

***Note:** Projects are organized by geographic area, then by TSP Update ID.

Red text indicates changes made post-GAPS #3 Meetings

Blue text indicates change made post PAC #5B or #5C Meeting

Highlight indicates change made post PAC #5D Meeting

- 1000 - 1999: Public Suggested Projects
- 2000 - 2999: New Identified Projects
- U000 - U999: Previously Planned Projects

***Note:** Projected Future Demand based on 2035 Low Build volumes from Metro Model. 15,000 assumed for multiuse path or bike/ped bridge

| Suggested Tier | Total Cost: |
|----------------|------------------|
| Tier 1 | \$ 390,925,000 |
| Tier 2 | \$ 390,270,000 |
| Tier 3 | \$ 2,189,149,000 |

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|---------------|-----------------|--|---|--|---------------------------------|--------------------------|------------------------------|-------------|--|---------------------|--------------------|--------------------|
| 1043 | CRC | Boyer Dr / 85th Ave / Spencer Dr | OR 213 to I-205 bike path | Add bikeways | Upgrade - Active Transportation | 5,000 | \$40,000 | 9 | Local roads, bike blvd - sharrows/signing/outreach | Tier 2 | Tier 1 | Tier 1 |
| 1073 | CRC | Monterey Ave | Stevens Rd to Bob Schumacher Rd | Construct collector roadway. Include bikeways and pedways | New Roadway | 4,500 | \$6,660,000 | 10 | potential public/private partnership | Tier 1 | Tier 1 | Tier 1 |
| 1080 | CRC | Deer Creek Ln | Johnson Rd to Oak Bluff | Extend eastward for a few hundred feet and connect to Costco loop road (Oak Bluff Rd / 84th Ave) | New Roadway | 1,000 | \$5,460,000 | 7 | Conflicts with the Sunrise Project, flood plains, wetlands | Tier 3 | Tier Remove | Tier 3 |
| 1081 | CRC | Harmony Rd | Railroad Ave /Linwood Ave / Harmony Rd intersection | Provide a bike/pedestrian overpass over railroad in vicinity of Lake Rd and Railroad Ave | Upgrade - Active Transportation | 23,000 | \$1,960,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| 1083 | CRC | Service road (OSP CSO and Precision Castparts) | Lawnfield Rd and 97th Ave | Extend to link with realignments of Lawnfield and 97th | New Roadway | 1,000 | \$9,660,000 | 7 | Conflicts with the JTA Sunrise Multi-Use Path | Tier 3 | Tier Remove | Tier 3 |
| 2026 | CRC | Flavel Dr | Alberta Ave to County boundary | Add bikeways | Upgrade - Active Transportation | 2,500 | \$2,410,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2048 | CRC | Hubbard Rd | 122nd Ave to 132nd Ave | Fill gaps in pedways | Upgrade - Active Transportation | 3,000 | \$1,650,000 | 8 | | Tier 2 | Tier 2 | Tier 2 |
| 2049 | CRC | 92nd Ave | Johnson Creek Blvd to Emmert View Ct | Fill gaps in pedways | Upgrade - Active Transportation | 11,000 | \$460,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| 2050 | CRC | King Rd | Milwaukie to 82nd Ave | Fill gaps in pedways | Upgrade - Active Transportation | 14,000 | \$5,640,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| 2051 | CRC | Michael Dr | 72nd to Fuller Ave | Fill gaps in pedways | Upgrade - Active Transportation | 2,500 | \$2,620,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2052 | CRC | 72nd Ave Multi-Use Path Connection | Thompson Rd to Harmony Rd | Construct multi-use path | Multi-Use Path | 15,000 | \$1,140,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| 2054 | CRC | Lake Rd | Milwaukie City limits east to OR 224 | Fill gaps in pedways | Upgrade - Active Transportation | 9,000 | \$5,530,000 | 9 | | Tier 2 | Tier 2 | Tier 2 |
| 2055 | CRC | Johnson Rd | SE Lake Rd to North Clackamas Park Trail | Identify bike/ped connections to address gaps along 82nd Ave | Study | 2,500 | \$200,000 | 6 | Railroad conflicts, enters into the natural area. Identify bike/ped connection for Tier 1 | Tier 3 | Tier 1 | Tier 1 |
| 2090 | CRC | Johnson Creek Blvd | 55th Ave to I-205 | Perform road safety audit or transportation safety review to identify appropriate safety improvements for | Safety | 21,000 | \$60,000 | 8 | Associated with U072: prioritize safety audit before construction project | Tier 2 | Tier 1 | Tier 1 |
| 2091 | CRC | Sunnyside Rd | 93rd Ave to 126th Ave | Perform road safety audit or transportation safety review to identify appropriate safety improvements for | Safety | 38,000 | \$60,000 | 8 | | Tier 1 | Tier 1 | Tier 1 |
| 2092 | CRC | 122nd Ave | Eagle Glen Dr to Hubbard Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements for the corridor | Safety | 8,000 | \$60,000 | 7 | U123 is in Tier 1 and overlaps with the Road Safety Audit study. Prioritize study to ensure best use of funds. | Tier 2 | Tier 1 | Tier 2 |

