Master List County Projects - East County

\*Note: Projects are listed in descending order starting from the highest Total Score. Projects with the same Total Score are listed in ascending order starting from the lowest Planning Level Cost Estimate.

<u>\*Note</u>: Projected Future Demand based on 2035 Low Build volumes from Metro Model.

+1 : addresses deficiency -1 : does not address deficiency

1000 - 1999: Public Suggested Projects

1000 - 1999: Public Suggested Projects 2000 - 2999: New Identified Projects								See Pri	oritization Process (	Goal Matrix for Goa	al Scoring			15,000 assumed for		-1 : does not +1: addresses gap address deficiency OR deficiency			received during prioritization		Tier 3	Tier 3
U000 - U999: Previously Planned Projects									TSP Goal Asses	sment of Projec	rt		T	multiuse path or bike/ned bridge			Addition	al Scores	process.			
TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Urban or Rural	Project Category	Goal 1: Sustainable	Goal 2: Local Businesses and Jobs	Goal 3: Liveable and Local	Goal 4: Safety and Health	Goal 5: Equity	Goal 6: Fiscally Responsible	Total Goal Score	Projected Future Demand*	Planning Level Cost Estimate	70% Growth Analysis Score	DTA Analysis Score	Addresses Identified Need	Synergy Score*	Final Score	Rank within Geograhpic Sub Area	Rank Countywide
U229	E	Richey Rd	Kelso Rd to OR 212	Add paved shoulders and left turn lane at Richey Rd and OR 212.	Rural	Rural Upgrade	2	2	2	2	0	1	9	15,000	\$4,090,000	-1	0	2		10	Top 9%	Top 17%
U227	E	Compton Rd	US 26 to 352nd Ave	Remove vertical curve near Orient Dr and relocate intersection; add paved shoulders	Rural	Safety	2	1	2	2	1	0	8	7,000	\$10,900,000	0	0	2		10	Top 9%	Top 17%
U226	E	282nd Ave	OR 212 to Multnomah County line	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	2	0	0	7	15,000	\$9,140,000	0	0	2		9	Top 9%	Top 17%
U231	E	Amisigger Rd / Kelso Ro	OR 224 to Kelso / Richey	Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves.	Rural	Rural Upgrade	2	2	2	2	0	0	8	12,000	\$12,690,000	-1	0	2		9	Тор 9%	Top 17%
U233	E	Kelso Rd	Orient Dr to Sandy UGB	Remove vertical curve, relocate intersection, add paved shoulders and turn lanes at major intersections; investigate speed zone	Rural	Rural Upgrade	2	2	2	2	1	0	9	6,000	\$12,750,000	-1	0	1		9	Top 9%	Top 17%
2069	E	Eagle Creek Rd	Firwood Rd to 6th Ave	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	1	2	1	2	7	3,000	\$60,000	0	0	1		8	Тор 27%	Тор 32%
1062	E	362nd Ave	Skogan Rd to OR 211	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	0	6	2,500	\$5,980,000	0	0	2		8	Top 27%	Top 32%
U241	E	Welches Rd	US 26 to Salmon River Rd	Add paved shoulders; add pedways in Welches rural center	Rural	Rural Upgrade - Active Transportation	2	1	2	2	1	-1	7	2,500	\$14,920,000	0	0	1		8	Top 27%	Top 32%
U232 U745	E	Kelso Rd	Richey Rd to Orient Dr	Add paved shoulders	Rural	Rural Upgrade Rural Upgrade - Active	2	2	2	2	1	-1	8	5,000	\$15,480,000	-1	0	1		8	Top 27% Top 27%	Top 32%
0743	E	Eagle Creek Rd	OR 211 to Rivermill Rd	Add paved shoulders Perform road safety audit or transportation	Rural	Transportation	2	1	2	2	1	-1	,	5,000	\$17,480,000	0	0	1		0	100 27%	Top 32%
2063	E	282nd Ave	US 26 to Richey Rd	safety review to identify appropriate safety improvements	Rural	Safety Rural Upgrade - Active	0	1	1	2	0	2	6	15,000	\$30,000	0	0	1		7	Top 27%	Bottom 68%
