	1985/86
Wimbeldon Way	1979	B	0+00	17+46	Sealing	34 ft.	59,364	\$0.22	\$13,060.08	1985/86
Country View Lane	1979	B	0+00	12+00	Sealing	36 ft.	43,200	\$0.22	\$9,504.00	1985/86
Alage Green Ld.	1979	B	0+00	6+00	Sealing	20 ft.	12,000	\$0.22	\$2,640.00	1985/86
Arbor Glen Loop	1979	B	0+00	8+00	Sealing	24 ft.	19,200	\$0.22	\$4,224.00	1985/86
Arbor Glen Drive	1979	B	0+00	47+52	Sealing	24 ft.	114,048	\$0.22	\$25,090.56	1985/86
Clackamas Circle	1979	B	0+00	13+00	Sealing	24 ft.	31,200	\$0.22	\$6,864.00	1985/86
Cascade Circle	1979	B	0+00	10+00	Sealing	24 ft.	24,000	\$0.22	\$5,280.00	1985/86
Sanitam Circle	1979	B	0+00	10+00	Sealing	24 ft.	24,000	\$0.22	\$5,280.00	1985/86
Columbia Circle	1979	B	0+00	13+00	Sealing	24 ft.	31,200	\$0.22	\$6,864.00	1985/86
Wilsonville Rd. I-5 to LID#6	1979	G	0+00E	28+00E	Overlay	48 ft.	134,400	\$0.69	\$92,736.00	1985/86
Estates Court Rd.	1979	B	0+00	27+50	Sealing	34 ft.	93,500	\$0.22	\$20,570.00	1985/86
Wilsonville Rd. I-5 to RR Tracks	1979	E	0+00W	14+00W	Overlay	40 ft.	56,000	\$0.60	\$33,600.00	1985/86
<b>TOTAL</b>									<b>\$236,360.64</b>	

OVERLAY AND SEALING PROGRAM

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

FMP 07-65 ?

FACILITIES MAINTENANCE

PROJECT NUMBER

SUB - PROGRAM

07-65

TOTAL COST

DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----				.00				
Design & Engr.-----				\$15,000.00				
Construction-----				\$216,017.00				
Permits-----				\$5,000.00				
Other-----				\$10,000.00				
Total-----				\$246,017.00				
<b>FUNDING SOURCE:</b>								
07-65								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: See attached work sheet.

MAP (WHEN APPLICABLE)

JUSTIFICATION: Due to the continual deterioration of the City's street system, it is necessary to annually provide preventative maintenance by overlaying and sealing our City Streets.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

Sealing Overlay Program  
1986/87  
File: E9PA

Exhibit 9 - Pg 4

Street	Age	Street Class	From Stat	To Stat	Recommended Repaire	Width Road	Total Sq. Ft.	Cost Sq. Ft.	Total Cost	Cost/Yr	Program Year
Town Center Loop E.	1979	F	0+00E	14+98E	Overlay One Lane	24 ft.	35,952	\$0.60	\$21,571.20		1986/87
Town Center Loop W.	1979	F	0+00W	15+95W	Overlay	48 ft.	76,560	\$0.60	\$45,936.00		1986/87
East Lake Ct.	1977	A	0+00	5+50	Sealing	20 ft.	11,000	\$0.22	\$2,420.00		1986/87
Arbor Lake Ct.	1977	A	0+00	3+00	Sealing	20 ft.	6,000	\$0.22	\$1,320.00		1986/87
Old Farm Rd.	1980	B	0+00	33+98	Sealing	24 ft.	81,552	\$0.22	\$17,941.44		1986/87
Valley Way Dr.	1979	C	0+00	8+00	Sealing	28 ft.	22,400	\$0.22	\$4,928.00		1986/87
Willamette Way Dr.	1979	C	0+00	10+00	Sealing	28 ft.	28,000	\$0.22	\$6,160.00		1986/87
Salish Lane	1977	D	0+00	6+09	Overlay	40 ft.	24,360	\$0.60	\$14,616.00		1986/87
Nehelem Ct.	1978	A	0+00	2+00	Sealing	28 ft.	5,600	\$0.22	\$1,232.00		1986/87
Metolius Ct.	1978	A	0+00	1+00	Sealing	28 ft.	2,800	\$0.22	\$616.00		1986/87
Tennis Ct.	1978	A	0+00	2+30	Sealing	34 ft.	7,820	\$0.22	\$1,720.40		1986/87
Courtside Way	1978	A	0+00	1+48	Sealing	28 ft.	4,144	\$0.22	\$911.68		1986/87
Iowa Ct.	1978	A	0+00	2+00	Sealing	28 ft.	5,600	\$0.22	\$1,232.00		1986/87
Wimbeldon Ct.	1978	A	0+00	1+40	Sealing	34 ft.	3,332	\$0.22	\$733.04		1986/87
Tournament Ct.	1978	A	0+00	1+53	Sealing	34 ft.	5,202	\$0.22	\$1,144.44		1986/87
Champion Ct.	1978	A	0+00	1+53	Sealing	28 ft.	4,284	\$0.22	\$942.48		1986/87
Love Ct.	1978	A	0+00	2+70	Sealing	34 ft.	9,180	\$0.22	\$2,019.60		1986/87
Grass Ct.	1978	A	0+00	2+80	Sealing	34 ft.	9,520	\$0.22	\$2,094.40		1986/87
Raquet Ct.	1978	A	0+00	2+89	Sealing	34 ft.	9,826	\$0.22	\$2,161.72		1986/87
Arbor Glen Ct.	1978	A	0+00	3+00	Sealing	20 ft.	6,000	\$0.22	\$1,320.00		1986/87
Sun Place	1978	D	0+00	3+98	Overlay	40 ft.	15,920	\$0.60	\$9,552.00		1986/87
Parkway Ave.	1969	C	161+00	175+40	Overlay	40 ft.	57,600	\$0.60	\$34,560.00		1986/87
Rogers Lane	1981	C	0+00	5+00	Sealing	28 ft.	14,000	\$0.22	\$3,080.00		1986/87
Ash Meadows Blvd.	1981	C	0+00	8+00	Sealing	28 ft.	22,400	\$0.22	\$4,928.00		1986/87
Ridder Rd.	1979	D	0+00	5+00	Overlay	40 ft.	20,000	\$0.60	\$12,000.00		1986/87
Pioneer Ct.	1979	D	0+00	5+18	Overlay	40 ft.	20,720	\$0.60	\$12,432.00		1986/87
Magnolia St.	1985	B	0+00	13+71	Sealing	28 ft.	38,388	\$0.22	\$8,445.36		1986/87

TOTAL

\$216,017.76



Sealing Overlay Program  
 1987/88  
 File: E9P5

Exhibit 9 - Pg 5

Street	Age	Street Class	From Stat	To Stat	Recommended Repairs	Width Road	Total Sq. Ft.	Cost Sq. Ft.	Total Cost	Cost/Yr	Program Year
5th St.	1985	C	0+00	18+78	Sealing	36 ft.	67,608	\$0.22	\$14,873.76		1987/88
Fir St.	1985	B	0+00	6+57	Sealing	28 ft.	18,396	\$0.22	\$4,047.12		1987/88
4th St.	1985	B	0+00	5+63	Sealing	28 ft.	15,764	\$0.22	\$3,468.08		1987/88
Tauchman	1985	B	0+00	6+90	Sealing	32 ft.	22,080	\$0.22	\$4,857.60		1987/88
Rose Lane	1985	C	0+00	12+40	Sealing	20 ft.	24,800	\$0.22	\$5,456.00		1987/88
St. Helena Drive	1980	D	0+00	5+22	Overlay	40 ft.	20,800	\$0.60	\$12,480.00		1987/88
Boeckman Rd. West	1979	D	0+00W	26+00W	Overlay	40 ft.	93,600	\$0.60	\$56,160.00		1987/88
Parkway North	1980	D	0+00	5+00	Overlay	40 ft.	20,000	\$0.60	\$12,000.00		1987/88
Montgomery way	1986	B	0+00	25+00	Sealing	20 ft.	50,000	\$0.22	\$11,000.00		1987/88
Boones Ferry Rd.	1984	E	144+00	161+00	Overlay	48 ft.	81,600	\$0.60	\$48,960.00		1987/88
Elligsen Road	1984	D	0+00E	18+00E	Overlay	40 ft.	72,000	\$0.60	\$43,200.00		1987/88
<b>TOTAL</b>									<b>\$216,502.56</b>		

OVERLAY AND SEALING PROGRAM  
 PROJECT TITLE  
 FMIP 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 FACILITIES MAINTENANCE  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----					.00			
Design & Engr.-----					\$15,000.00			
Construction-----					\$216,502.00			
Permits-----					\$5,000.00			
Other-----					\$10,000.00			
Total-----					\$246,502.00			
<b>FUNDING SOURCE:</b>								
07-65								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: See attached work sheet.

MAP (WHEN APPLICABLE)

JUSTIFICATION: Due to the continual deterioration of the City's street system, it is necessary to annually provide preventative maintenance by overlaying and sealing our City Streets.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

OVERLAY AND SEALING PROGRAM  
 PROJECT TITLE  
 FHIP 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 FACILITIES MAINTENANCE  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.M.-----						.00		
Design & Engr.-----						\$15,000.00		
Construction-----						\$221,408.00		
Permits-----						\$5,000.00		
Other-----						\$10,000.00		
Total-----						\$251,408.00		
<b>FUNDING SOURCE:</b>								
07-65								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: See attached work sheet.

MAP (WHEN APPLICABLE)

JUSTIFICATION: Due to the continual deterioration of the City's street system, it is necessary to annually provide preventative maintenance by overlaying and sealing our City Streets.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

Sealing Overlay Program  
 1988/89  
 File: E9P6

Exhibit 9 - Pg 6

Street	Age	Street Class	From Stat	To Stat	Recommended Repaire	Width Road	Total Sq Ft	Cost Sq Ft	Total Cost	Program Year
Barber Road	1984	D	0+00W	24+00W	Overlay	40 ft.	48,000	\$0.60	\$28,800.00	1988/89 ←
French Prairie Rd.	1972	C	0+00	63+70	Overlay	48 ft.	305,760	\$0.60	\$183,456.00	1988/89
Evergreen Street	1975	C	0+00	8+00	Overlay	26 ft.	20,800	\$0.44	\$9,152.00	1988/89
TOTAL									\$221,408.00	

OVERLAY AND SEALING PROGRAM  
 PROJECT TITLE  
 FMIP 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 FACILITIES MAINTENANCE  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	From 1990 to 2000					5 Year Total	Beyond 1990
		1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90		
Land & R.O.W.-----								.00
Design & Engr.-----								\$200,000.00
Construction-----								\$2,051,142.00
Permits-----								\$41,022.00
Other-----								\$150,000.00
Total-----								\$2,442,164.00
<b>FUNDING SOURCE:</b>								
07-65								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: See attached work sheet.

NAP (WHEN APPLICABLE)

JUSTIFICATION: Due to the continual deterioration of the City's street system, it is necessary to annually provide preventative maintenance by overlaying and sealing our City Streets.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

Sealing Overlay Program  
 1989/90  
 File: E9P7

Exhibit 9 - Pg 7

Street	Age	Street Class	From Stat	To Stat	Recommended Repairs	Width Road	Total Sq. Ft.	Cost Sq. Ft.	Total Cost	Program Year
Wilsonville Road	1984	D	28+00W	94+00W	Overlay	40 ft.	158,400	\$0.60	\$95,040.00	1989/90
Armitage Road	1975	C	0+00	21+12	Overlay	36 ft.	76,032	\$0.44	\$33,454.08	1989/90
Montebello Drive	1975	C	0+00	18+51	Overlay	34 ft.	62,934	\$0.44	\$27,690.96	1989/90
Boones Bend Road	1971	B	0+00	31+68	Overlay	24 ft.	76,032	\$0.44	\$33,454.08	1989/90
Fairway Drive	1972	B	0+00	15+84	Overlay	24 ft.	38,016	\$0.44	\$16,727.04	1989/90
Valleyway Drive	1979	C	0+00	8+00	Overlay	28 ft.	22,400	\$0.44	\$9,856.00	1989/90
Willamette Valley Dr	1979	C	0+00	10+00	Overlay	28 ft.	28,000	\$0.44	\$12,320.00	1989/90
<b>TOTAL</b>									<b>\$228,542.16</b>	

Sealing overlay Program  
 1990/91  
 File: E9P8

Exhibit 9 - Pg 8

Street	Age	Street Class	From Stat	To Stat	Recommended Repairs	Width Road	Total Sq. Ft.	Cost Sq. Ft.	Total Cost	Program Year
Courtside Drive	1979	C	0+00	23+00	Overlay	34 ft.	78,540	\$0.44	\$34,557.60	1990/91
Boones Ferry Road	1985	C	161+00	175+00	Overlay	36 ft.	50,400	\$0.44	\$22,176.00	1990/91
Rogers Lane	1981	C	0+00	5+00	Overlay	28 ft.	14,000	\$0.44	\$6,160.00	1990/91
Ash Meadows Blvd.	1981	C	0+00	8+00	Overlay	28 ft.	22,400	\$0.44	\$9,856.00	1990/91
Brown Road	1981	C	0+00	20+00	Overlay	36 ft.	72,000	\$0.44	\$31,680.00	1990/91
Lake Point Ct.	1976	B	0+00	11+43	Overlay	20 ft.	20,003	\$0.44	\$8,801.32	1990/91
Serenity Way	1976	B	0+00	8+35	Overlay	34 ft.	28,340	\$0.44	\$12,469.60	1990/91
Greenview Road	1976	B	0+00	5+25	Overlay	20 ft.	10,500	\$0.44	\$4,620.00	1990/91
Molalla Bend Road	1977	B	0+00	12+14	Overlay	36 ft.	43,704	\$0.44	\$19,229.76	1990/91
Bryton Court	1977	B	0+00	5+80	Overlay	34 ft.	19,720	\$0.44	\$8,676.80	1990/91
Middle Greens Dr.	1977	B	0+00	10+00	Overlay	24 ft.	24,000	\$0.44	\$10,560.00	1990/91
Tranquil Way	1977	B	0+00	5+10	Overlay	34 ft.	17,340	\$0.44	\$7,629.60	1990/91
Dawns Post Road	1978	B	0+00	5+00	Overlay	20 ft.	10,000	\$0.44	\$4,400.00	1990/91
East Lake Point	1978	B	0+00	5+00	Overlay	20 ft.	10,000	\$0.44	\$4,400.00	1990/91
States Post Road	1979	B	0+00	27+50	Overlay	34 ft.	93,500	\$0.44	\$41,140.00	1990/91
<b>TOTAL</b>									<b>\$226,356.68</b>	

Sealing Overlay Program  
 1991/92  
 File: E9P9

Exhibit 9 - Pg 9

Street	Age	Street Class	From Stat	To Stat	Recommended Repaire	Width Road	Total Sq. Ft.	Cost Sq. Ft.	Total Cost	Program Year
Wilson Street	1979	B	0+00	8+00	Overlay	36 ft.	28,800	\$0.44	\$12,672.00	1991/92
Metolius Street	1979	B	0+00	4+00	Overlay	28 ft.	11,200	\$0.44	\$4,928.00	1991/92
Gate Post Road	1979	B	0+00	3+50	Overlay	24 ft.	8,400	\$0.44	\$3,696.00	1991/92
Old Farm Road	1980	B	0+00	33+48	Overlay	24 ft.	81,552	\$0.44	\$35,882.88	1991/92
Wimbledon Way	1979	B	0+00	17+46	Overlay	34 ft.	59,364	\$0.44	\$26,120.16	1991/92
Country View Lane	1979	B	0+00	12+00	Overlay	36 ft.	43,200	\$0.44	\$19,008.00	1991/92
Village Green .d.	1979	B	0+00	6+00	Overlay	20 ft.	12,000	\$0.44	\$5,280.00	1991/92
Arbor Glen Loop	1979	B	0+00	8+00	Overlay	24 ft.	19,200	\$0.44	\$8,448.00	1991/92
Arbor Glen Drive	1979	B	0+00	47+52	Overlay	24 ft.	114,048	\$0.44	\$50,181.12	1991/92
Clackamas Circle	1979	B	0+00	13+00	Overlay	24 ft.	31,200	\$0.44	\$13,728.00	1991/92
Cascade Circle	1979	B	0+00	10+00	Overlay	24 ft.	24,000	\$0.44	\$10,560.00	1991/92
Santiam Circle	1979	B	0+00	10+00	Overlay	24 ft.	24,000	\$0.44	\$10,560.00	1991/92
Columbia Circle	1979	B	0+00	13+00	Overlay	24 ft.	31,200	\$0.44	\$13,728.00	1991/92
Sacajawea Way	1975	A	0+00	12+00	Overlay	20 ft.	24,840	\$0.44	\$10,929.60	1991/92
Yvette Way	1975	A	0+00	10+25	Overlay	20 ft.	20,580	\$0.44	\$9,055.20	1991/92
TOTAL									\$234,776.96	