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| 2114 | CRC | Johnson Creek Blvd | Johnson Creek Blvd near 79th Pl | Add signal to either Johnson Creek Blvd and 79th Pl or 80th Ave | Upgrade - Vehicle Capacity | 22,000 | \$400,000 | 11 | Road Safety Audit 2090 | Tier 1 | Tier 1 | Tier 1 |
| 2115 | CRC | Lake Rd | Lake Rd / International Way intersection | Add northbound right-turn lane | Upgrade - Vehicle Capacity | 29,000 | \$290,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| 2116 | CRC | Harmony Rd | Harmony Rd / Linwood Ave intersection | Add second left-turn lane on Harmony Rd, adjust signal timing | Upgrade - Vehicle Capacity | 29,000 | \$30,000,000 | 10 | | Tier Remove | Tier Remove | Tier 3 |
| 2117 | CRC | Sunnybrook Blvd | Sunnybrook Blvd / 82nd Ave intersection | Add turn lanes on all approaches | Upgrade - Vehicle Capacity | 34,000 | \$860,000 | 6 | | Tier 3 | Tier 3 | Tier 2 |
| 2805 | CRC | Sunnyside Rd | Sunnyside Rd / Stevens Rd intersection | Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing | Upgrade - Vehicle Capacity | 30,000 | \$2,000,000 | 10 | Road Safety Audit 2091 | Tier 1 | Tier 1 | Tier 1 |
| U001 | CRC | Sunnybrook Blvd Extension | OR 213 to Harmony Rd | Construct new 2 lane roadway with pedways and bikeways | New Roadway | 12,500 | \$10,600,000 | 8 | * Special Note: Before the final GAPS and TAC meetings, the PAC voted to remove the project. GAPS and TAC put it in Tier 3. | Tier 3 | Tier 3 | Remove |
| U057 | CRC | 122nd Ave | Sunnyside Rd to Hubbard Rd | Add pedways, traffic calming and turn lanes at major intersections | Upgrade | 6,000 | \$4,850,000 | 12 | | Tier 1 | Tier 1 | Tier 1 |
| U058 | CRC | 132nd Ave | Sunnyside Rd to OR 212 | Add bikeways, pedways, traffic calming and turn lanes at major intersections | Upgrade | 5,000 | \$1,680,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U066 | CRC | West Collector | Johnson Creek Blvd to King Rd | Construct new 2 lane collector west of OR 213 with pedways and bikeways | New Roadway | 10,500 | \$18,918,000 | 10 | See U662,duplicative project | Tier 3 | Tier Remove | Remove |
| U072 | CRC | Johnson Creek Blvd | 55th Ave to Bell Ave | Widen to 3 lanes with bikeways and pedways | Upgrade | 16,000 | \$13,770,000 | 11 | Consider modifying project or creating a new project that only addresses JCB/Linwood intersection realignment and a bicycle priority signal. Associated with Road Safety Audit 2090: prioritize safety audit | Tier 1 | Tier 1 | Tier 1 |
| U074 | CRC | Johnson Creek Blvd | Bell Ave to OR 213 | Widen to 3 lanes from Bell Ave to 76th Ave and 5 lanes from 76th Ave to 82nd Ave ; add bikeways and pedways | Upgrade | 21,000 | \$11,130,000 | 9 | Road Safety Audit 2090 | Tier 3 | Tier 3 | Tier 3 |
