

The following table list and describes all capacity projects included in the Low Build Scenario modeling.

| TSP Update ID | 2000 TSP Map ID | Project | Section | Description | Project Type | Rural/Urban | CIP | Status | Cost Estimate (YOES) | Comments |
|---------------|-----------------|--|--|--|-------------------------|-------------|---------|------------|----------------------|--|
| U001 | 36 | Sunnybrook Rd extension (W) | 82nd Avenue to Harmony Road | Extend as a minor arterial (4 lanes) | Capacity/Safety | Urban | 5 Year | Programmed | \$10,557,643 | To Fuller: Dev Agency |
| U002 | 62 | Sunnyside Road Phase 4 | 152nd Avenue to 172nd Avenue | Widen to (5) lanes, with bridge , Install traffic signal and left-turn lanes | Road Capacity | Urban | 5 Year | Complete | \$29,602,160 | Project was rephased--this became Sunnyside Phase 3 |
| U003 | 65 | SE 172nd Avenue | Sunnyside Road to Highway 212 | Four lane widening with left-turn lanes, ext. of 172nd Ave to Hwy 212 | Road Capacity | Urban | 5 Year | Programmed | \$28,461,639 | RTP calls for 5 lanes and connection to Tillstrom |
| U005 | 101 | Industrial Way | Lawnfield Road to Mather Road | New (3) lane collector | Project Design | Urban | 5 Year | Programmed | \$382,992 | The improvements include new roadway construction, bike and pedestrian facilities, curve alignments, turn lanes, street lighting. |
| U006 | 102 | SE 98th Avenue | Lawnfield Road to Mather Road | Widen to (3) lanes; Upgrade to collector standards | Road Capacity | Urban | 20 Year | Complete | \$8,782,075 | Connect Mather to 98th. |
| U007 | 105 | 102nd industrial access improv. | 102nd to Mather Road | Upgrade to collector standards (3 lanes) | Road Capacity | Urban | 5 Year | Complete | \$8,782,075 | Improve 102nd Ave, Clackamas Rd and Industrial Way form Hwy 212 to Mather Rd with bike lanes and sidewalks. [MOVE IMPROVEMENTS OFF OF INDUSTRIAL NORTH OF MATHER, OVER TO 98TH FROM MATHER TO LAWNFIELD] |
| U008 | 120 | Stafford Road | Stafford/Borland intersection | Install traffic signal and left-turn lanes on all approaches | Road Capacity | Rural | 5 Year | Complete | \$4,999,522 | Intersection redesigned with a 2-lane roundabout |
| U009 | 127 | Stafford Road | Stafford/Mountain intersection | Install traffic signal and southbound left-turn lane | intersection | Rural | 5 Year | Complete | \$1,564,689 | Realign and widen Stafford Rd to provide SB turn lane. Widen Mountain Rd to provide separate WB right and left turn lanes. |
| U012 | | Highway 213@Mulino | Passmore Rd to Freeman Rd | Install NB left-turn lane and SB right-turn lane at Mulino. Continuous left- turn lane from Passmore Rd to Graves Rd. New Milk Creek bridge with three lanes | | | | Complete | | Includes water quality swale in NW quadrant of Freeman Rd intersection. Should widening, new three lane bridge over Milk Creek. Install curbs and sidewalks. |
| U014 | S47 | I-205/Hwy. 213 Interchange | Washington St. to I-205 | Improve and widen OR 213, including reconstruction of intersection of OR 213 and Washington Street. Address safety and provide congestion relief. | Throughways | | | Programmed | \$32,565,374 | Same as U526, two 2001 TSP projects bundled into one RTP project |
| U016 | | OR 212/224: 3rd WB Lane | OR 212/224, UPRR viaduct to I-205 | Restripe OR 212/224 to add 3rd WB lane (combination thru & right-turn lane @ 82nd Dr.); provide two signalized right-turn lanes to NB I-205 On-ramp; provide two right-turn lanes SB I-205 Off-ramp to EB OR 212/224; install traffic signal @ I-205 SB ramp terminals to OR 212/224; re-align multi-use path from 82nd Dr. to I-205 NB On-ramp. | | | | Programmed | | |
| U018 | | Barber St. Extension from Kinsman Rd. to Villebois Village | Kinsman Rd. to Villebois Village | Extend 3 lanes with sidewalks and bike lanes. The project will reduce the need to use I-5 and OR 217 by providing needed connections to the Villebois Village housing development and employment areas in Wilsonville and with the new Commuter Rail site. | Roads/bridges | | | Programmed | \$13,174,174 | |
| U019 | S02 | Sunrise Expressway mainline | I-205 to SE 122nd Ave. x OR 212/224 | Construct 2-4 lane highway; construct new O'Xing structure over I-205 connecting 82nd Ave. and 82nd Dr. | | | | Programmed | \$222,036,643 | See U386 |
| U020 | S40 | Highway 224 | se 232nd Drive/Hwy-224 intersection | Install eastbound left-turn lane and westbound right-turn lane | | | | Programmed | | |
| U021 | | Kinsman Rd. Extension from Barber St. to Boeckman Rd. | Barber St. to Boeckman Rd. | Extend 3 lanes with sidewalks and bike lanes. Provide freight access and capacity from Barber Street to Boeckman Road. A vital alternative to 110th which is being vacated. Serves as a parallel arterial to I-5. | Freight & Roads/bridges | | | Programmed | \$15,342,732 | |
| U039 | | Webster Road | Webster/Jennings and Roots intersection | Southbound right turn lane | | Urban | 20 Year | Partial | | Part of U004 |
| U051 | 31 | Monterey Avenue | 82nd Avenue to 92nd Avenue | Widen to (3) lanes with parking to main street standards | Road Capacity | Urban | 5 Year | Complete | \$4,557,860 | Widened to 3-lane section from SE 82nd Ave to I-205. New signal at 85th. Accommodating increased traffic within Clackamas Regional Center |
| U052 | 58 | Sunnybrook extension east | 97th Avenue to Sunnyside at 108th Avenue | New (5) lane arterial | Road Capacity | Urban | | Complete | \$10,336,921 | |
| U053 | 59 | Sunnyside Road Phase 1 | Stevens to 122nd Avenue | Widen to (5) lanes, with bridge | Road Capacity | Urban | 5 Year | Complete | \$14,501,922 | |
| U054 | 60 | Sunnyside Road Phase 2 | 122nd Avenue to 132nd Avenue | Widen to (5) lanes | Road Capacity | Urban | 5 Year | Complete | \$23,266,050 | Project was rephased--this became Sunnyside Phase 2.1 |
| U060 | 86 | Oatfield Road | Oatfield Road/Roethe Road intersection | Install signal and left-turn lanes, improve approach grade on Roethe Road | intersection | Urban | 5 Year | Complete | \$937,208 | |
| U061 | 106 | Jennifer/135th | 130th-135th and Jennifer-Highway 212 | Two lane extension and reconstruction of 135th | Road Capacity | Urban | | Complete | \$1,211,690 | |
| U062 | 114 | Stafford Road | Stafford/Rosemont Road intersection | Roundabout | Road Capacity | Rural | 5 Year | Built | \$1,486,842 | |