Sealing Overlay Program  
1992/93  
File: E9P10

Exhibit 9 - Pg 10

Street	Age	Street Class	From Stat	To Stat	Recommended Repaire	Width Road	Total Sq. Ft.	Cost Sq. Ft.	Total Cost	Program Year
Winchester Way	1975	A	0+00	3+57	Overlay	20 ft.	7,140	\$0.44	\$3,141.60	1992/93
Bunker .ost Road	1975	A	0+00	2+00	Overlay	20 ft.	4,000	\$0.44	\$1,760.00	1992/93
Ashton Circle	1975	A	0+00	3+12	Overlay	34 ft.	10,608	\$0.44	\$4,667.52	1992/93
Serene Place	1975	A	0+00	2+25	Overlay	28 ft.	6,300	\$0.44	\$2,772.00	1992/93
Pleasant Place	1975	A	0+00	2+25	Overlay	28 ft.	6,300	\$0.44	\$2,772.00	1992/93
East Lake Court	1977	A	0+00	5+50	Overlay	20 ft.	11,000	\$0.44	\$4,840.00	1992/93
Arbor Lake Court	1977	A	0+00	3+00	Overlay	20 ft.	6,000	\$0.44	\$2,640.00	1992/93
Nehalem Court	1978	A	0+00	2+00	Overlay	27 ft.	5,600	\$0.44	\$2,464.00	1992/93
Metolius Court	1978	A	0+00	1+00	Overlay	28 ft.	2,800	\$0.44	\$1,232.00	1992/93
Tennis Court	1978	A	0+00	2+30	Overlay	34 ft.	7,820	\$0.44	\$3,440.80	1992/93
Courtside Way	1978	A	0+00	1+48	Overlay	28 ft.	4,144	\$0.44	\$1,823.36	1992/93
Wallowa Court	1978	A	0+00	2+00	Overlay	28 ft.	5,600	\$0.44	\$2,464.00	1992/93
Wimbledon Ct.	1978	A	0+00	1+40	Overlay	34 ft.	3,332	\$0.44	\$1,466.08	1992/93
Ornament Court	1978	A	0+00	1+53	Overlay	34 ft.	5,202	\$0.44	\$2,288.88	1992/93
Champion Court	1978	A	0+00	1+53	Overlay	34 ft.	5,202	\$0.44	\$2,288.88	1992/93
Love Court	1978	A	0+00	2+70	Overlay	34 ft.	9,180	\$0.44	\$4,039.20	1992/93
Grass Court	1978	A	0+00	2+80	Overlay	34 ft.	9,520	\$0.44	\$4,188.80	1992/93
Raquet Court	1978	A	0+00	2+89	Overlay	34 ft.	9,826	\$0.44	\$4,323.44	1992/93
Arbor Glen Ct.	1978	A	0+00	3+00	Overlay	20 ft.	6,000	\$0.44	\$2,640.00	1992/93
Magnolia	1985	B	0+00	13+71	Overlay	28 ft.	38,388	\$0.44	\$16,890.72	1992/93
5th Street	1985	C	0+00	18+78	Overlay	36 ft.	67,608	\$0.44	\$29,747.52	1992/93
Fir Street	1985	B	0+00	6+57	Overlay	28 ft.	18,396	\$0.44	\$8,094.24	1992/93
4th Street	1985	B	0+00	5+63	Overlay	28 ft.	15,764	\$0.44	\$6,936.16	1992/93
Teuchman	1985	B	0+00	6+90	Overlay	32 ft.	22,080	\$0.44	\$9,715.20	1992/93
French Prairie Rd II	1985	C	63+00	107+00	Overlay	48 ft.	211,200	\$0.60	\$126,720.00	1992/93
TOTAL									\$253,356.40	

Sealing Overlay Program  
1993/94  
File: E9P11

Exhibit 9 - Pg 11

Street	Age	Street Class	From Stat	To Stat	Recommended Repaire	Width Road	Total Sq. Ft.	Cost Sq. Ft.	Total Cost	Program Year
French Prairie RdIII	1985	C	107+00	163+00	Overlay	48 ft.	268,800	\$0.60	\$161,280.00	1993/94
Montgomery Way	1985	B	0+00	25+00	Overlay	20 ft.	50,000	\$0.44	\$22,000.00	1993/94
Rose Lane	1986	C	0+00	12+40	Overlay	20 ft.	24,800	\$0.44	\$10,912.00	1993/94
TOTAL									\$194,192.00	

Maintenance Program  
 Streets That Will Enter into Program  
 File: E9P12

Exhibit 9 - Pg 12

Street	Age	Street Class	From Stat	To Stat	Recommended Repairs	Width Road	Total Sq Ft	Cost Sq Ft	Total Cost	Program Year
Boones Ferry Rd.	1985	E	132+00	144+00	Overlay	48 ft.	57,600	\$0.60	\$34,560.00	
Boberg road	1985	D	0+00	28+00	Overlay	40 ft.	112,000	\$0.60	\$67,200.00	
Boeckman road	1989	D	0+00E	58+00E	Overlay	40 ft.	232,000	\$0.60	\$139,200.00	
Barber Road	1985	D	0+00W	12+00W	Overlay	46 ft.	48,000	\$0.60	\$28,800.00	
Parkway Avenue	1988	D	32+00	72+00	Overlay	40 ft.	160,000	\$0.60	\$96,000.00	
Parkway Avenue	1989	D	72+00	142+00	Overlay	40 ft.	280,000	\$0.60	\$168,000.00	
Boones .erry Rd.	1905	E	0+00	132+00	Overlay	48 ft.	633,600	\$0.60	\$380,160.00	
<b>TOTAL</b>									<b>\$913,920.00</b>	

# **PARKS & RECREATION**

**1985-86**

BOONES FERRY PARK IMPROVEMENT II  
 PROJECT TITLE  
 01-23 22  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENT  
 PROGRAM  
 PARKS AND RECREATION  
 SUB - PROGRAM  
 04-60  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

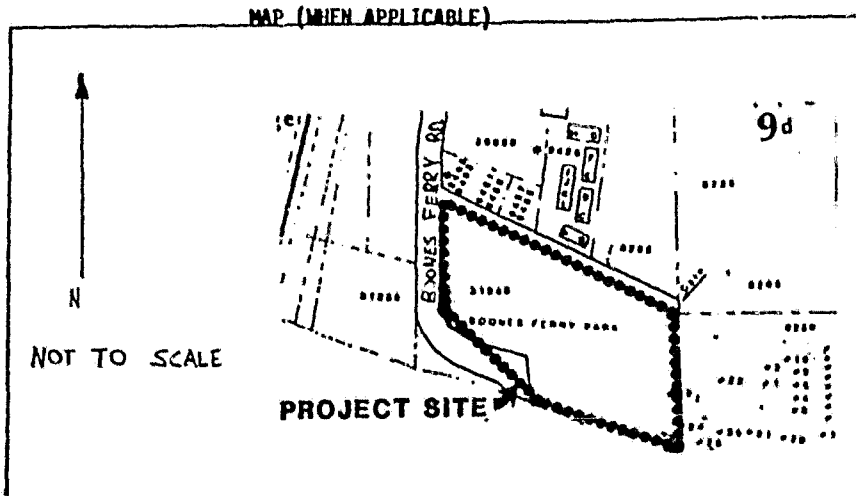
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		.00						
Design & Engr.-----		\$4,000.00						
Construction-----		\$14,000.00						
Permits-----		-						
Other-----		-						
Total-----		\$18,000.00						
<b>FUNDING SOURCE:</b>								
50% LWCF								
50% 04-60								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Installation of a swimming dock, river access trail, park lot completion, paving of approach to river and playground equipment for Boones Ferry Park.

**JUSTIFICATION:** The first phase of this project granted by Land Water and Conservation fund (LWCF) is a 50% matching grant, which constructed a basketball court and parking area. Phase II was approved by LWCF in April 1984. Funds must be spent by October 1986.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



MEMORIAL PARK RECREATIONAL FACILITY MASTER PLAN

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

PRIP 04-60 ?

PARKS AND RECREATION

PROJECT NUMBER

SUB - PROGRAM

04-60

TOTAL COST

DEPARTMENT AFFECTED

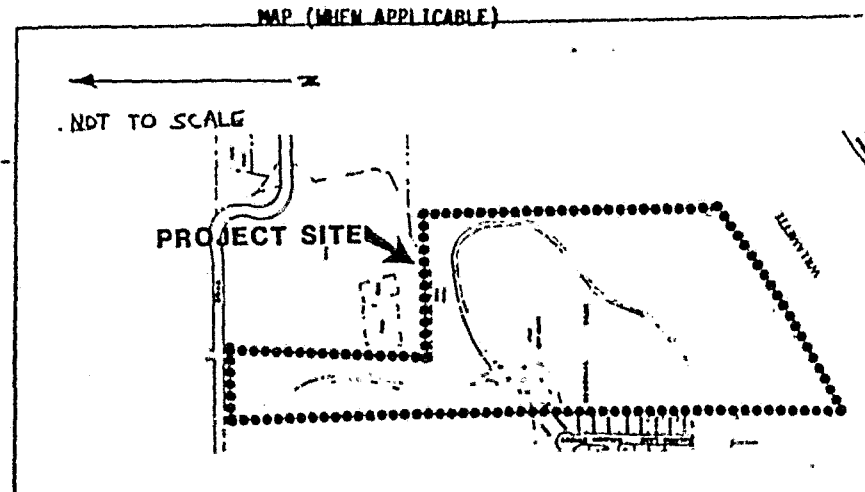
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		.00	.00	-				
Design & Engr.-----		\$2,500.00	\$15,000.00	\$25,000.00				
Construction-----		\$58,000.00	\$250,000.00	\$550,000.00				
Permits-----		\$1,608.00	\$4,980.00	\$11,000.00				
Other-----		\$4,000.00	\$10,000.00	\$25,000.00				
Total-----		\$66,108.00	\$279,980.00	\$611,000.00				
<b>FUNDING SOURCE:</b>								
04-60 FMIP								
04-60 CIP								
BL								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----		\$7,500.00	\$27,500.00	96,000.00	O+M \$90,000.00			
Operating Savings---		-	-	-	DC \$30,000.00			
Operation Revenue---		\$7,500.00	\$27,500.00	\$96,000.00	\$120,000.00			

PROJECT DESCRIPTION: See Attached list

**JUSTIFICATION:** The completion of this program will provide both a passive and active recreational facility, developed to its full potential. The program is scheduled for Memorial Park, which will require the City to look at future park sites as a part of the Park System Facility Master Plan, scheduled for completion in this fiscal year 85-86.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

OTHER:



PARK SYSTEM  
CAPITAL IMPROVEMENTS

<u>PRIORITY</u>	<u>PROJECT</u>	<u>LOCATIONS</u>	<u>COST</u>	<u>FUNDING METHOD</u>
1	Swimming & wading pool recreation facilities.	Memorial Park Entrance Area	\$1,000,000.00	
2	Sports Field Complex	Memorial Park Open Area	\$ 58,000.00	Donations <i>with Kwill lead this</i>
3	Lighted Tennis Court	Memorial Park Next to Existing Court	?	
4	Playground Areas	Memorial Park Boones Ferry Park	? Funded Phase II Boones Ferry Park Development	\$ 3,000.00
5	Picnic Shelters	Memorial Park Boones Ferry Park	\$ 7,000.00 Phase III Development	2-Budgeted 84-85 \$ 7,000.00
6	Additional Restroom Facilities	Memorial Park Boones Ferry Park		Sports Field complex Phase II Development
7	Additional Parking Areas	As development occurs and traffic dictates.	\$ 85,000.00	
8	Horse Show Area Announcers Booth - Stands	Memorial Park	\$ 600.00	Stands in 84-85 Budget
9	Horse Shoe Pits	Memorial Park Area as Picnic Shelters are added.	\$ 200.00 per	As budgeted
10.	Additional Nature Trails	Memorial Park - As use dictates further development	Time & materials	
11.	Volleyball Courts	Memorial Park - As Picnic Shelters are added.	\$ 200.00 per	As budgeted
12.	Support Facilities	Memorial Park - water, sewer, power Boones Ferry Park - water, sewer, power	\$ 85,000.00 \$ 10,000.00	



<u>PRIORITY</u>	<u>PROJECT</u>	<u>LOCATIONS</u>	<u>COST</u>	<u>FUNDING METHOD</u>
13	Modifications to Existing Facilities to Implement Plan			
	A. Boones Ferry Days Festival Relocation		\$ 12,000.00	
	B. Entrance Road Realignment		\$ 65,000.00	
	C. Loop Road Realignment			
	D. Modify Traffic Flow Patterns		\$ 2,500.00	
14	Future Park Land Acquisition - This is where the Park System Master Development Plan inserts their costs.			
15	Work Program Maintenance			Review Personnel Equipment Materials

MEMORIAL PARK SWIMMING AND WADING POOL COMPLEX CAPITAL IMPROVEMENTS  
 PROJECT TITLE  
 PRIP 04-60 ?  
 PROJECT NUMBER  
 TOTAL COST

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

PROGRAM  
 PARKS AND RECREATION  
 SUB - PROGRAM  
 04-60  
 DEPARTMENT AFFECTED

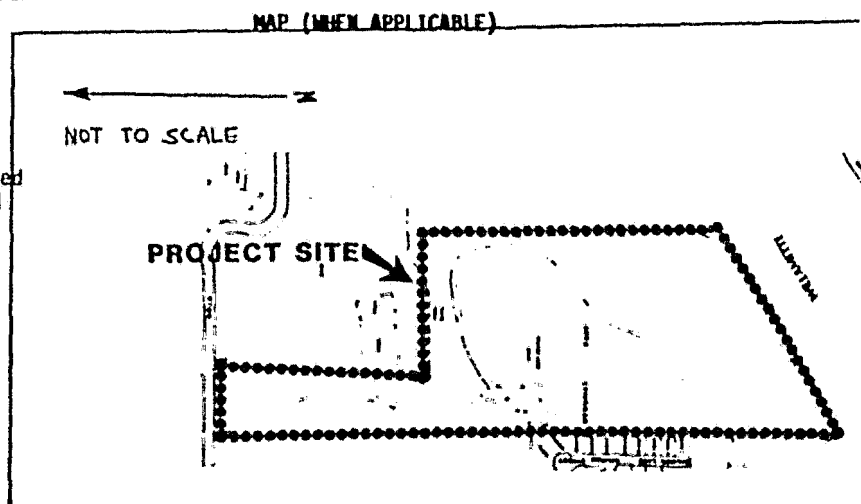
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		-						
Design & Engr.-----		\$35,000.00	\$25,000.00	\$15,000.00				
Construction-----		-	\$500,000.00	\$500,000.00				
Permits-----		-	\$10,000.00	\$10,000.00				
Other-----		-	\$25,000.00	\$20,000.00				
Total-----		\$35,000.00	\$560,000.00	\$545,000.00				
<b>FUNDING SOURCE:</b>								
04-60 BL								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----			\$50,000.00	\$100,000.00				
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Construction of a regulation size swimming facility to be utilized by not only the public but by the City's educational system. The complex will be located in the entrance area to Memorial Park.

**JUSTIFICATION:** No facility within the Wilsonville area is presently in service or planned except for this facility, to service the Wilsonville public with swimming recreational needs.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:** May look toward the West Linn School District for a shared commitment on operation - maintenance of the facility.