2005	E	Wildcat Mountain DR	OR 224 to Firwood Rd	Add paved shoulders	Rural	Transportation	2	1	1	1	1	0	6	2,000	\$1,800,000	0	0	1		7	Top 27%	Bottom 68%
2007	E	Arrah Wanna Blvd	US 26 to Fairway Ave	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	0	6	2,500	\$3,530,000	0	0	1		7	Top 27%	Bottom 68%
2008	E	Fairway Ave	Arrah Wanna Blvd to Salmon River Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	0	6	2,500	\$6,170,000	0	0	1		7	Top 27%	Bottom 68%
U254	E	Hayden Rd	Springwater Rd to OR 211	Add paved houlders and turn lanes at major intersections.	Rural	Rural Upgrade	2	2	0	2	1	0	7	7,000	\$6,630,000	-1	0	1		7	Top 27%	Bottom 68%
U761	E	Salmon River Rd	US 26 to Welches Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	1	1	-1	6	2,500	\$8,980,000	0	0	1		7	Top 27%	Bottom 68%
U257	E	Eagle Creek Rd	Currin Rd to Duus Rd	Remove horizontal curve, relocate intersection, add paved shoulders and turn lanes at major intersections; investigate speed zone south of Currin Road	Rural	Rural Upgrade	2	1	1	2	1	-1	6	2,000	\$10,240,000	-1	0	2		7	Top 27%	Bottom 68%
U903	E	Porter Rd Bridge over Delph Creek	Springwater Corridor to Sandy city limits	Replace bridge	Rural	Bridge	1	0	0	1	2	1	5	2,500	\$320,000	0	0	1		6	Bottom 73%	Bottom 68%
2004	E	Howlett Rd	OR 211 to Wildcat Mountain Dr	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	1	1	1	0	5	4,000	\$10,540,000	0	0	1		6	Bottom 73%	Bottom 68%
U924	E	Tickle Creek Trail	~100 ft east of Wilcox Rd	Construct multi-use path consistent with the Connecting Clackamas Plan	Rural	Multi-use Path	2	0	1	1	1	0	5	15,000	\$10,620,000	0	0	1		6	Bottom 73%	Bottom 68%
2006	E	352nd Ave / Dunn Rd	County boundary to Bluff Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	3,000	\$14,120,000	0	0	1		6	Bottom 73%	Bottom 68%
U502	E	Firwood Rd	Wildcat Mountain Dr to US 26	Add paved shoulders and turn lanes at major intersections.	Rural	Rural Upgrade	2	1	1	2	0	-1	5	1,000	\$17,120,000	-1	0	2		6	Bottom 73%	Bottom 68%
2001	E	Orient Dr	US 26 north to County line		Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	3,000	\$20,370,000	0	0	1		6	Bottom 73%	Bottom 68%
2000	E	Bluff Rd	Kelso Rd to County boundary	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	3,000	\$21,230,000	0	0	1		6	Bottom 73%	Bottom 68%
U255	E	Springwater Rd	Hayden Rd to OR 211	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	1	1	1	1	1	-1	4	5,000	\$22,240,000	0	0	2		6	Bottom 73%	Bottom 68%
U237	E	Ten Eyck Rd	Lusted Rd to US 26	Remove vertical curve, relocate intersection, add paved shoulders, turn lanes at major intersections; investigate speed zone	Rural	Rural Upgrade	2	1	0	2	1	-1	5	1,000	\$34,620,000	-1	0	2		6	Bottom 73%	Bottom 68%
2003	E	Barlow Trail Rd/ Lolo Pass Rd	Between communities of Timberline, Welches and Zig Zag	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	2,500	\$49,180,000	0	0	1		6	Bottom 73%	Bottom 68%
1045	E	Springwater Trail	Gresham to Estacada and Government Camp	Extend Springwater Trail to Estacada and Government Camp	Rural	Multi-Use Path	2	1	1	1	1	-1	5	15,000	\$52,500,000	0	0	1		6	Bottom 73%	Bottom 68%
U235	E	362nd Dr	362nd Ave / Deming Rd intersection	Remove or decrease vertical curve, relocate intersection	Rural	Safety	0	0	0	2	1	1	4	7,000	\$460,000	0	0	1		5	Bottom 73%	Bottom 68%
U256	E	Eagle Creek Rd	Keegan Rd to Currin Rd	Realign Eagle Creek Rd to remove or decrease downgrade	Rural	Safety	0	1	1	2	1	-1	4	4,000	\$17,400,000	0	0	1		5	Bottom 73%	Bottom 68%