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|---------------|-----------------|---|--|--|----------------|-------------|---------|------------|-----------------------|--|
| U063 | 166 | Eckert Lane | Extend Eckert Lane to Andregg Parkway | New two lane collector | Reconstruction | Urban | 20 Year | Complete | \$247,963 | |
| U064 | 209 | SE 282nd Avenue | 282nd/Stone intersection | Add turn lanes | Reconstruction | Rural | 5 Year | Complete | \$242,445 | Realign two legs of Stone Road and add turn lanes on 282nd. Multnomah Co is lead and funds coming through HEP grant with match from Multnomah Co and Clackamas Co. |
| U096 | 26 | Fuller Road | King Road to Harmony Road | Add bike lanes and sidewalks | Bike / Ped | Urban | 5 Year | Complete | \$182,934 | |
| U100 | 30 | Monterey Avenue | 82nd Avenue to Fuller Road | New (2) lane extension | Connectivity | Urban | 20 Year | Programmed | | |
| U101 | 32 | Monterey Overpass | Extend Monterey over I-205 | Construct overpass to Frontage Road | | Urban | | | | |
| U153 | 96 | Roots Road/McKinley Road | I-205 to Webster Road | Reconstruct and widen (3 lanes) | Bike / Ped | Urban | 20 Year | Complete | \$336,657 | |
| U158 | | Lawnfield Rd | 98th Ct to 97th Ave | Design roadway improvements | Project Design | Urban | 5 Year | Programmed | \$900,000 | See RTP 10042 and 2001 TSP 101. Supports Sunrise JTA Project |
| U362 | 101 | Lawnfield realignment | Lawnfield Rd to Sunnybrook Blvd | Realign existing Lawnfield Rd from 98th to 97th | | | | | \$37,968,266 | See U158 |
| U371 | | US-26 | East Wildwood Avenue/Highway-26 intersection | Install continuous two-way center turn lane from m.p. 38.75 to 40.01 | | | | | | |
| U525 | 61 | Sunnyside Road Phase 3 | 152nd Avenue to 172nd Avenue | Widen to (5) lanes, with bridge , Install traffic signal and left-turn lanes | Road Capacity | Urban | 5 Year | Complete | \$23,266,050 | |
| U538 | S51 | I-205/Hwy 213 Interchange Phase 1 | Redland Rd O'Xing, I-205 | Construct jug handle at Hwy 213/Washington St with roundabout at Clackams Dr; Hwy 213/Redland Rd lane improvements. Improve access to regional center and enhance freeway operations and safety. | | | | Programmed | \$48,848,061 | |
| U556 | | Hwy-212/224 improvements | 82nd to 98th | Construct 3rd WB lane on Hwy. 212/224 Relieve congestion and provide better access to the Milwaukie and Clackamas Industrial Areas. | Freight | | | Built | \$29,604,886 | |
| U676 | | Sager | 162nd to Foster | Improve to collector standards (3 lanes), and signalize Sager @172nd. | Roads/bridges | Urban | | | \$23,380,044 | Check with 172nd plan |
| U676 | | Wilsonville Rd/I-5 Interchange Improvements - Setback Abutments and Widen | Town Center Loop W to Boones Ferry Rd | Provide additional left-turn lanes, setback abutments, improves signal synchronization, fixes sight distance problems, and provides for enhanced bike/pad safety. | | | | | \$16,282,687 | |
| U677 | | Wilsonville Rd/I-5 Interchange Improvements - On/Off Ramps | N and S of interchange | Widen and lengthen on/off ramps | | | | | \$17,762,931 | |

Note:

Traffic signals may not be installed on the state system without the State Traffic Engineer's approval (OAR 734-020-0410). It must be demonstrated that a proposed signal: meets traffic signal warrants; satisfies highway design and spacing standards; and that the proposed signal improves the overall safety and operation of the intersection (OAR 734-020-0440). In cases where the proposed signal is less than the one-half mile minimum spacing standard, a progression analysis is also required (OAR 734-020-0470).

Installation of roundabout on ODOT facility will require ODOT approval including analysis of impacts on truck movement.