MEMORIAL PARK BARN IMPROVEMENT PROJECT PHASE II CAPITAL IMPROVEMENTS

PROJECT TITLE: 01-23 25  
 PROJECT NUMBER: \_\_\_\_\_  
 TOTAL COST: \_\_\_\_\_

PROGRAM: PARKS AND RECREATION  
 SUB - PROGRAM: \_\_\_\_\_  
 DEPARTMENT AFFECTED: \_\_\_\_\_

PROJECT MANAGER: \_\_\_\_\_

CAPITAL IMPROVEMENT REQUEST SHEET

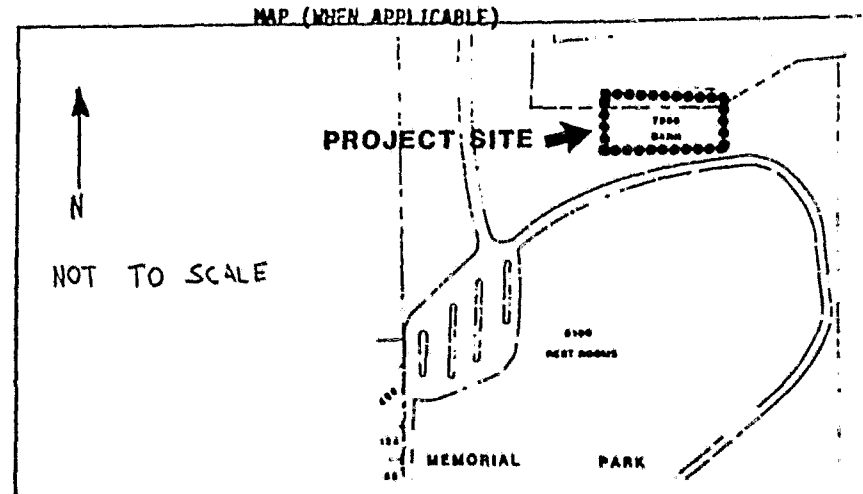
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----	.00							
Design & Engr.-----	.00							
Construction-----	\$3,000.00							
Permits-----	\$147.00							
Other-----	-							
Total-----	\$3,147.00							
<b>FUNDING SOURCE:</b>								
04-60								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: Install power, telephone, water, and sewer for the barn in Memorial Park.

JUSTIFICATION: By making the above improvements, maintenance staff will be able to utilize this facility for maintaining equipment and for a workshop.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:



MEMORIAL PARK PICNIC SHELTER IMPROVEMENT PROJECT

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE  
 01-23-26  
 PROJECT NUMBER  
 TOTAL COST

PROGRAM  
 PARKS AND RECREATION  
 SUB - PROGRAM  
 04-60  
 DEPARTMENT AFFECTED

PROJECT MANAGER

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----	.00							
Design & Engr.-----	\$2,000.00							
Construction-----	\$7,000.00							
Permits-----	\$268.00							
Other-----	-							
Total-----	\$9,268.00							
<b>FUNDING SOURCE:</b>								
04-60								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----	PD \$463.00/yr.						20 yrs.	
Operating Savings---	\$1,100							
Operation Revenue---	User fee \$1500+							

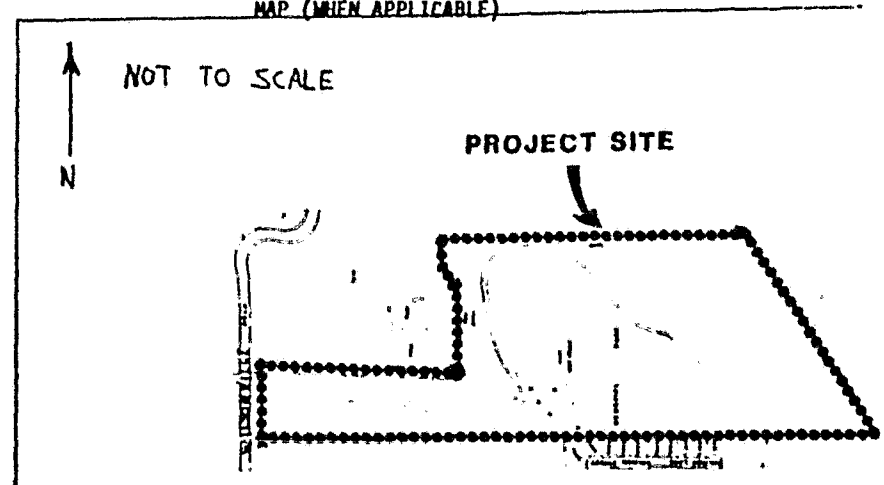
PROJECT DESCRIPTION: Install two (2) new picnic shelters at the location shown on the map, to include water and power.

MAP (WHEN APPLICABLE)

JUSTIFICATION: The Park Department annually rejects over 200 park reservations. By building two (2) new picnic shelters, we are able to provide an additional eighty (80) reservations. These reservations have a potential annual dollar value of \$2,800.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:



**1986-87**

**BOONES FERRY PARK IMPROVEMENT PHASE II**

**CAPITAL IMPROVEMENTS**

**TOM BARTHEL, PROJECT COORDINATOR**

**CAPITAL IMPROVEMENT REQUEST SHEET**

**PROJECT TITLE**  
01-23 23  
**PROJECT NUMBER**  
**TOTAL COST**

**PROGRAM** PARKS AND RECREATION  
**SUB - PROGRAM** 04-60 LWCF  
**DEPARTMENT AFFECTED**

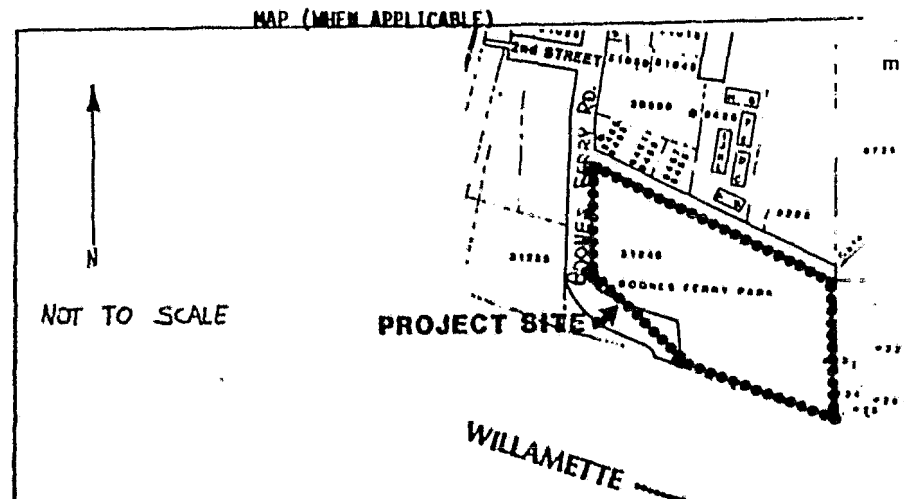
<b>COSTS:</b>	<b>Expenditures Prior to 1985</b>	<b>1985 - 86</b>	<b>1986 -87</b>	<b>1987 -88</b>	<b>1988 -89</b>	<b>1989 - 90</b>	<b>5 Year Total</b>	<b>Beyond 1990</b>
Land & R.O.W.-----			.00					
Design & Engr.-----			\$5,000.00					
Construction-----			\$60,000.00					
Permits-----			-					
Other-----			-					
<b>Total-----</b>			<b>\$65,000.00</b>					
<b>FUNDING SOURCE:</b>								
50% LWCF								
50% 04-60								
<b>Total-----</b>								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Includes handicap access to the river, completion of paving of pathways, restroom facilities, picnic shelter for Boones Ferry Park.

**JUSTIFICATION:** By completion of Phase III Boones Ferry Park will be developed to its fullest potential, and complete the Masterplan done in 1975. This will enable concentration of grant funding toward Memorial Park

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:** LWCF Grant State of Oregon

**OTHER:**



# **PUBLIC BUILDING**

LIBRARY COMPLEX  
 PROJECT TITLE \_\_\_\_\_  
 PRIP ? ?  
 PROJECT NUMBER \_\_\_\_\_  
 TOTAL COST \_\_\_\_\_

CAPITAL IMPROVEMENTS  
 PROGRAM \_\_\_\_\_  
 PUBLIC BUILDINGS  
 SUB - PROGRAM \_\_\_\_\_  
 LIBRARY  
 DEPARTMENT AFFECTED \_\_\_\_\_

?  
 PROJECT MANAGER \_\_\_\_\_

CAPITAL IMPROVEMENT REQUEST SHEET

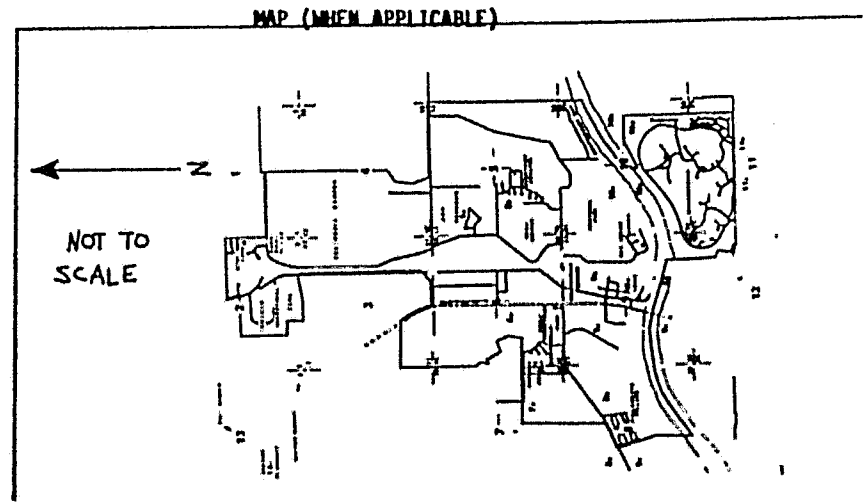
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----		\$35,000.00	-					
Design & Engr.-----		\$10,000.00	\$20,000.00					
Construction-----		.00	\$250,000.00					
Permits-----		.00	\$5,000.00					
Other-----		.00	\$15,000.00					
Total-----		\$45,000.00	\$290,000.00					
<b>FUNDING SOURCE:</b>								
BL								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----			\$70,000.00	→	→	→	→	
Operating Savings---			\$70,000.0	→	→	→	→	
Operation Revenue---								

PROJECT DESCRIPTION: Construction of a library for permanent location at a site that has yet to be determined.

JUSTIFICATION: The agreement the City has with the West Linn School District expires in two years, which means by 1987, the City must have a new facility.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:





PUBLIC WORKS FACILITIES MAINTENANCE OFFICES CAPITAL IMPROVEMENT

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE & SHOPS

PROGRAM

PROJECT MANAGER

PBIP 01-23 ?

PUBLIC BUILDINGS

PROJECT NUMBER

SUB - PROGRAM

01-23, 02-50, 03-55, 04-60, 07-65

TOTAL COST

DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----				\$70,000.00	-			
Design & Engr.-----				\$35,000.00	\$30,000.00			
Construction-----				.00	\$220,000.00			
Permits-----				.00	\$10,000.00			
Other-----				\$10,000.00	\$50,000.00			
Total-----				\$115,000.00	\$310,000.00			
<b>FUNDING SOURCE:</b>								
- All Sources -								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----				.00	\$50,000.00	\$100,000.00		
Operating Savings----				.00	\$50,000.00	\$100,00.00		
Operation Revenue----								

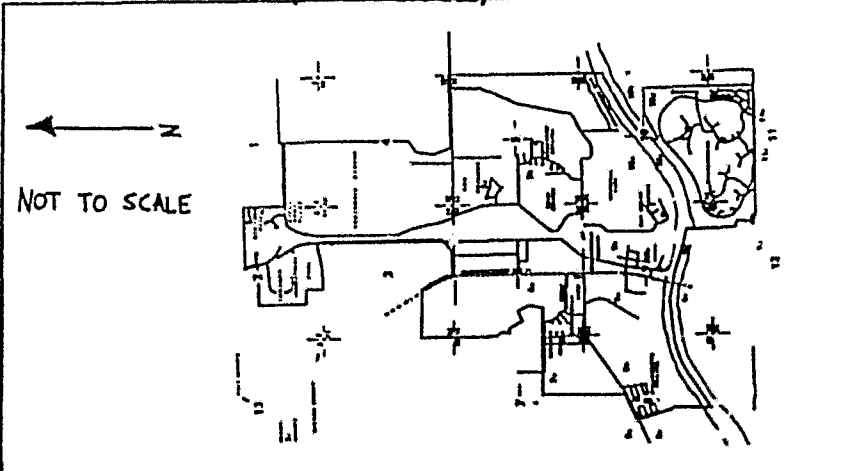
**PROJECT DESCRIPTION:** Completion of a Public Works Department Facilities Maintenance Division Offices, shops and materials and services warehouse. Construction will include all support services and utilities.

**JUSTIFICATION:** Construction of this structure will centralize the facilities maintenance staff, equipment, materials, provide shop space, restroom, offices, gasoline and lunchroom, for a major division of Public Works.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**

MAP (WHEN APPLICABLE)



**PROJ. BEYOND 1990**

CANYON CREEK ROAD EXTENSION  
 PROJECT TITLE  
 CIP # 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENT  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANHCARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

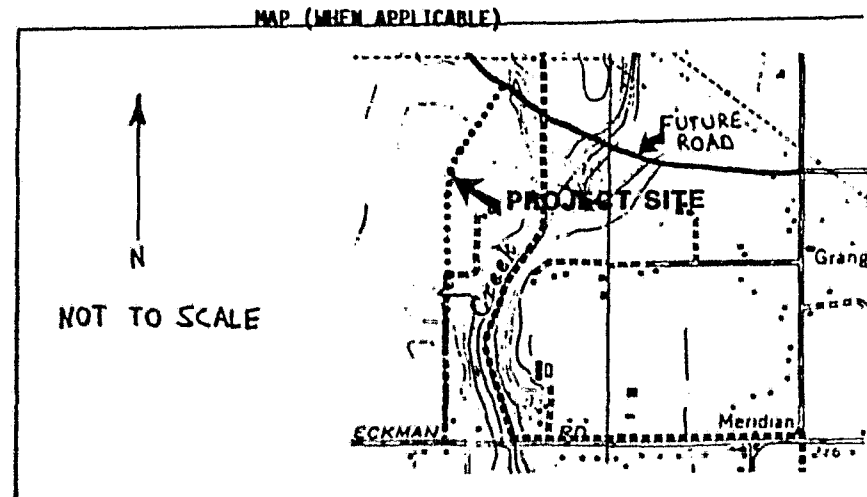
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								\$15,000.00
Design & Engr.-----								\$65,000.00
Construction-----								\$663,600.00
Permits-----								\$15,000.00
Other-----								\$100,000.00
Total-----								\$858,600.00
<b>FUNDING SOURCE:</b>								
07-65								
Private								
05								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Construction of 4,200 L.F. of industrial collector minor arterial street from Boeckman Road to 65th Avenue Bypass intersection. Construction will include a 40' curb-to-curb street section, including storm drainage, striping, signing, traffic flow with 60' R.O.W.