<ul> <li>-1: not part of DTA</li></ul>	+2: addresses gap
recommendation	AND deficiency
	+1: addresses gap OR deficiency

<u>\*Note</u>: To be completed based on feedback received during prioritization

Tier 1	Tier 1
Tier 2	Tier 2
Tier 3	Tier 3

| Geographic<br>Area | c Project Name /<br>Street Name | Segment / Locations  | Project Description  | Urban or<br>Rural  | Project Category  | Goal 1:<br>Sustainable  | Goal 2: Local<br>Businesses<br>and Jobs   | Goal 3:<br>Liveable and<br>Local  | Goal 4:<br>Safety and<br>Health   | Goal 5:<br>Equity  | Goal 6:<br>Fiscally<br>Responsible  
   
   | Total Goal<br>Score  | Projected<br>Future<br>Demand*  | Planning Level<br>Cost Estimate  
  | 70% Growth<br>Analysis Score   
   
   | DTA Analysis<br>Score  | Addresses<br>Identified<br>Need  | Synergy<br>Score*  | Final Score  | Rank within<br>Geograhpic Sub Area  
  | Rank Countywide  |
|--------------------|---------------------------------|--|--|--|---|---|---|---|---|--
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| E                  | Cazadero Multi-Use Trail        | Community of Boring to<br>City of Estacada   | Construct multi-use path   | Rural  | Multi-Use Path  | 0   | 1   | 2   | 1   | 0  | 0   
   
   | 4  | 15,000  | \$19,100,000   
  | 0  
   
   | 0  | 1  |  | 5  | Bottom 73%  
  | Bottom 68%   |
| E                  | Bull Run Rd                     |  |  | Rural  | Rural Upgrade   | 2   | 0   | 1   | 1   | 1  | -1  
   
   | 4  | 2,000   | \$20,760,000   
  | -1   
   
   | 0  | 2  |  | 5  | Bottom 73%  
  | Bottom 68%   |
| E                  | Coalman Rd                      | City of Sandy to US 26   | Add paved shoulders  | Rural  | Rural Upgrade - Active<br>Transportation  | 2   | 1   | 1   | 1   | 0  | -1  
   
   | 4  | 2,500   | \$37,320,000   
  | 0  
   
   | 0  | 1  |  | 5  | Bottom 73%  
  | Bottom 68%   |
| E                  | 282nd Ave                       | 282nd / Haley Rd<br>intersection   | Install traffic signal and lower speed limit on 282nd  | Rural  | Safety  | 1   | 0   | 0   | 2   | 0  | 1   
   
   | 4  | 15,000  | \$1,000,000  
  | 0  
   
   | 0  | 0  |  | 4  | Bottom 73%  
  | Bottom 68%   |
| E                  | 362nd Dr                        | Colorado Rd to Dubarko Rd  | Remove or decrease horizontal and vertical<br>curves   | Rural  | Safety  | 0   | 1   | 0   | 1   | 1  | 0   
   
   | 3  | 7,000   | \$5,310,000  
  | 0  
   
   | 0  | 1  |  | 4  | Bottom 73%  
  | Bottom 68%   |
| E                  | Coupland Rd                     | Estacada City Limits to<br>Divers Rd   | Add paved shoulders and turn lanes at major intersections  | Rural  | Rural Upgrade   | 2   | 0   | 0   | 2   | 1  | -1  
   
   | 4  | 3,000   | \$11,980,000   
  | -1   
   
   | 0  | 1  |  | 4  | Bottom 73%  
  | Bottom 68%   |
| E                  | Firwood Rd                      |  | 5  | Rural  | Safety  | 0   | 0   | 1   | 2   | 0  | -1  
   
   | 2  | 1,000   | \$3,230,000  
  | 0  
   
   | 0  | 1  |  | 3  | Bottom 73%  
  | Bottom 68%   |
| E                  | Lolo Pass Rd                    | US 26 to Barlow Trail Rd   | Safety analysis; add paved shoulders   | Rural  | Rural Upgrade - Active<br>Transportation  | 0   | 1   | 1   | 1   | 0  | 0   
   