| U075 | CRC | Clatsop St / Luther Rd | 72nd Ave to Fuller Rd | Add turn lanes and signals at OR 213 intersection; add bikeways, pedways and traffic calming | Upgrade | 2,500 | \$7,920,000 | 9 | | Tier 2 | Tier 2 | Tier 2 |
| U076 | CRC | 79th Ave Extension | Luther St to Johnson Creek Blvd | Construct new 2 lane collector with pedways and bikeways | New Roadway | 12,500 | \$4,630,000 | 10 | See U662,duplicative project | Tier 3 | Tier Remove | Remove |
| U082 | CRC | Linwood Ave | Linwood Ave / Monroe St intersection | Add curbs/sidewalks, improve horizontal alignments | Upgrade | 15,000 | \$7,420,000 | 10 | | Tier 2 | Tier 2 | Tier 2 |
| U084 | CRC | Linwood Ave Bridge over Johnson Creek | Bridge | Construct bridge with bike lanes and sidewalks | Bridge | 16,000 | \$4,860,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U088 | CRC | Fuller Rd | Otty St to Johnson Creek Blvd | Add pedways, turn lanes, on-street parking, central median and landscaping. | Upgrade | 9,000 | \$4,000,000 | 11 | | Tier 1 | Tier 1 | Tier 1 |
| U089 | CRC | Otty St Realignment | Otty St / OR 213 / Otty Rd | Realign Otty St with Otty Rd at OR 213 | Upgrade | 23,000 | \$1,600,000 | 11 | | Tier 1 | Tier 1 | Tier 1 |
| U090 | CRC | Otty Rd | OR 213 to 92nd Ave | Improve to minor arterial standard consistent with Fuller Road Station Plan; improve curb radius, add turn | Upgrade | 13,000 | \$5,000,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U091 | CRC | Fuller Rd | Otty St to King Rd / OR 213 | Construct new 2 lane extension with pedways and bikeways | New Roadway | 6,000 | \$22,490,000 | 11 | | Tier 3 | Tier 3 | Tier 3 |
| U092 | CRC | Fuller Rd / King Rd Improvements | Fuller Rd / King Rd intersection | Restricts access to right-in/right-out only | Upgrade | 23,000 | \$255,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U093 | CRC | Monroe St | 72nd Ave to Fuller Rd | Add bikeways and pedways | Upgrade - Active Transportation | 6,000 | \$7,470,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U094 | CRC | Boyer Dr | OR 213 to Fuller Rd | Construct new 2 lane roadway with turn lanes at OR 213 and Fuller Rd, bikeways and pedways | New Roadway | 4,000 | \$3,700,000 | 11 | | Tier 1 | Tier 1 | Tier 1 |
| U097 | CRC | Causey Ave | Fuller Rd to I-205 | Add bikeways | Upgrade - Active Transportation | 3,000 | \$50,000 | 10 | Parking is important here, no seperated bikeways, traffic calming/curb extensions instead. High density res but no through traffic. Change scope | Tier 2 | Tier 1 | Tier 2 |
| U099 | CRC | 85th Ave | Causey Ave to Monterey Ave | Add sidewalks and bikeways | Upgrade - Active Transportation | 5,000 | \$30,000 | 11 | | Tier 1 | Tier 1 | Tier 1 |