**JUSTIFICATION:** Completion of this project will aid in the congestion of Parkway Avenue at Boeckman Road especially in the event the Boeckman Interchange is completed.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



65TH AVENUE BYPASS

PROJECT TITLE \_\_\_\_\_  
 CIP# 07-65 ? \_\_\_\_\_  
 PROJECT NUMBER \_\_\_\_\_  
 TOTAL COST \_\_\_\_\_

CAPITAL IMPROVEMENTS

PROGRAM \_\_\_\_\_  
 NEW CONSTRUCTION \_\_\_\_\_  
 SUB - PROGRAM \_\_\_\_\_  
 07-65 \_\_\_\_\_  
 DEPARTMENT AFFECTED \_\_\_\_\_

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								\$25,000.00
Design & Engr.-----								\$90,000.00
Construction-----								\$821,600.00
Permits-----								\$20,000.00
Other-----								\$150,000.00
Total-----								\$1,106,600.00
<b>FUNDING SOURCE:</b>								
07-65								
Unknown 05								
Private								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

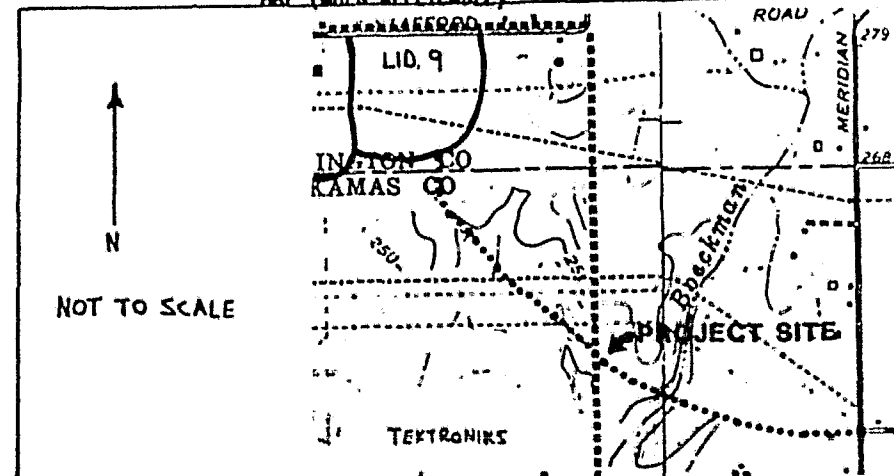
**PROJECT DESCRIPTION:** Construction of 3,200 L.F. of Class "C" residential collector street and 2,000 L.F. of industrial collector from Kahle Road to intersect with Parkway Avenue. LID#9 realignment. Construction to include storm drainage, striping, signing, traffic flow with residential collector being 36' curb-to-curb, and industrial collector being 40' curb-to-curb.

**JUSTIFICATION:** Completion of this project will allow traffic flow to bypass 65th and proceed directly to LID #9 industrial area. Also will provide short-cut to North Wilsonville (Stafford) Interchange from the residential area of future Wilsonville.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

MAP (WHEN APPLICABLE)



BROWN ROAD EXTENSION & CURVE ELIMINATION

CAPITAL IMPROVEMENT

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

CIP# 07-65 ?

NEW CONSTRUCTION

PROJECT NUMBER

SUB - PROGRAM

TOTAL COST

DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								\$15,000.00
Design & Engr.-----								\$32,000.00
Construction-----								\$316,000.00
Permits-----								\$10,000.00
Other-----								\$150,000.00
Total-----								\$523,000.00
<b>FUNDING SOURCE:</b>								
Unknown								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

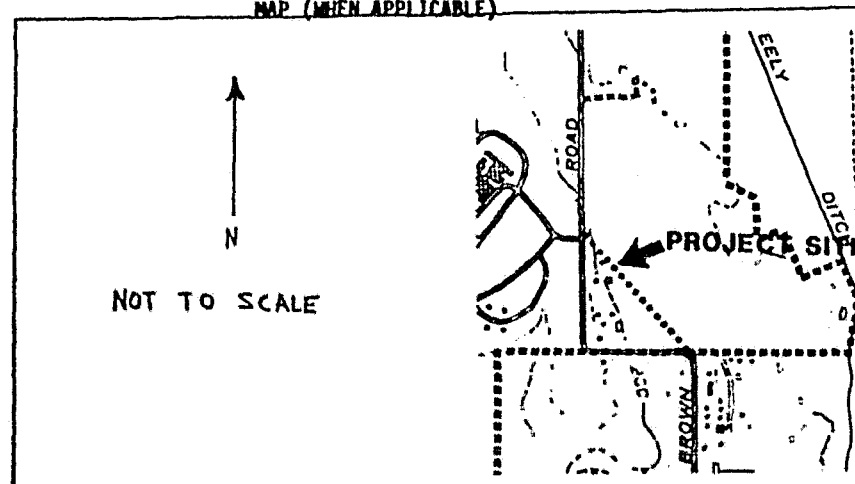
**PROJECT DESCRIPTION:** Installation of 2,000 L.F. of "C" Classification Street with utilities, signing, striping, traffic flow, storm drainage. 36' from curb-to-curb with a 60 foot R.O.W.

**JUSTIFICATION:** Project link 110th Ave. with Brown Road at Evergreen Street. This project eliminates a dangerous "T" intersection with a 90° turn and perimeter future industrial property.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:

MAP (WHEN APPLICABLE)



BOBERG ROAD EXTENSION

CAPITAL IMPROVEMENTS

LARRY R. BLANCHARD

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE

PROGRAM

PROJECT MANAGER

CIP# 07-65

NEW CONSTRUCTION

PROJECT NUMBER

SUB - PROGRAM

07-65

TOTAL COST

DEPARTMENT AFFECTED

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								\$25,000.00
Design & Engr.-----								\$95,000.00
Construction-----								\$948,000.00
Permits-----								\$20,000.00
Other-----								\$100,000.00
Total-----								\$1,188,000.00
<b>FUNDING SOURCE:</b>								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

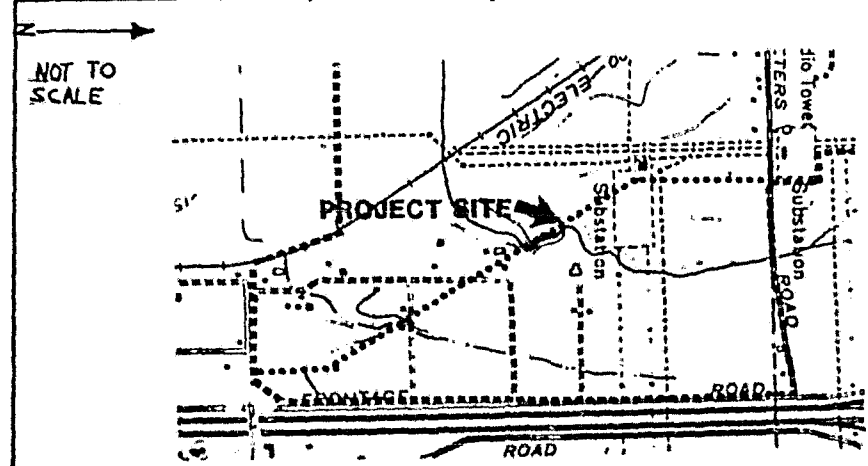
**PROJECT DESCRIPTION:** Construction of 6,000 L.F. of industrial collector, from northend of Boberg Road to Ridder Road. Construction includes storm drainage, striping, signing, traffic flow with 40' curb-to-curb and 60' R.O.W.

**JUSTIFICATION:** Completion of this project will provide traffic flow through the industrial complexes west of I-5 and north of Boeckman to the industrial developments on Ridder Road.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**

MAP (WHEN APPLICABLE)



KINSMAN ROAD EXTENSION  
 PROJECT TITLE  
 CIP# 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

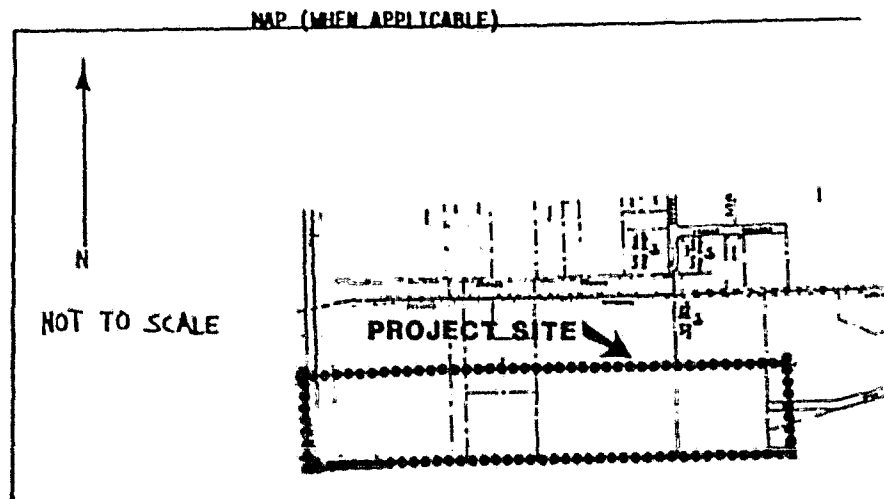
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								\$50,000.00
Design & Engr.-----								\$150,000.00
Construction-----								\$1,137,600.00
Permits-----								\$25,000.00
Other-----								\$100,000.00
Total-----								\$1,462,600.00
<b>FUNDING SOURCE:</b>								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

**PROJECT DESCRIPTION:** Construction of 7,200 L.F. of industrial collector from the north end of Kinsman Road. Construction includes storm drainage, striping, signing, traffic flow with 40' curb-to-curb design and a 60 foot R.O.W.

**JUSTIFICATION:** Completion of this project will provide truck route traffic bypass through the industrial complexes of Wilsonville.

**CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:**

**OTHER:**



RIDDER ROAD EXTENSION  
 PROJECT TITLE  
 CIP# 07-65 ?  
 PROJECT NUMBER  
 TOTAL COST

CAPITAL IMPROVEMENTS  
 PROGRAM  
 NEW CONSTRUCTION  
 SUB - PROGRAM  
 07-65  
 DEPARTMENT AFFECTED

LARRY R. BLANCHARD  
 PROJECT MANAGER

CAPITAL IMPROVEMENT REQUEST SHEET

COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								\$15,000.00
Design & Engr.-----								\$32,000.00
Construction-----								\$316,000.00
Permits-----								\$10,000.00
Other-----								\$150,000.00
Total-----								\$523,000.00
<b>FUNDING SOURCE:</b>								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

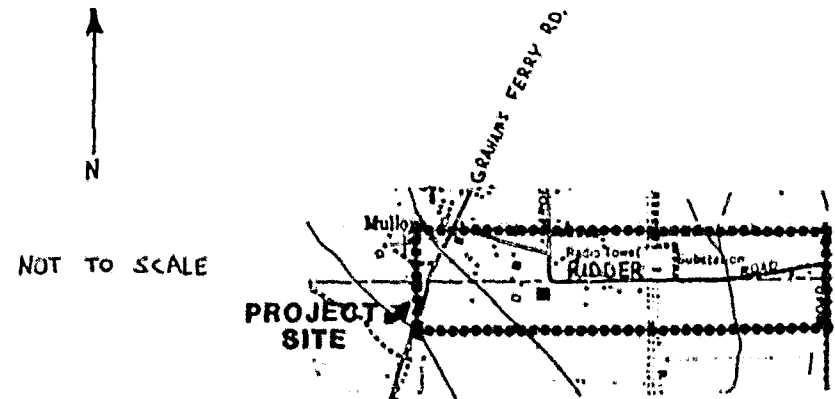
PROJECT DESCRIPTION: Construction of 2,000 L.F. of industrial collector from Ridder Road by Oregon Glass west to Grahams Ferry Road. Construction includes storm drainage, striping, signing, traffic flow, with 40' curb-to-curb and 60' R.O.W.

MAP (WHEN APPLICABLE)

JUSTIFICATION: Completion of this project will provide access from Grahams Ferry Road through the west industrial complexes and then eventually to Ridder Road.

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:





WASTEWATER TREATMENT PLANT EXPANSION PHASE II

CAPITAL IMPROVEMENT REQUEST SHEET

PROJECT TITLE \_\_\_\_\_ PROGRAM \_\_\_\_\_  
 PROJECT NUMBER \_\_\_\_\_ SUB - PROGRAM \_\_\_\_\_  
 TOTAL COST \_\_\_\_\_ DEPARTMENT AFFECTED \_\_\_\_\_

PROJECT MANAGER \_\_\_\_\_

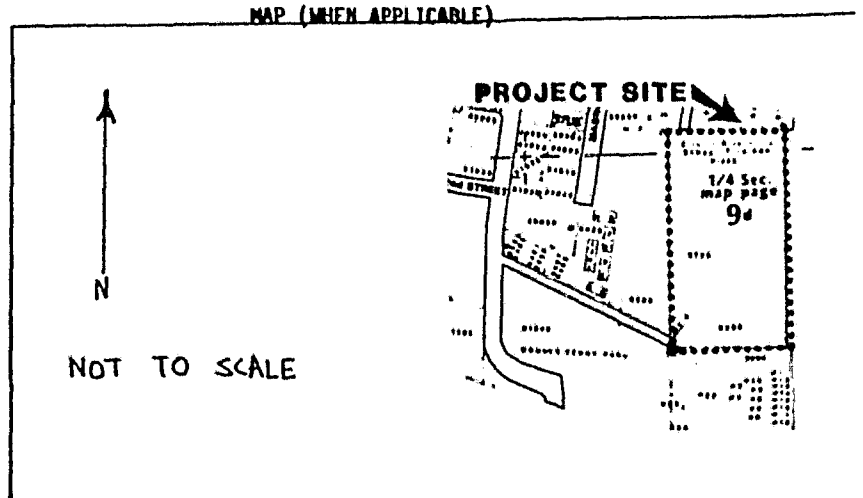
COSTS:	Expenditures Prior to 1985	1985 - 86	1986 -87	1987 -88	1988 -89	1989 - 90	5 Year Total	Beyond 1990
Land & R.O.W.-----								
Design & Engr.-----								
Construction-----								
Permits-----								
Other-----								
Total-----								
<b>FUNDING SOURCE:</b>								
Total-----								
<b>FISCAL IMPACT:</b>								
Operating Costs-----								
Operating Savings---								
Operation Revenue---								

PROJECT DESCRIPTION: The present wastewater treatment plant process and sludge master plan complete in June of 1985, should identify the improvements to be made and the costs.

JUSTIFICATION:

CONFORMANCE TO FEDERAL, STATE, COUNTY AND CITY REGULATIONS:

OTHER:



# **SECTION III**

Year 1

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
1-1	1982-83 CIP Program Year 1	05	Relocate bikepath curb with button on Wilsonville Road at station.	Completed prior to CIP adoption.	\$ 27,500	\$ 52,300
1-2	1983-84 CIP Program Year 2	BB	Local Improvement District No. 4.	Completed May 1984.	\$ 875,000	\$ 766,000
1-3	1984-85 CIP Program Year 3	BB	Local Improvement District No. 6	Completed August 1984.	\$1,300,000	\$ 989,000
1-4	1983-84 CIP Program Year 2	03	Wilsonville Road Water Line Extension 23+00E to 47+30E	Completed?	\$ 85,000	\$ 83,000
1-5	1983-84 CIP Program	03	Wilsonville Road Water Line Extension 0+00E to 23+00E	Completed?	\$ 85,000	\$ 78,000
1-6	1983-84 CIP Program Year 2	03	Gesellschaft Well Drilling	Completed January 1984.	\$ 79,000	\$ 54,000
1-7	1984-85 CIP Program Year 3	05	Boeckman Interchange Engineering Study.	Completed?	\$ 22,000	\$ 22,000
1-8 includes 2-2	1984-85 CIP Program Year 3	BB	Local Improvement District #9 Parkway Avenue realignment - Elligsen Road improvements.	Utilities have been installed. Street work to be done Spring- Summer 1985.	\$1,240,000	
1-9 includes 3-5	1984-85 CIP Program Year 3	BB	Local Improvement District #5 Town Center improvements	Preliminary engineer's report	\$2,100,000	
		02	CIP 3-5 -15" Town Center sanitary main to Canyon Creek	to go before Council April 1985	\$201,000	
		BB	-12" waterline intertie Town Center West to Parkway Avenue by Vlahos Drive			

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
1-10	1984-85 CIP Program	02	River Village Wastewater Pump Station (project eliminated package treatment facility for River Village Mobile Home Court).	Completed?	\$ 73,000	\$ 75,000
1-11	Did not have to do.	-	Automatic reservoir pump controls to Fire Station-project eliminated-went radio control system instead.	-	-	-
1-14	1982-83 CIP Program Year 1	05	Master drainage plan Parkway Center Tektronix	Completed Spring 83	-0-	-0-
1-15 includes 3-1	1985-86 CIP Program Year 4	CCF	Clackamas County Overlay Program 3-1 - Wilsonville Road-railroad to Seely Ditch. - Boones Ferry to 5th Street. - See 3-23	Preliminary plans complete. Bid this summer	\$ 92,000	\$75,000