   | 3  | 2,500   | \$5,340,000  
  | 0  
   
   | 0  | 0  |  | 3  | Bottom 73%  
  | Bottom 68%   |
| E                  | Bull Run Truss                  | Bull Run Truss between<br>Waterworks Rd and<br>Bowman Rd   | Replace bridge   | Rural  | Bridge  | 1   | 0   | 0   | 1   | 1  | -1  
   
   | 2  | 2,000   | \$6,750,000  
  | 0  
   
   | 0  | 1  |  | 3  | Bottom 73%  
  | Bottom 68%   |
|                    |                                 | Area     Street Name       E     Cazadero Multi-Use Trai       E     Bull Run Rd       E     Coalman Rd       E     282nd Ave       E     362nd Dr       E     Coupland Rd       E     Firwood Rd       E     Lolo Pass Rd | Area     Street Name     Segment / Locations       E     Cazadero Multi-Use Trail     Community of Boring to<br>City of Estacada       E     Bull Run Rd     Ten Eyck Rd to Multnomah<br>County line       E     Coalman Rd     City of Sandy to US 26       E     282nd Ave     282nd / Haley Rd<br>intersection       E     362nd Dr     Colorado Rd to Dubarko Rd       E     Coupland Rd     Estacada City Limits to<br>Divers Rd       E     Firwood Rd     Firwood Rd / Trubel Rd<br>intersection       E     Lolo Pass Rd     US 26 to Barlow Trail Rd       E     Bull Run Truss     Bull Run Truss between<br>Waterworks Rd and | AreaStreet NameSegment / LocationsProject DescriptionECazadero Multi-Use TrailCommunity of Boring to<br>City of EstacadaConstruct multi-use pathEBull Run RdTen Eyck Rd to Multnomah<br>County lineAdd paved shoulders and turn lanes at major<br>intersections.ECoalman RdCity of Sandy to US 26Add paved shouldersE282nd Ave282nd / Haley Rd<br>intersectionInstall traffic signal and lower speed limit on<br>282ndE362nd DrColorado Rd to Dubarko Rd<br>Divers RdRemove or decrease horizontal and vertical<br>curvesECoupland RdEstacada City Limits to<br>Divers RdAdd paved shoulders and turn lanes at major<br>intersectionsELolo Pass RdUS 26 to Barlow Trail RdSafety analysis; add paved shouldersEBull Run TrussBull Run Truss between<br>Waterworks Rd andReplace bridge | AreaStreet NameSegment / LocationsProject DescriptionRuralECazadero Multi-Use Trail<br>City of EstacadaCommunity of Boring to<br>City of EstacadaConstruct multi-use pathRuralEBull Run RdTen Eyck Rd to Multnomah<br>County lineAdd paved shoulders and turn lanes at major<br>intersections.RuralECoalman RdCity of Sandy to US 26Add paved 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shouldersRuralRuralRural Upgrade - Active<br> | Geographic<br>AreaProject Name /<br>Street NameSegment / LocationsProject DescriptionUrban or<br>RuralProject CategoryGoal 1:<br>SustainableBusinesses<br>and JobsECazadero Multi-Use Trail<br>C (ty of Estacada<br>County lineConstruct multi-use pathRuralMulti-Use Path01EBull Run RdTen Eyck Rd to Multnomah<br>County lineAdd paved shoulders and turn lanes at major<br>intersections.RuralRural Upgrade - Active<br>Transportation20ECoalman RdCity of Sandy to US 26Add paved shouldersRuralRuralRural Upgrade - Active<br>Transportation21E282nd Ave282nd / Haley Rd<br>intersectionInstall traffic signal and lower speed limit on<br>282ndRuralSafety01EGoal ARColorado Rd to Dubarko Rd<br>Divers RdRemove or decrease horizontal and vertical<br>urvesRuralRuralSafety01ECoupland RdEstacada City Limits to<br>Divers RdAdd paved shoulders and turn lanes at major<br>urvesRuralRuralRural Upgrade20ELolo Pass RdUS 26 to Barlow Trail RdRealign Trubel Rd to remove or 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and<br/>LocalSafety and<br/>HealthGoal 5:<br/>EquityFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>ResponsibleFiscally<br/>R</td> 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Total Cost: \$522,380,000