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| U100 | CRC | Monterey Ave | OR 213 to Fuller Rd | Construct new 2 lane extension with pedways and bikeways | New Roadway | 4,500 | \$7,200,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U102 | CRC | Lake Rd | OR 224 west to Milwaukie city limits | Add pedways and turn lanes at major intersections | Upgrade | 14,000 | \$4,820,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U103 | CRC | Harmony Rd | Lake Rd / Linwood Ave / Harmony Rd intersection | Grade separated railroad crossing, include bikeways and pedways | Upgrade | 31,000 | \$20,000,000 | 10 | Project within Milwaukie TSP | Tier 1 | Tier 1 | Tier 1 |
| U104 | CRC | Harmony Rd | OR 213 to OR 224 | Widen to 5 lanes with bikeways and pedways | Upgrade | 25,000 | \$33,980,000 | 6 | | Tier 3 | Tier 3 | Remove |
| U107 | CRC | Phillips Creek Multi-Use Path | Causey Ave to North Clackamas Regional Parks Trail | Construct multi-use path | Multi-Use Path | 15,000 | \$3,110,000 | 9 | Difficult ROW project, not much of creek exposed. Costed too low. Other trails are more important and practical. | Tier 1 | Tier 1 | Tier 1 |
| U108 | CRC | North Clackamas Regional Park Trail | Linwood Ave to North Clackamas Park Complex | Construct multi-use path | Multi-Use Path | 15,000 | \$1,100,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| U114 | CRC | Hillcrest St | 92nd Ave to Stevens Rd | Add pedways | Upgrade - Active Transportation | 2,500 | \$1,540,000 | 8 | Local road, however EPN | Tier 3 | Tier 3 | Tier 3 |
| U115 | CRC | Idleman Rd | 92nd Ave to Westview Ct | Fill gaps in bikeways and pedways | Upgrade | 13,000 | \$6,450,000 | 8 | Not much complete. Alternative route on private roads or Causey/Utty. Happy Valley's portion is worse than ours | Tier 3 | Tier 3 | Tier 3 |
| U123 | CRC | 122nd Ave | Sunnyside Rd to Timber Valley Dr | Add bikeways and turn lanes at major intersections | Upgrade | 12,000 | \$2,930,000 | 9 | Road Safety Audit 2092 | Tier 1 | Tier 1 | Tier 1 |
| U126 | CRC | Valley View Terrace | Sunnyside Rd to Otty Rd | Add bikeways and pedways | Upgrade - Active Transportation | 7,000 | \$5,020,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U130a | CRC | 97th Ave / Mather Rd | Lawnfield Rd to Summers Ln | Add bikeways, pedways and eastbound left-turn lanes at Mather Rd / Summers Ln | Upgrade | 10,000 | \$4,560,000 | 8 | Close to being done, Fill in bikelane gaps (both sides), maybe just fill in north side sidewalks? Consider splitting project? (Summers to 122nd. Tier 2) | Tier 3 | Tier 1 | Tier 1 |
| U130b | CRC | Mather Rd | Summers Ln Rd to 122nd Ave | Add bikeways, pedways and eastbound left-turn lanes at Mather Rd / 122nd Ave | Upgrade | 10,000 | \$6,420,000 | 8 | Close to being done, fill in bikelane gaps (both sides), maybe just fill in north side sidewalks? Consider splitting project? (Summers to 122nd. Tier 2) | Tier 3 | Tier 2 | Tier 2 |
| U131 | CRC | Mather Rd | Mather Rd / 122nd Ave intersection | Install traffic signal or compact roundabout | Upgrade - Vehicle Capacity | 8,000 | \$200,000 | 4 | Road Safety Audit 2092 | Tier 3 | Tier 3 | Tier 3 |
| U132 | CRC | Mather Rd | 122nd Ave to 132nd Ave | Construct new 2 lane roadway with pedways and bikeways | New Roadway | 3,000 | \$7,280,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U135 | CRC | 142nd Ave | Sunnyside Rd to OR 212 | Add bikeways and pedways | Upgrade - Active Transportation | 9,000 | \$13,710,000 | 9 | A little less than half done. | Tier 2 | Tier 2 | Tier 2 |
| U136 | CRC | 152nd Ave Phase 2 | Sunnyside Rd to OR 212 | Add bikeways, pedways and turn lanes at major intersections | Upgrade | 11,000 | \$5,830,000 | 11 | Fixed the curve but issues with downhill part. Difficult project. Side slope. Perhaps use 136th instead? | Tier 1 | Tier 2 | Tier 3 |
| U155 | CRC | Strawberry Ln | Strawberry Ln / 82nd Dr intersection | Install traffic signal | Upgrade - Vehicle Capacity | 26,000 | \$200,000 | 5 | Citizen complaints. | Tier 3 | Tier 2 | Tier 2 |
| U156 | CRC | 82nd Dr | OR 212 to Gladstone | Widen to 5 lane with bikeways and pedways | Upgrade | 22,000 | \$52,861,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U160 | CRC | Mather Rd | Industrial Way to 98th Ave | Maintain as pedway and bikeway. Construct undercrossing at Sunrise mainline. | Upgrade - Active Transportation | 2,000 | \$2,040,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U184 | CRC | Springwater Rd | OR 224 to Hattan Rd | Widen to 3 lanes with shoulders and pedways. | Upgrade | 29,000 | \$5,500,000 | 8 | Move to Tier 1. High use and issues during recreation season. 2 lane bridge currently under construction. | Tier 2 | Tier 1 | Tier 1 |
| U338 | CRC | 82nd Dr | OR 212 to Lawnfield Rd | Fill in bikeways and pedways gaps | Upgrade - Active Transportation | 11,000 | \$660,000 | 9 | Just needs sidewalks | Tier 1 | Tier 1 | Tier 1 |
| U418 | CRC | Tolbert St Overcrossing | 82nd Dr to Industrial Way | Construct new 2 lane overcrossing with bikeways and pedways | New Roadway | 7,500 | \$9,210,000 | 10 | RTP Financially Constrained List Project. (ODOT) | Tier NA | Tier NA | Tier 1 |
| U645 | CRC | Causey Ave | I-205 to Bob Schumacher Rd | Extend Causey Ave over I-205 to Bob Schumacher Road with 3 lane overpass, including bikeways and pedways | New Roadway | 2,000 | \$21,670,000 | 9 | Light rail precludes bridge construction | Tier 3 | Tier Remove | Remove |