Year 2

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT  
 March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
2-1	1984-85 CIP Program Year 3	FHWA  05-Local Match	Wilsonville-Stafford Interchange improvements and signalization. *This is an interim solution to carry through 1990.	Construction will start April 1, 1985.	\$ 775,000	\$ 65,000 paid by city
2-3	1984-85 CIP Program Year 3	CC FAS-C	Parkway Avenue Improvements Town Center to PrintRight	Application to receive FAS-C Fund has been sent to ODOT \$477,000. City share \$ 27,000.	\$ 477,000	
2-4	1986-87 CIP Program Year 5	BB	Parkway Avenue Improvements PrintRight to LID #9.	City is negotiating with Tektronix for completion of this project through an LID 1985-86.	\$ 580,000	
2-6 includes 1-12 1-13 3-19 2-7	1984-85 CIP Program Year 3	BB	Local Improvement District #7 Boberg Road reconstruction and utility improvements.	Preliminary engineer's report underway. Summer 1985 construction.	\$ 600,000	
		BB	1-12 Replace 30" calvert Barber Street		\$ 5,000	
		BB	1-13 Build 800 l.f. storm ditch Metalcrafts-Layton Sales		\$ 2,000	
		02	3-19 Boberg Road sanitary sewer overflow bypass		\$ 250,000	
		05	2-7 Barber Street storm Intertie Boones Ferry Road		\$ 150,000	
2-8	1984-85 CIP Program Year 3	05	Wilsonville Road 30"-48" storm improvements. Boones Ferry Road 18" storm improvement.	Completed March 85	\$ 280,000	\$ 266,000
2-10	1984-85 CIP Program Year 3	03	Nike Well drilling	Completed July 84	\$ 54,000	\$ 43,000

Year 3

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT  
 March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
3-2	1984-85 CIP Program Year 3	07-65 CCF	Boones Ferry Road improvement Wilsonville Road to Marvel's Pizza	Project completed March 1985	\$ 62,000	\$ 62,000
3-3	1984-85 CIP Program Year 3	02	Boeckman Creek wastewater pump station Phase II expansion	RFP's done Preliminary Design underway.	\$ 85,000	
3-4	1986-87 CIP Program Year 5	03	Kinsmen Road-Evergreen Street 8" waterline intertie	Project not priority until further development west of Serene Acres	\$ 45,000	
3-6	1984-85 CIP Program Year 3	03	Gesellschaft Pump Station and 12" waterline extension Wilsonville Road.	Plans being prepared Spring- Summer 1985 construction.	\$ 181,000	
3-7	1985-86 CIP Program Year 4	03	14" waterline intertie Boeckman to Ridder	Part of Nike Distribution Center Project.	\$ 156,000	
3-8	1984-85 CIP Program Year 3	02	Parkway Avenue sanitary sewer bypass. 1750 LF 12" sanitary sewer	RFP's done. Summer 85 construction.	\$ 211,740	
3-10 includes 4-2	1984-85 CIP Program Year 3	FHWA	Boeckman Interchange		\$6,000,000	
	1985-86 CIP Program Year 3		a. Amend Metro RTP b. Obtain Federal Interstate Access Permit. c. Conduct E.I.S. d. Preliminary funding proposal street right-of-way acquisition.	Underpass  After a. is complete After b. is complete		
3-11	1985-86 CIP Program Year 4	BB(1)	Montgomery Way-Rose Lane facility improvements (may be LID city-wide)	Letter has been sent to property owners to discuss needs.	\$ 176,000	
3-12	1986-87 CIP Program Year 5	03	Nike Well pump station construction.	When system is needed; only then will construction begin.	\$ 45,673	

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
3-13 includes 2-5 and 3-9	1984-85 CIP Program Year 3 Preliminary Engineering 1985-87 Construction	W.R.B.	North Wilsonville Reservoir and booster pump station.	Preliminary engineering-RFP is out for bids.	\$2,200,000	
			2-5 2,750 LF 18" Boeckman Road from Parkway to Wilsonville Rd.		\$ 536,546	
			3-9 6,850 LF 20" from Elligsen Reservoir to Boeckman		\$ 501,454	
			3-20 12" Wilsonville Road from Boeckman to Gesellschaft Well		\$ 102,000	
3-14 includes 4-1	1984-85 CIP Program Year 3	CDBG 02	Old Town street improvement project.	CDBG Block Grant in progress. City Council to meet with Old Town residents to determine type of improvements needed to the street section.	\$ 70,000 \$ 135,000	
3-15	3-15		Traffic Count Analysis	These projects will be annually updated; therefore on-going.	\$ 4,000	
3-16	3-16		Wastewater Treatment Plant Processing Analysis		\$ 13,500	
3-17	3-17		Water Quality Analysis		\$ 5,000	
3-18	1987-88 CIP Program Year 6	02	North Seely Ditch wastewater pump station.	Dependent upon development of area annexed from UGB.	\$ 146,035	
3-21 includes 2-9 and 3-22	1984-85 CIP Program Year 3	BB	Wilsonville Square Development - 2-9 Analyze median control Wilsonville access -3-22 Analyze an off-ramp configuration Wilsonville interchange.	Completed  In progress	\$ 600,000	
3-23 includes 3-1	1984-85 CIP Program Year 3	05	Wilsonville Road improvement project 4+00W to 12+50E - 3-1 Overlay and widening of Wilsonville Road from Railroad tracks to Seely Ditch	Construction Plan completed  Construction Summer 85	\$ 202,835 \$ 50,000	

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
3-24	1984-85 PRIP Program Year 3	04	Memorial Park picnic shelter improvement.	Preliminary design \$ underway.	9,268	
3-25	1984-85 PRIP Program Year 3	04	Memorial Park barn improvement project Phase II	Preliminary design \$ underway.	3,147	



Year 4

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT  
 March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
4-3	1987-88 CIP Program Year 6	05	Seely Ditch improvement- Project Phase II	Dependent upon growth of city in the north and west portion of Wilsonville.	\$ 377,000	
4-4	1988-89 CIP Program Year 7	03	Kinsmen-Boeckman 14" waterline extension	Dependent on development.	\$ 187,000	
4-5	1987-88 CIP Program Year 6	03	Riverfront West 14" waterline loop.	Dependent on development of area north of river, south of Wilsonville Road and west of Industrial Way.	\$ 287,000	
4-6	1987-88 CIP Program Year 6	02	Riverfront West wastewater pump station.	Same as above.	\$ 164,000	
4-7	1985-86 CIP Program Year 4	03	Ash Development Parkway Boeckman waterline loop.	To be built by Ash	-0-	
4-8	1985-86 CIP Program Year 4	02	Memorial Park water system extension.	Aid to developing property to the west.	\$ 28,000	
4-10	1985-86 FMIP Program Year 4	03	Sacajawea Water main replacement project.	System can no longer function cost effectively due to the number of leaks in existing main.	\$ 39,500	
4-11	1984-85 FMIP Program Year 3	02	Edwards Industrial Park Boeckman Creek trunk sewer access road.	Provides emergency access for sewer cleaning, etc.	\$ 11,989	
4-12	1985-86 FMIP Program Year 4	07-65	Overlay and sealing program (see report)	If approved by voters?	\$248,859	
4-13	1985-86 FMIP Program Year 4	04	Memorial Park road resurfacing program.	Minor overlay may be done in 84-85.	\$ 57,608	

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
4-14	1985-86 PRIP Program Year 4	04	Boones Ferry Park Phase II construction.	Under construction	\$ 18,000	
4-15	1985-86 PRIP Program Year 4	04	Memorial Park Recreational facility master plan	Preliminary project donation to aid.	\$ 66,108	
4-16	1985-86 PRIP Program Year 4	04	Memorial Park Swim Center	Preliminary design engineering (\$35,000)	\$1,140,000	
4-17	1985-86 PBID Program Year 4	01-20	Library Complex Preliminary design.		\$ 45,000	
4-18	1985-86 CIP Program Year 4	05	Boones Ferry Road widening 5th Street to Wilsonville Road		\$ 93,600	
4-19	1985-86 CIP Program Year 4	05	Wilsonville Road widening railroad tracks west to city limits.		\$ 58,500	

Year 5

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN

PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
5-1	1986-87 CIP Program Year 5	07-65 05	Boones Ferry Road improvement Marvel Pizza to Boeckman Road	Master street design is done.	\$ 287,000	
5-2	1986-87 CIP Program Year 5	07-65 05	Boones Ferry Road improvement Boeckman Road to Holiday Inn.	Dependent on development new Nike annex.	\$ 212,000	
5-3	1986-87 CIP Program Year 5	02	Memorial Park sanitary sewer Phase II	This project will service Riverfront property to the west.	\$ 28,000	
5-4	1986-87 FMIP Program Year 5	07-65	Overlay and sealing program	On-going program.	\$ 266,360	
5-5	1986-87 FMIP Program Year 5	04	Memorial Park road resurfacing project - 2	Completion if the loop comes in Phase III	\$ 28,070	
5-6	1986-87 PRIP Program Year 5	04	Memorial Park recreational facility master plan-Phase 2	Includes restrooms, fencing, some utilities, irrigation.	\$ 279,980	
5-7	1986-87 PRIP Program Year 5	04	Memorial Park Swim Center Phase I.	Includes swim area, fencing, office, parking. Relocation entrance road.	\$ 560,000	
5-8	1986-87 PRIP Program Year 5	04	Boones Ferry Park improvement Phase III.	Includes restrooms, picnic shelter, connection for utilities, handicap access to river.	\$ 65,000	
5-9	1986-87 PBIP Program Year 5	01-20	Library Complex	Completion of the structure to be done in phases.	\$ 290,000	
5-10	1986-87 CIP Program Year 5	05	Boeckman Road widening west and east		\$ 487,000	

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN

PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
5-11	1986-87 CIP Program Year 5	05	Elligsen Road at interchange widen to four lane--signal at Parkway		\$ 90,000	
5-12	1986-87 CIP Program Year 5	05	Wilsonville Road Town Center Loop West to Town Center Loop East		\$ 220,000	

Year 6

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT

March 7, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
6-1	1987-88 CIP Program Year 6	02	Parkway Center trunk sewer from Canyon Creek north to Parkway Center.	Project will be based on development of Parkway Center and Tektronix.	\$ 472,000	
6-2	1987-88 FMIP Program Year 6	07-65	Overlay and sealing program	On-going	\$ 246,017	
6-3	1987-88 FMIP Program Year 6	04	Memorial Park road resurfacing program Phase 3.	Continue to complete deteriorated streets.	\$ 28,070	
6-4	1987-88 PRIP Program Year 6	04	Memorial Park recreational facility master plan.	Completion of lighting, concession area, other playground facilities, landscaping.	\$ 611,000	
6-5	1987-88 PRIP Program Year 6	04	Memorial Park Swim Center	Complete road realignment, land- scaping, etc.	\$ 545,000	
6-6	1987-88 PBIP Program Year 6	02 03 04 07 09 12	Public Works Facility Maintenance office and shops	Preliminary design land purchase.	\$ 115,000	
6-7	1987-88 CIP Program Year 6	07 05	Boeckman Road east of Parkway to city limits.	existing section- widening cost-	\$ 303,880 \$ 276,120	
6-8	1987-88 CIP Program Year 6	05	Wilsonville Road east of Rose Lane to city limits.		\$ 300,000	
6-9	1987-88 CIP Program Year 6	05	Wilsonville Road-Town Center Loop East & West.		\$180,000	

Year 7

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN

PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
7-1	1988-89 FMIP Program Year 7	07-65	Overlay and sealing program Wilsonville street system.	Ongoing	\$ 246,502	
7-2	1988-89 PBIP Program Year 7	02 03 04 07 09 12	Public Works Facility Maintenance Offices and Shops	Completion of construction	\$ 310,000	
7-3	1988-89 CIP Program Year 7	05	Wilsonville Road-Kinsman Road		\$ 180,000	

Year 8

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN

PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
8-1	1989-90 FMIP Program Year 8	07-65	Overlay and sealing program Wilsonville street system	Ongoing	\$ 251,408	
8-2	1989-90 CIP Program Year 8	05	Miley Road ramps to Airport Road five lane widening		\$ 60,840	
8-3	1989-90 CIP Program Year 8	05	Miley Road from Airport Road to French Prairie Road		\$ 32,000	
8-4	1989-90 CIP Program Year 8	05	Miley Road east of Prairie View to city limits. Curb and widening south side.		\$ 47,000	
8-5	1989-90 CIP Program Year 8	05 FHWA	Wilsonville interchange full widening improvement.	city cost-	\$ 94,500 (\$4,000,000)	
8-6	1989-90 CIP Program Year 8	05	Wilsonville Road-Brown Road.		\$ 80,000	
8-7	1989-90 CIP Program	05	I-5 - Charbonneau Exit.		\$ 80,000	
8-8	1989-90 CIP Program	05 FHWA	Stafford Interchange		\$ 100,000 (\$6,000,000)	

Year 9

CITY OF WILSONVILLE  
CAPITAL IMPROVEMENT PLAN  
PROJECT STATUS REPORT

March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project / Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
9-1	Beyond 1990 FMIP Program Year 9 beyond to Year 18	07-65	Overlay and sealing program Wilsonville street system	Ongoing	\$2,442,000	
9-2	1990 -- New Construction Program Year 9 --	BB 05	Ridder Road Extension to Grahams Ferry Road	-	\$ 523,000	
9-3	1990 -- New Construction Program Year 9 --	BB 05	Kinsman Road Extension to Ridder Road	-	\$1,463,000	
9-4	1990 -- New Construction Program Year 9 --	BB 05	Brown Road Extension and horizontal curve elimination	-	\$ 523,000	
9-5	1990 -- New Construction Program Year 9 --	BB 05	Canyon Creek Road Extension to 65th Avenue bypass	-	\$ 858,600	
9-6	1990 -- New Construction Program Year 9 --	BB 05	65th Avenue bypass	-	\$1,106,600	
9-7	1990 -- New Construction Program Year 9 --	BB 05	Boberg Road extension to Kinsman Road	-	\$1,188,000	
9-8	1990 -- New Construction Program Year 9 --	02	Wastewater Treatment Plant expansion Phase IV	Need cost estimate ? when CH <sup>2</sup> M Hill does \$2,000,000 update report. Spring 85.		
9-9	1990 -- New Construction Program Year 9 --	03	Willamette River water source development	Revise cost estimate after engineering study. This is our best estimate.	\$2,800,000	
9-10	1990-91 CIP Program Year 9	05	Miley Road - Airport Road		\$ 90,000*	
9-11	1990-91 CIP Program Year 9	05	Miley Road - French Prairie Road		\$ 90,000*	



CITY OF WILSONVILLE  
 CAPITAL IMPROVEMENT PLAN  
 PROJECT STATUS REPORT  
 March 1, 1985

<u>Original Schedule CIP No.</u>	<u>CIP Project/Year Completed</u>	<u>Account Number</u>	<u>Project Description</u>	<u>Status</u>	<u>Estimated Cost</u>	<u>Final Cost</u>
9-12		05	<u>TRAFFIC SIGNALS</u> Boones Ferry Road - Commerce Circle.		\$ 90,000*	
9-13		05	Boeckman Road - Parkway Avenue		\$ 80,000	
9-14		05	Parkway Avenue - Town Center		\$ 80,000	

Projects Funded but not inserted:

SIDEWALKS/PATHWAYS

*Wilsonvile Road	\$232,000
*Boones Ferry Road	\$210,000
*Parkway Avenue	\$ 90,000
*Boeckman Road	\$120,000
*Elligsen Road	\$ 54,000
*Miley Road	\$ 90,000

\*Numbers will be assigned at a later date.

TOTAL PROGRAM COST	<u>\$ 51,386,859</u>	
TOTAL BUILT		<u>\$2,630,300</u>

**SECTION IV**

CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS

FUND: SEWER

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9	TOTAL
Portion of 2-6/3-19	\$ 250,000	\$	\$	\$	\$	\$	\$	\$
Portion of 1-9/3-5	201,000							
3-3	85,000							
3-8	211,740							
3-14		70,000						
3-18				146,035				
4-6				164,000				
4-8		28,000						
4-11	11,989							
5-3			28,000					
6-1				472,000				
6-6				28,750				
7-2					77,500			
9-8							2,000,000	
Totals:	759,729	98,000	28,000	810,785	77,500		2,000,000	3,774,014

**CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS**

FUND: WATER

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → 9	TOTAL
3-13 (includes 2-5,3-9,3-20)	\$ 35,000	\$ 2,200,000	\$ 1,105,000	\$	\$	\$	\$	\$
3-4			45,000					
3-6	181,000							
3-7		156,000						
3-12			45,673					
4-4					187,000			
4-5				287,000				
4-7		(Private)						
4-10		39,500						
6-6				28,750				
7-2					77,500			
9-9							2,800,000	
Totals:	216,000	2,395,500	1,195,673	315,750	264,500		2,800,000	7,187,423

CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS

FUND: PARKS AND RECREATION

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9
4-13	\$	\$ 57,608	\$	\$	\$	\$	\$
3-24	9,268						
3-25	3,147						
4-14	18,000						
4-15		66,108					
4-16/5-7,6-5		1,140,000	560,000	545,000			
5-5			28,070				
5-6			279,980				
5-8			65,000				
5-3				28,070			
6-4				611,000			
5-6				28,750			
7-2					77,500		
Totals:	30,415	1,263,716	933,050	1,212,820	77,500		3,517,501



CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS

FUND: SYSTEM DEVELOPMENT (Page 2)

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9	TOTAL
	\$	\$	\$	\$	\$	\$	\$	\$
8-2					60,840			
8-3					32,000			
8-4					47,000			
8-5						94,500		
8-6						80,000		
8-7						80,000		
8-8						100,000		
9-10						90,000		
9-11						90,000		
9-12						90,000		
9-13						80,000		
9-14						80,000		
Sidewalks & Bikepaths	90,000	54,000	120,000	90,000	210,000	232,000		
Sub-Totals: Page 2	90,000	54,000	120,000	90,000	349,840	1,016,500		1,720,340
Sub-Totals: Page 1	122,835	232,100	1,106,000	1,313,170			2,397,720	5,171,825
TOTALS:	212,835	286,100	1,226,000	1,403,170	349,840	1,016,500	2,397,720	6,892,165

**CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS**

**FUND: STREET - STORM DRAINAGE**

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9	TOTAL
4-12	\$	\$ 248,859	\$	\$	\$	\$	\$	\$
5-1			100,000					
5-2			90,000					
5-4			266,360					
6-2				246,017				
7-1					246,502			
6-6				28,750				
7-2					77,500			
8-1						251,408		
9-1							2,442,000	
9-2							109,200	
9-3							284,800	
9-4							109,200	
9-5							243,440	
9-6							242,640	
9-7							275,200	
6-7				303,880-07				
<b>Totals:</b>		248,859	456,360	578,647	324,002	251,408	3,706,480	5,565,756



**CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS**

FUND: BANCROFT BONDING

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9	TOTAL
1-8	\$ 1,240,000	\$	\$	\$	\$	\$	\$	\$
1-9	2,100,000							
2-6	757,000							
2-4		580,000						
3-21		600,000						
3-11			176,000					
9-2							200,000	
9-3							600,000	
9-4							200,000	
9-5							200,000	
9-6							400,000	
9-7							400,000	
Totals:	4,097,000	1,180,000	176,000				2,000,000	7,453,000

**CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS**

FUND: ODOT FHWA FUNDS

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9
3-10	\$	\$	\$ 6,000,000	\$	\$	\$	\$
8-5						4,000,000	
8-8						6,000,000	
Totals:			6,000,000			10,000,000	16,000,000

CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS

FUND: CLACKAMAS COUNTY FUNDS

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9
2-3	\$	\$ 477,000	\$	\$	\$	\$	\$
3-14		CDBG 135,000					
3-23 (includes 3-1)		50,000					
Totals:		662,000					662,000

CAPITAL IMPROVEMENT PLAN  
FUND ANALYSIS

FUND: OTHER FUNDING

PROJECT	1984-85 PROGRAM 3	1985-86 4	1986-87 5	1987-88 6	1988-89 7	1989-90 8	1990 → TOTAL 9
4-17 (includes 5-9)	\$	\$ 45,000	\$ 290,000	\$	\$	\$	\$
Totals:		45,000	290,000				335,000

# **SECTION V**

**CAPITAL IMPROVEMENT PLAN**

**PROJECT VERSUS FUNDING  
COMPARISON**

FUNDING REQUIREMENTS	1985 - 1990	
Sewer	3,774,014	
Water	7,187,423	
Parks	3,517,501	City Administered
Systems Development	6,892,165	Fees
Street & Storm Drainage Maintenance	5,565,756	Potential City Fees
Bancroft Bonding	7,453,000	
ODOT FHWA Funds	16,000,000	Outside Funding Source
Clackamas County Funds	662,000	City may or may not
Other Funding	335,000	have control over these funds

**FUNDING RESOURCES**

<u>SEWER -</u> 02-50	Sewer Connection Fees Bond Pay out <u>1995</u>	
Residential:	Ready to build 823 units X \$1,258 * =	\$1,035,334
	Committed by zoning or unzoned 835 units X \$1,258 * =	\$10,505,558
Commercial:	Ready to build 23.5 acres or 165 DU X \$1,258 * =	\$207,507
	Committed by zoning or unzoned 247.33 acres or 1,732 DU X \$1,258 * =	\$2,178,856
Industrial:	Ready to build 43.56 acres or 305 DU X \$1,258 * =	\$383,690
	Committed by zoning or unzoned 922.7 acres or 6,459 DU X \$1,258 * =	\$8,125,422
	Total:	<u>\$22,436,367</u> ** 30% of this goes to Capital Improvement Fund

<u>WATER</u> 03-55	Water Connection Fees Bond Payout _____	
Residential:	Ready to build 823 units X \$600/unit =	\$493,800
	Committed by zoning or unzoned 8,351 units X \$600/unit =	\$5,010,600
Commercial:	Ready to build 23.5 acres or 16 businesses X \$5,000 =	\$80,000
	Committed by zoning or unzoned 247.33 acres or 160 businesses X \$5,000 =	\$800,000
Industrial:	Ready to build 43.56 acres or 6 businesses X \$8,000 =	\$48,000
	Committed by zoning or unzoned 922.7 acres or 128 businesses X \$8,000 =	\$512,000
* No increase in DU charges	Total:	<u>\$6,944,400</u>

PARK DEVELOPMENT FEE

Residential:	Ready to build 823 units X \$250 =	\$205,750
	Committed by zoning or unzoned	
	835 units X \$250 =	\$2,087,750
Commercial:	Ready to build Ft <sup>2</sup> \$35 value/Ft <sup>2</sup> PDF	
	\$254,680; \$8,913,800; \$29,415 .0033	
	Committed by zoning or unzoned	
	\$2,763,205; \$49,737,690; \$164,134	
Industrial:	Ready to build	
	\$474,370; \$8,538,660; \$28,178	
	Committed by zoning or unzoned	
	\$9,775,540; \$175,959,720; \$580,667	
	Total:	<u>\$3,095,894</u>

Systems Development Fee: See Attached Appendix I & II

APPENDIX I

RESIDENTIAL SYSTEMS DEVELOPMENT  
FEE IN DOLLARS -- JANUARY 1, 1985

<u>TRAFFIC ZONE</u>	<u>READY TO BUILD</u>	<u>COMMITTED BY ZONING/UNZONED</u>	<u>TOTAL</u>
2	----	598,000	598,000
3	----	189,000	189,000
4	25,500	379,000	404,500
5	47,500	176,500	224,000
6	----	760,500	760,500
7	----	189,500	189,500
8	----	155,500	155,500
9	48,000	481,000	529,000
10	78,000	357,500	435,500
11	17,500	81,000	98,500
12	172,500	612,500	785,000
13	34,500	171,500	206,000
Totals:	<u>\$423,500</u>	<u>\$4,151,500</u>	<u>\$4,575,000</u>

SDF IN DOLLARS

READY-TO-BUILD COMMERCIAL AT \$35 PER SQUARE FOOT AND 25% LOT COVERAGE -- JANUARY 1, 1985

<u>TRAFFIC ZONE</u>	<u>ACRES</u>	<u>BUILDING SQUARE FEET</u>	<u>SYSTEMS DEVELOPMENT FEE IN DOLLARS</u>
1	14.27	155,400	\$54,390
2	6.08	66,200	23,170
5	1.05	11,430	4,000
9	.62	6,750	2,360
15	1.37	14,900	5,220
Totals:	<u>23.39</u>	<u>254,680</u>	<u>\$89,140</u>

COMMITTED BY ZONING/UNZONED COMMERCIAL AT \$35 PER SQUARE FOOT  
AND 25% LOT COVERAGE -- JANUARY 1, 1985

<u>TRAFFIC ZONE</u>	<u>ACRES</u>	<u>BUILDING SQUARE FEET</u>	<u>SYSTEMS DEVELOPMENT FEE IN DOLLARS</u>
1	6.26	68,171	\$23,860
2	19.93	217,040	76,000
5	107.84	1,174,380	411,030
8	41.54	452,370	158,330
9	1.87	20,364	7,130
10	22.22	242,000	84,700
11	25.34	276,000	96,600
12	1.00	10,900	3,810
15	5.03	54,780	19,170
20	22.70	247,200	86,520
Totals:	<u>253.73</u>	<u>2,763,205</u>	<u>\$967,150</u>



SDF IN DOLLARS

READY-TO-BUILD INDUSTRIAL AT \$18 PER SQUARE FOOT  
AND 25% LOT COVERAGE -- JANUARY 1, 1985

<u>TRAFFIC ZONE</u>	<u>ACRES</u>	<u>BUILDING SQUARE FEET</u>	<u>SYSTEMS DEVELOPMENT FEE IN DOLLARS</u>
3	1.80	19,600	\$3,530
14	2.68	29,185	5,250
15	26.05	283,685	51,060
20	13.03	141,900	25,540
Totals:	<u>43.56</u>	<u>474,370</u>	<u>\$85,380</u>

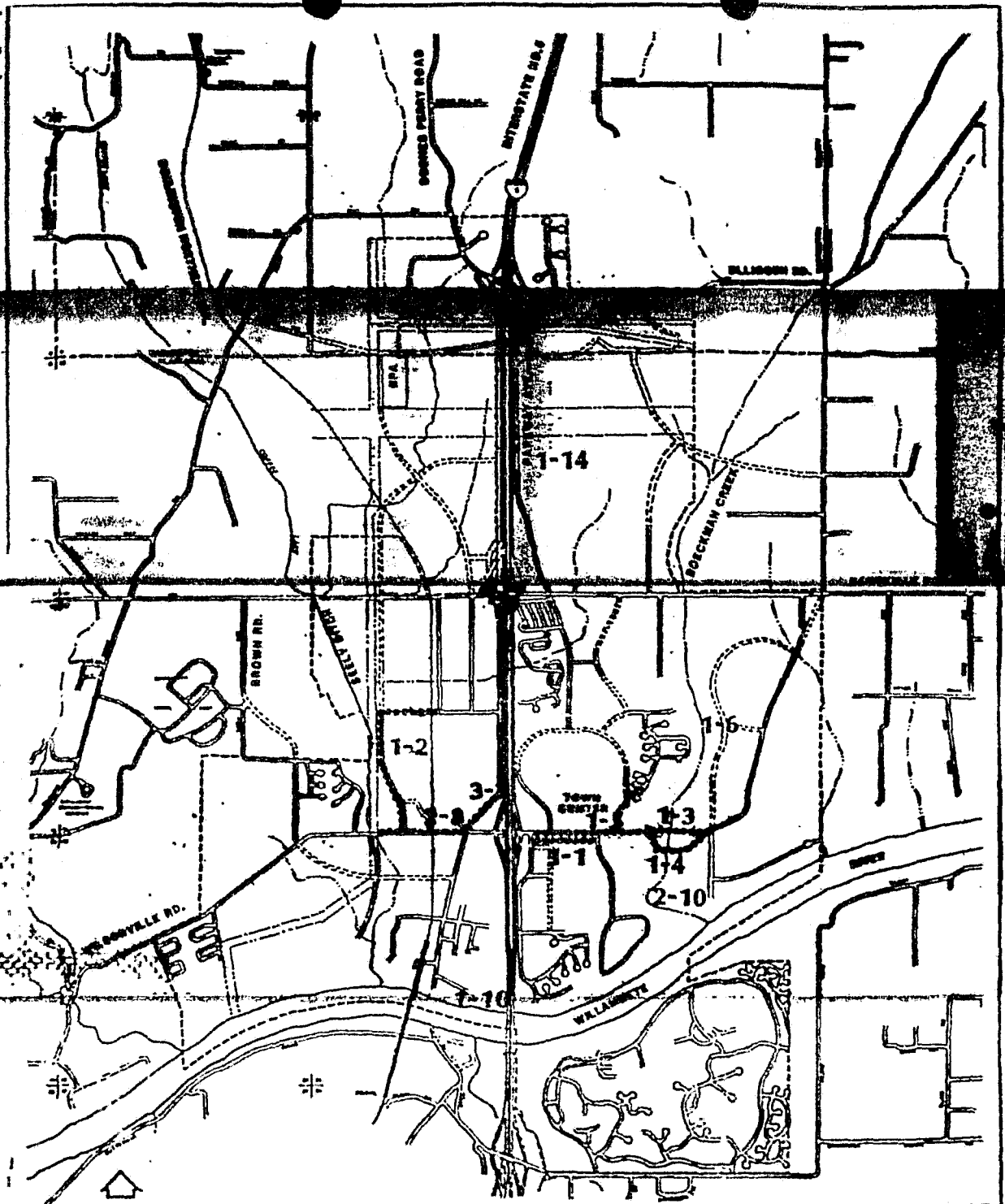
COMMITTED BY ZONING/UNZONED INDUSTRIAL AT \$18 PER SQUARE FOOT  
AND 25% LOT COVERAGE -- JANUARY 1, 1985

<u>TRAFFIC ZONE</u>	<u>ACRES</u>	<u>BUILDING SQUARE FEET</u>	<u>SYSTEMS DEVELOPMENT FEE IN DOLLARS</u>
2	108.65	1,183,200	\$213,000
3	180.68	1,967,600	354,170
11	1.75	19,060	3,430
12	113.54	1,236,450	222,560
14	120.42	1,311,400	236,050
15	47.83	520,870	93,760
17	21.81	237,510	42,750
18	220.12	2,397,100	431,480
19	53.39	581,420	104,660
20	29.47	320,930	57,770
Totals:	<u>897.66</u>	<u>9,775,540</u>	<u>\$1759,630</u>

APPENDIX II TABLE III: SUMMARY OF SYSTEMS DEVELOPMENT FEE PROJECTION IN DOLLARS FOR TOTAL DEVELOPMENT OF ALL LAND IN THE WILSONVILLE URBAN GROWTH BOUNDARY --JANUARY 1, 1985

TRAFFIC ZONE	SDF COLLECTED	SYSTEMS DEVELOPMENT FEES ALREADY COLLECTED	RESIDENTIAL READY-TO-BUILD	COMMERCIAL READY-TO-BUILD	INDUSTRIAL READY-TO-BUILD	RESIDENTIAL COMMITTED BY ZONING/ UNZONED	COMMERCIAL COMMITTED BY ZONING/ UNZONED	INDUSTRIAL COMMITTED BY ZONING/ UNZONED	TOTALS
	PROJECTED TOTAL								
1	30%	33,000	----	54,390	----	----	23,860	----	111,250
2	<1%	1,000	----	23,170	----	598,000	76,000	213,000	911,170
3	9%	55,500	----	----	3,530	189,000	----	354,170	602,200
	5%	22,000	25,500	----	----	379,000	----	----	426,500
	13%	97,500	47,500	4,000	----	176,500	411,030	----	736,530
6	0	----	----	----	----	760,500	----	----	760,500
7	1%	2,000	----	----	----	189,500	----	----	191,500
8	0	----	----	----	----	155,500	158,330	----	313,830
9	5%	27,500	48,000	2,360	----	481,000	7,130	----	565,990
10	21%	137,500	78,000	----	----	357,500	84,700	----	657,700
11	12%	27,500	17,500	----	----	81,000	96,600	3,430	226,030
12	4%	46,000	172,500	----	----	612,500	3,810	222,560	1,057,370
13	1%	1,500	34,500	----	----	171,500	----	----	207,500
14	6%	15,500	----	----	5,250	----	----	236,050	256,800
15	19%	39,500	----	5,220	51,060	----	19,170	93,760	208,710
16	0	----	----	----	----	----	----	----	----
17	0	----	----	----	----	----	----	42,750	42,750
	1%	2,500	----	----	----	----	----	431,480	433,980
	0	----	----	----	----	----	----	104,660	104,660
20	40%	112,000	----	----	25,540	----	86,520	57,770	281,830
Totals:	8%	620,500	423,500	89,140	85,380	4,151,500	967,150	1,759,630	8,096,800

# **SECTION VI**



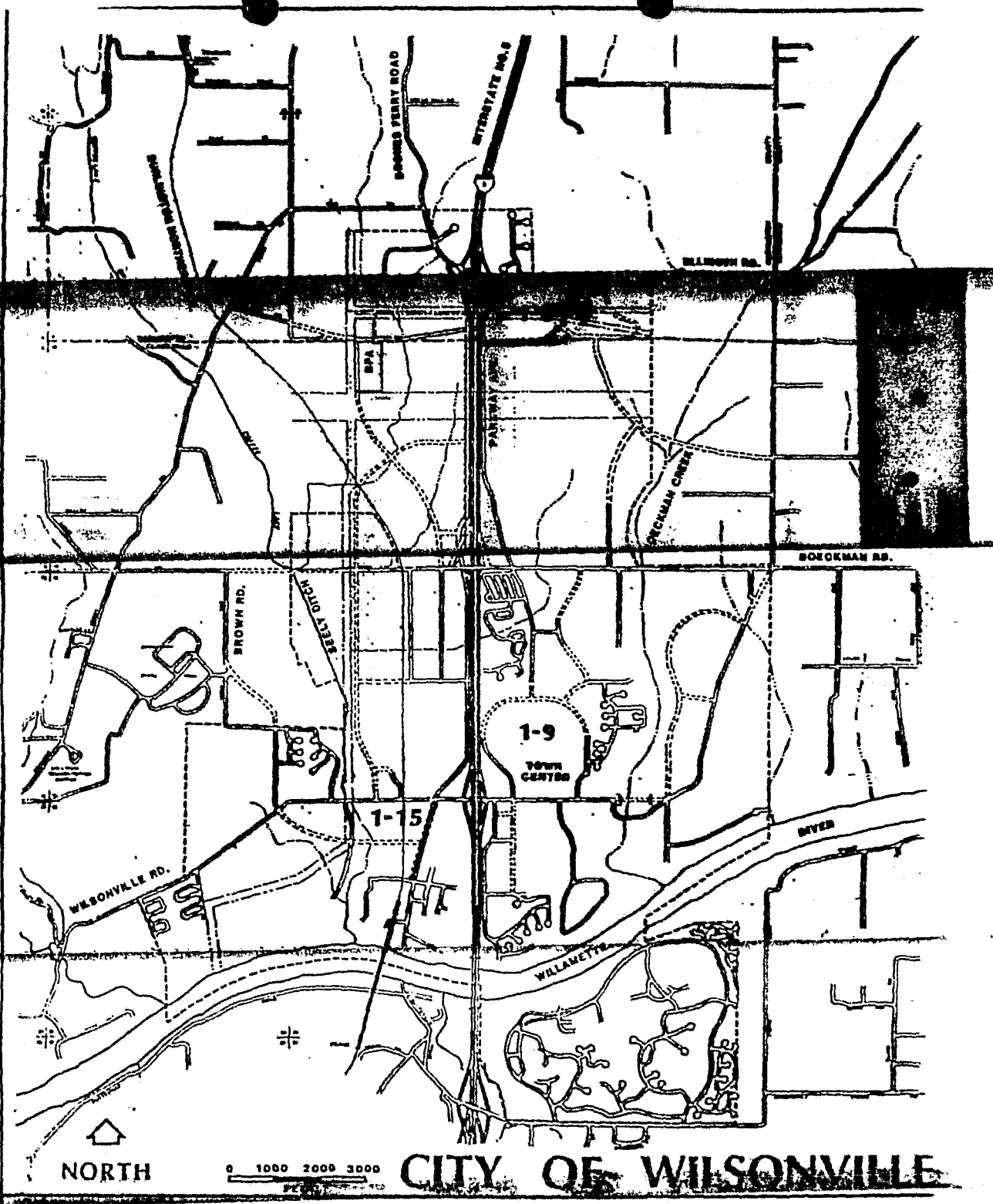
**CITY OF WILSONVILLE**

NORTH

0 1000 2000 3000  
FEET

— PROJECT AREA

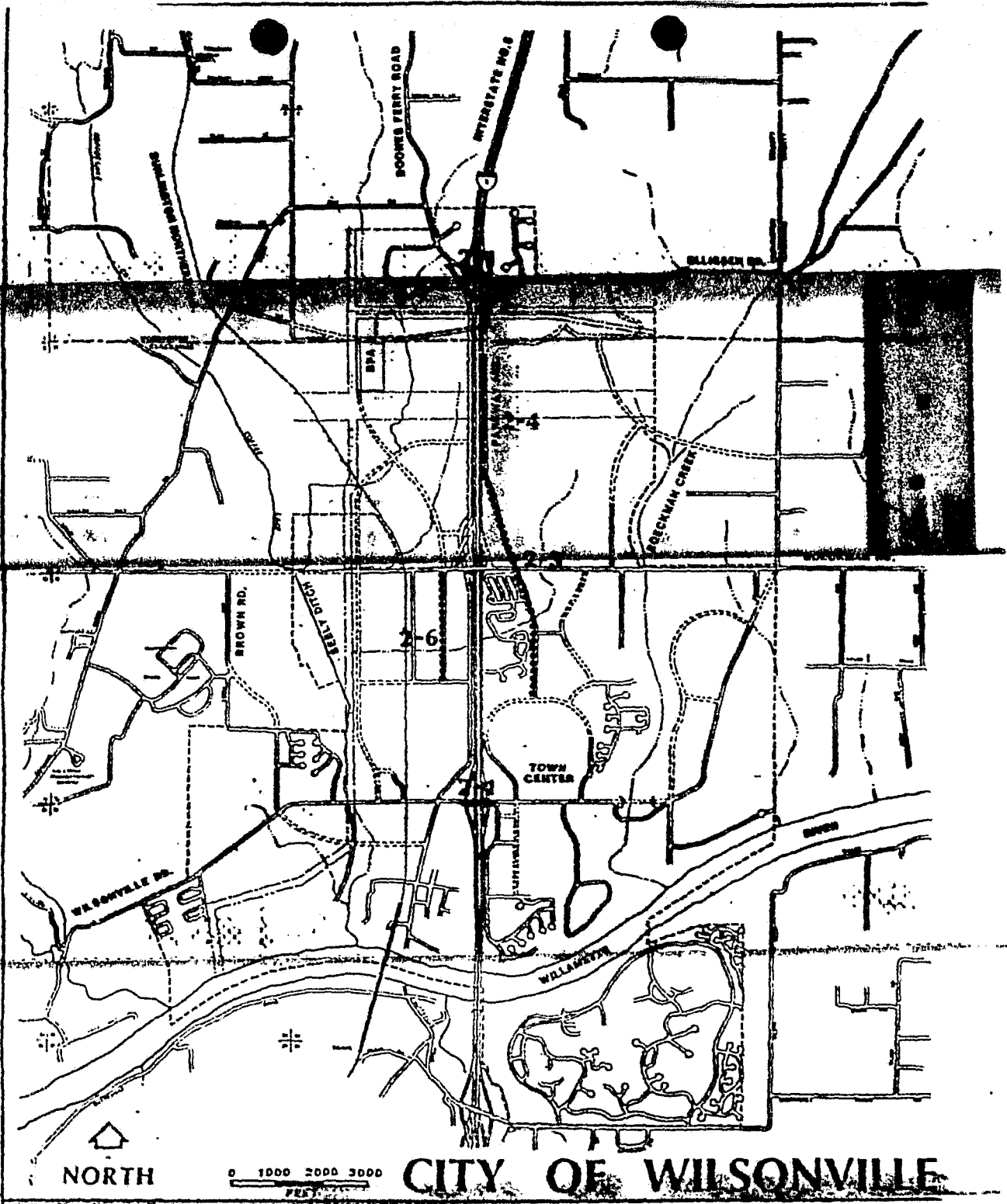
**CIP PROJECTS COMPLETED**



# CITY OF WILSONVILLE

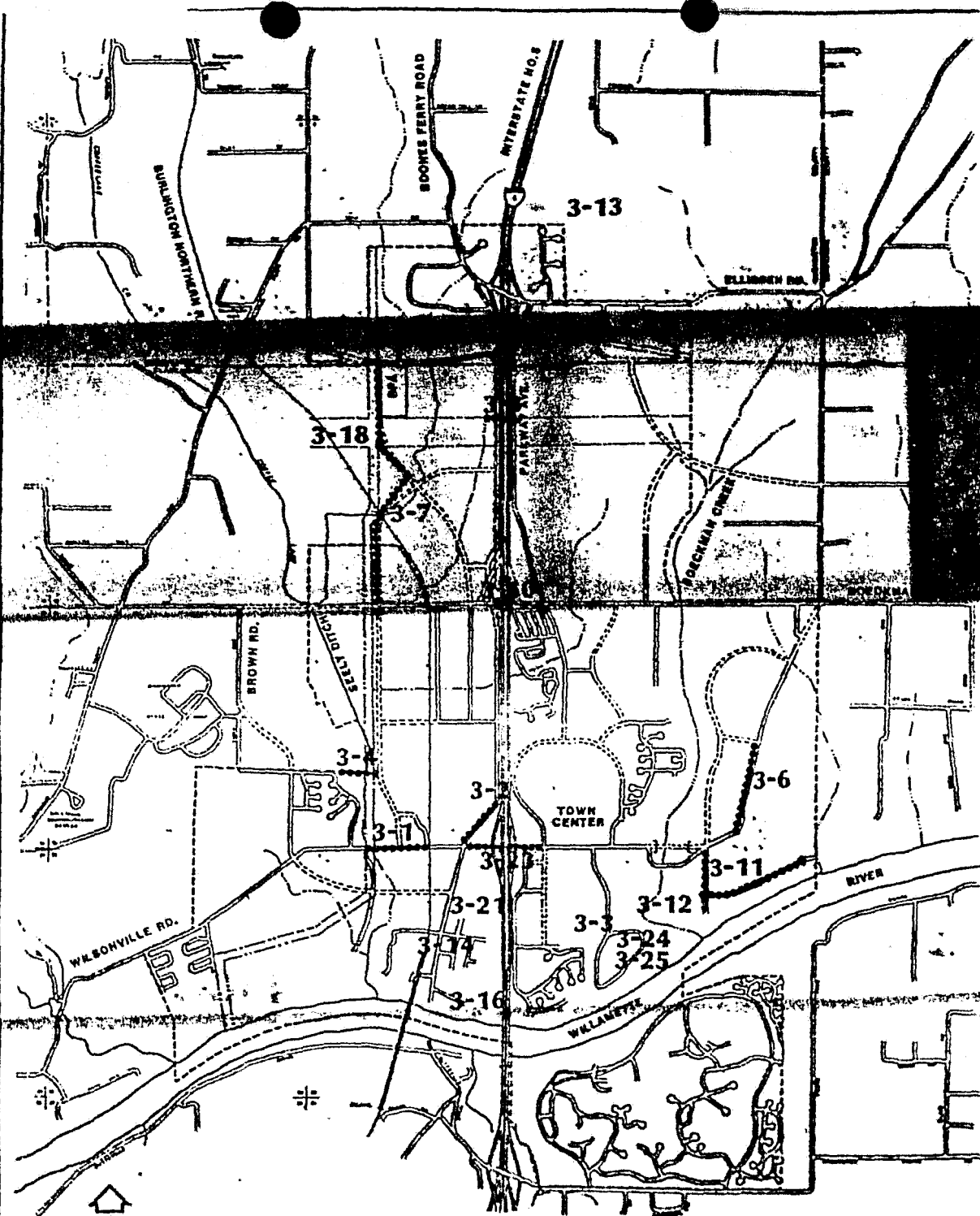
-----PROJECT AREA

## CIP PROJECTS FOR YEAR 1



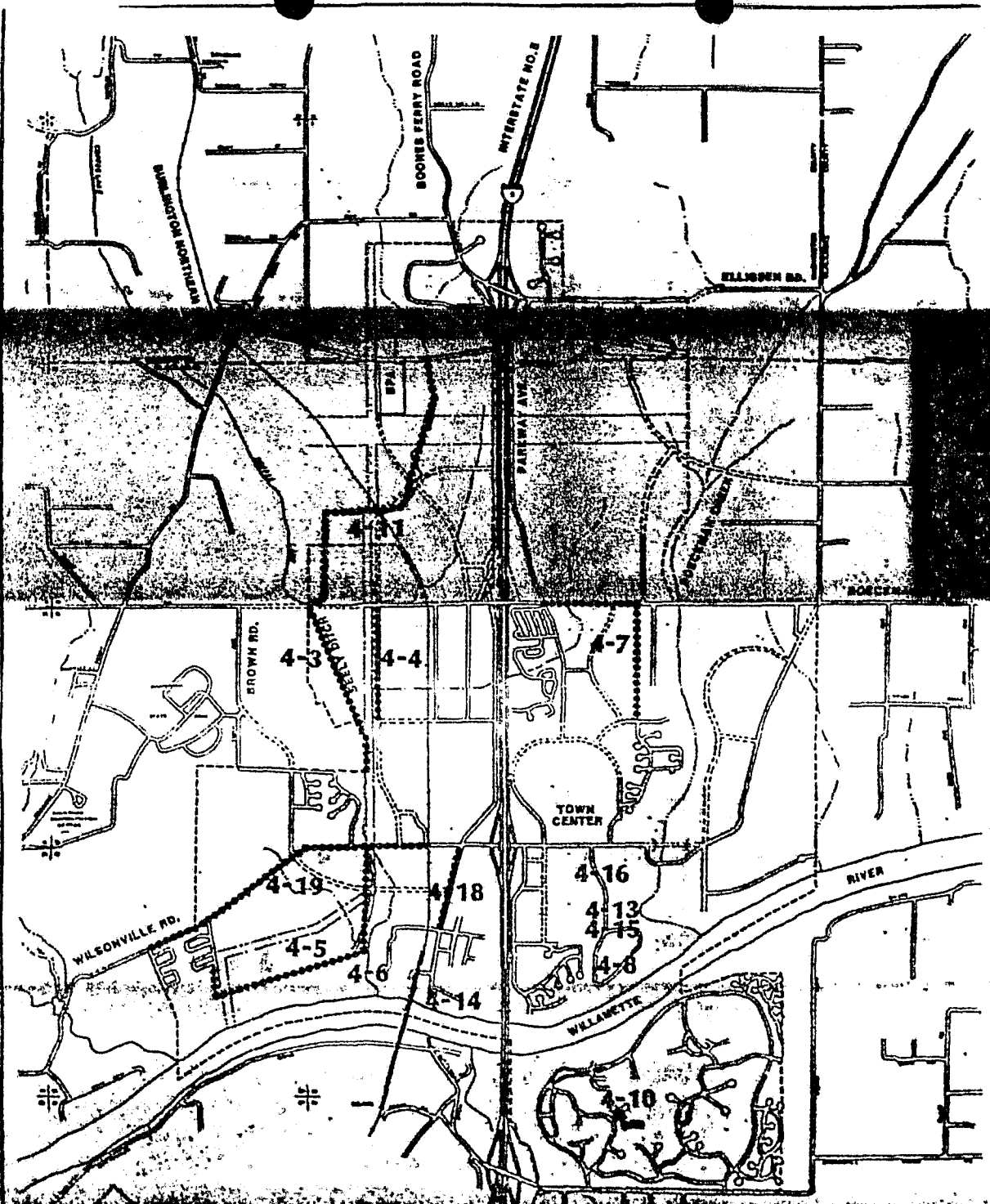
----- PROJECT AREA

# CIP PROJECTS FOR YEAR 2

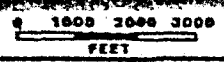


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# CIP PROJECTS FOR YEAR 3



NORTH

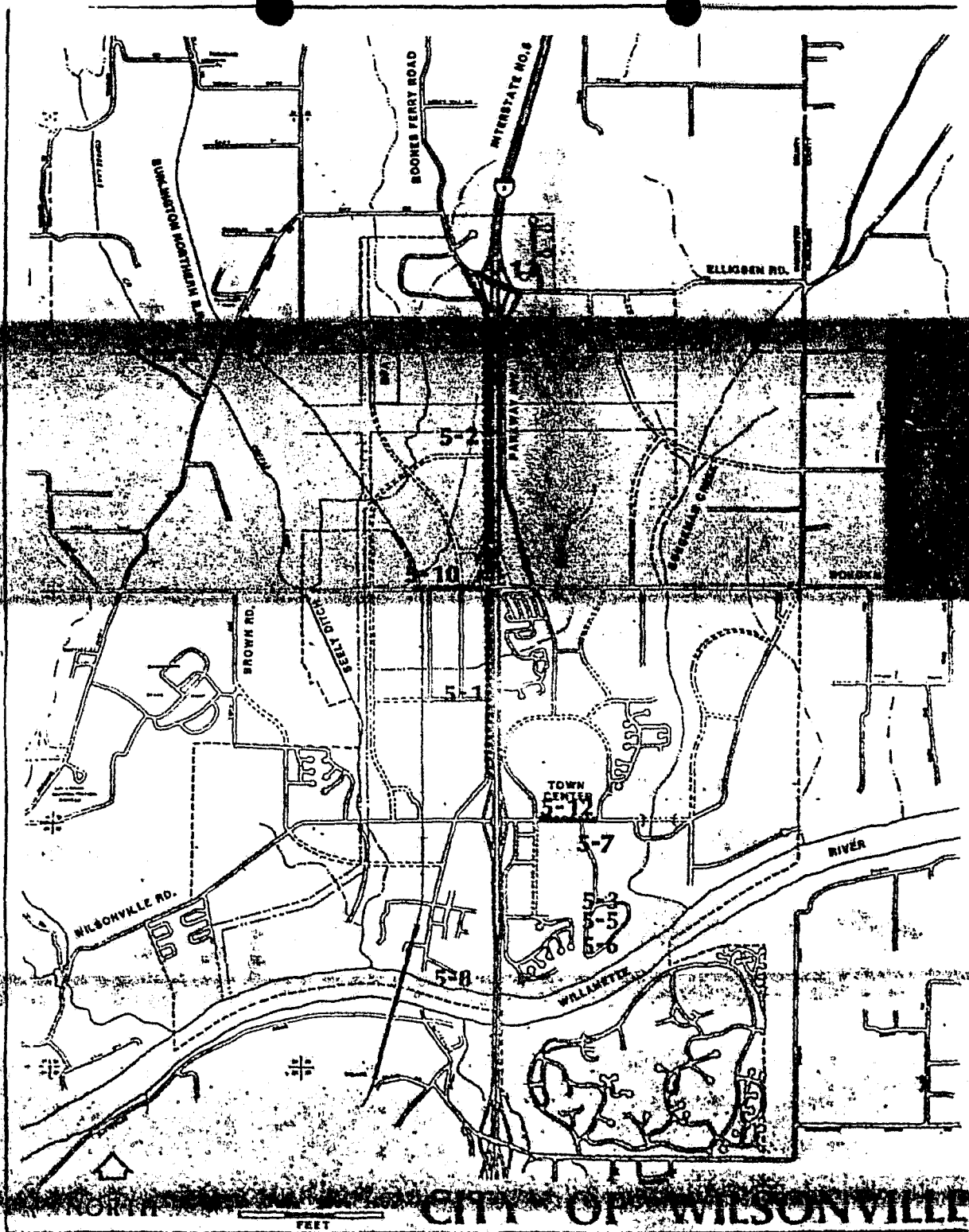


**CITY OF WILSONVILLE**

-----PROJECT AREA

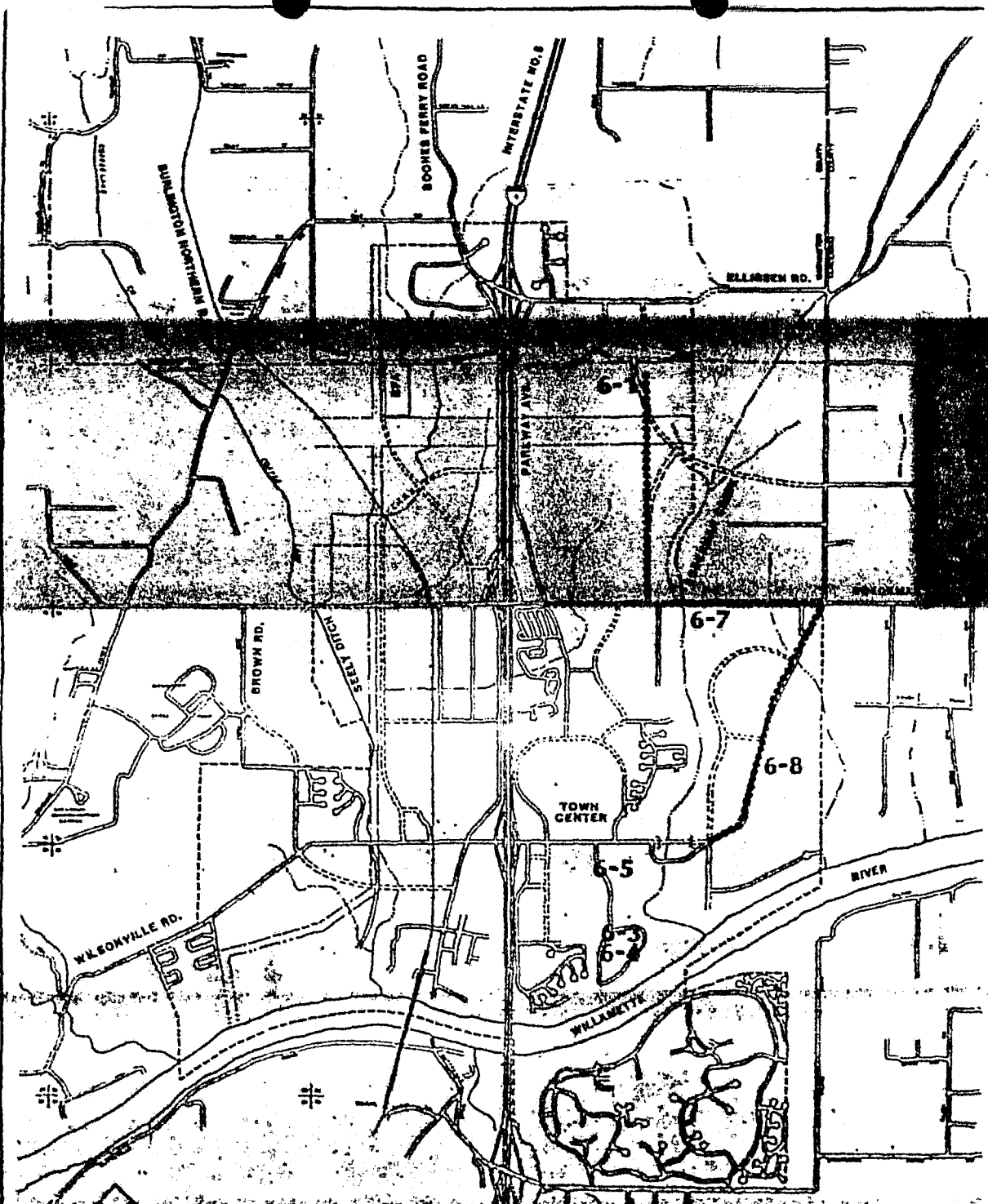
**CIP PROJECTS FOR YEAR 4**





-----PROJECT AREA

# CIP PROJECTS FOR YEAR 5



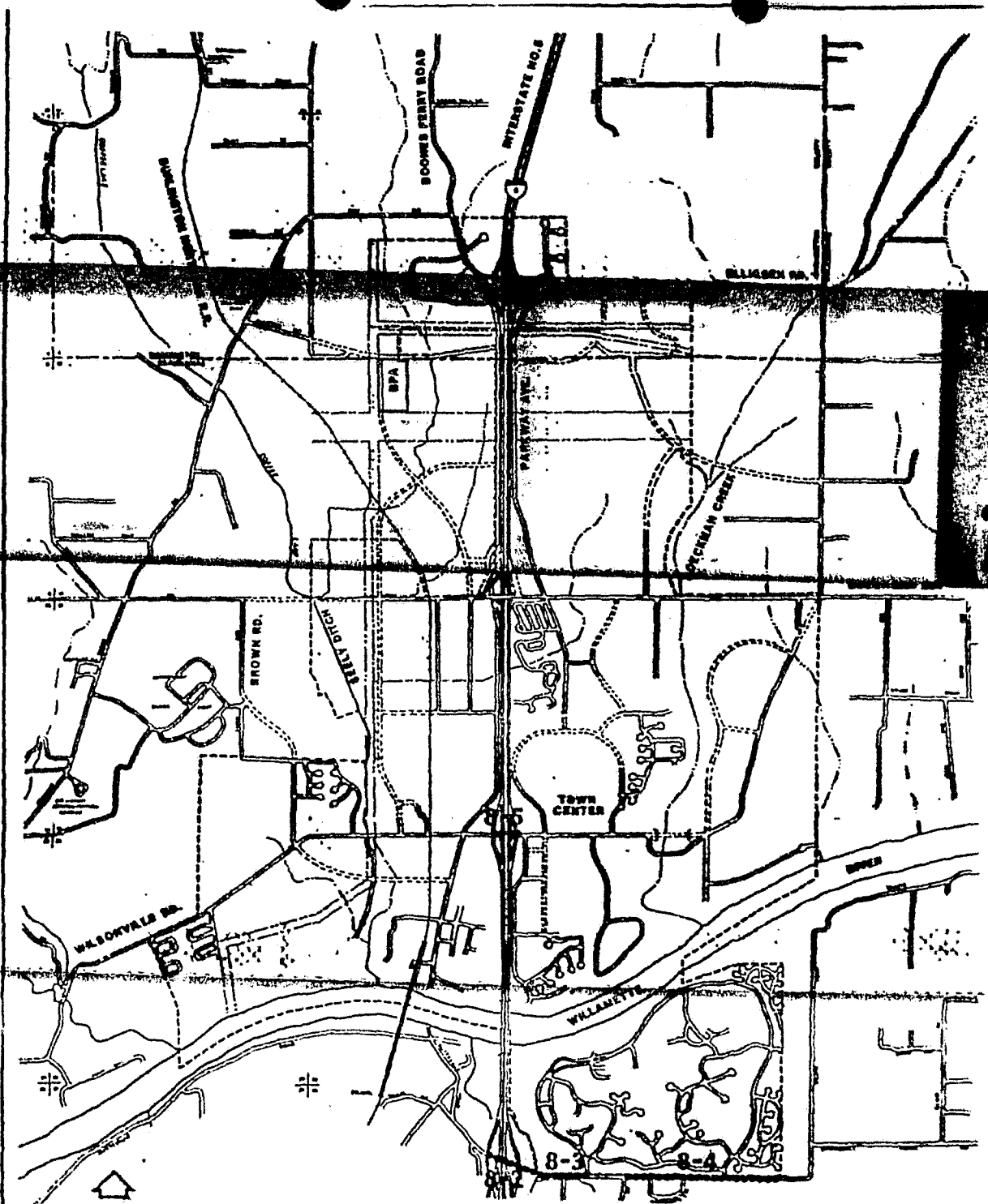
NORTH

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FEET

# CITY OF WILSONVILLE

..... PROJECT AREA

## CIP PROJECTS FOR YEAR 6

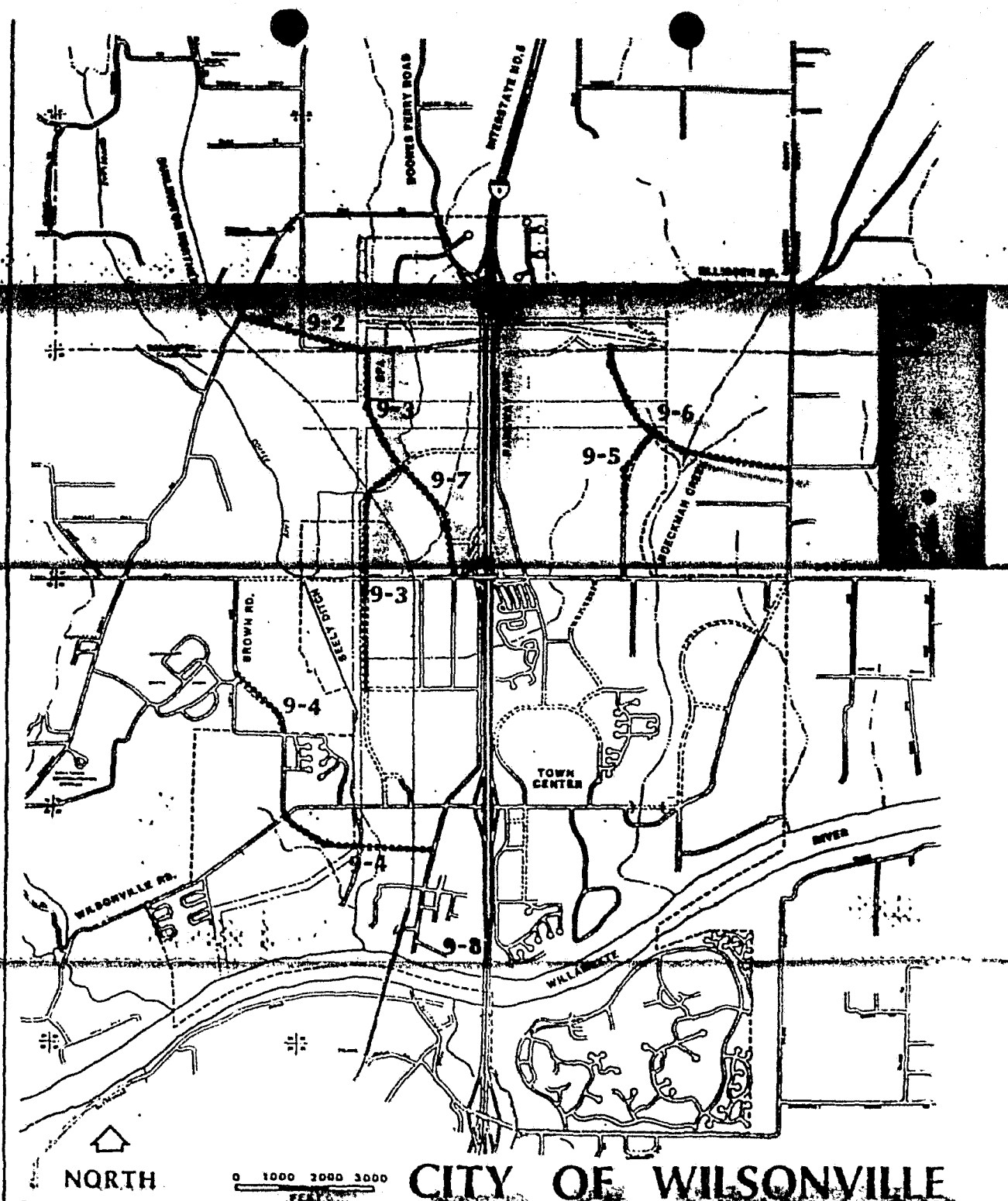


NORTH 0 1000 2000 3000 FEET

# CITY OF WILSONVILLE

.....PROJECT AREA

## CIP PROJECTS FOR YEAR 8



NORTH

0 1000 2000 3000  
FEET

CITY OF WILSONVILLE

.....PROJECT AREA

CIP PROJECTS FOR YEAR 9