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| U650 | CRC | Sunnyside Rd | OR 213 to 97th Ave | Modified boulevard treatment including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, south side bikeways | Upgrade - Active Transportation | 34,000 | \$3,000,000 | 9 | | Tier 2 | Tier 2 | Tier 2 |
| U653 | CRC | I-205 ped / bike Overpass | Between Causey Ave and Sunnyside Rd | Construct a bike / ped crossing over I-205 to connect transit services, businesses and residents | Upgrade - Active Transportation | 38,000 | \$4,780,000 | 11 | | Tier 1 | Tier 1 | Tier 1 |
| U654 | CRC | North Clackamas Regional Park Trail | OR 213 to Linwood Ave | Construct multi-use path | Multi-Use Path | 15,000 | \$1,840,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| U657 | CRC | Sunnyside Rd Adaptive Signal Timing | OR 213 to 172nd Ave | Add adaptive timing to traffic signals | ITS | 35,000 | \$1,500,000 | 8 | Road Safety Audit 2091 | Tier 3 | Tier 3 | Tier 3 |
| U659 | CRC | Johnson Creek Blvd | Johnson Creek Blvd / OR 213 intersection | Extend westbound left-turn lane and rebuild median | Upgrade - Vehicle Capacity | 26,000 | \$50,000 | 9 | Road Safety Audit 2090 | Tier 1 | Tier 1 | Tier 1 |
| U661 | CRC | Fuller Rd / King Rd Realignment | Fuller Rd / King Rd intersection | Realign Fuller Rd west at King Rd | Upgrade | 11,000 | \$5,770,000 | 10 | Project is not a stand alone project. It only works with U076. | Tier 2 | Tier 2 | Remove |
| U662 | CRC | West 82nd Ave Parallel road | Fuller Rd to Luther Rd | Construct new Collector road parallel to OR 213 with bikeways and pedways | New Roadway | 10,500 | \$50,000,000 | 8 | A new road parallel to 82nd is problematic because of the cost, limited funding sources, and impact on existing development. The facility is key to moderating future congestion on 82nd and giving local traffic a way to get through the neighborhood without having to get onto 82nd. The CRC plan traffic analysis showed that either a parallel facility will be needed or 82nd will need to be widened to 7 lanes in the nearer time frame (20 years). If the project is not feasible, some other project for 82nd Ave would need to take its place. | Tier 3 | Tier 3 | Tier 3 |
| U677 | CRC | 162nd Ave | Sager Rd north to County line | Add bikeways, pedways, turn lanes at major intersections | Upgrade | 12,000 | \$3,920,000 | 2 | | Tier 3 | Tier 3 | Tier 3 |
| U694 | CRC | 93rd Ave | Sunnyside Rd to Sunnybrook Blvd | Add bikeways | Upgrade - Active Transportation | 5,000 | \$650,000 | 8 | I-205 Multi-Use Path is an alternative route | Tier 3 | Tier 3 | Tier 3 |
| U696 | CRC | Flavel Dr | Johnson Creek Blvd to Alberta Ave | Add bikeways | Upgrade - Active Transportation | 6,000 | \$1,230,000 | 11 | Do Bell, easter section of Alberta. Delete between Bell/Flavel. See U792, 2026. This portion of Flavel has bike lanes | Tier 1 | Tier Remove | Remove |
| U705 | CRC | Evelyn St / Mangan Dr | Jennifer St to Water Ave | Add bikeways | Upgrade - Active Transportation | 14,000 | \$50,000 | 8 | | Tier 2 | Tier 2 | Tier 2 |
| U710 | CRC | Jennifer St | 106th Ave to 130th Ave | Add bikeways | Upgrade - Active Transportation | 6,000 | \$7,300,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U715 | CRC | Linwood Ave | Queen Rd to Johnson Creek Blvd | Add bikeways | Upgrade - Active Transportation | 16,000 | \$3,600,000 | 10 | | Tier 2 | Tier 2 | Tier 2 |
| U720 | CRC | Monroe St | Linwood Ave to 72nd Ave | Add bikeways | Upgrade - Active Transportation | 5,000 | \$5,330,000 | 11 | | Tier 1 | Tier 1 | Tier 1 |
| U785 | CRC | 106th Ave | OR 212 to Jennifer St | Add bikeways and pedways | Upgrade - Active Transportation | 2,000 | \$2,060,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U792 | CRC | Bell Ave / Alberta St / 72nd Ave | King Rd to County line | Add bikeways and pedways | Upgrade - Active Transportation | 6,000 | \$21,450,000 | 10 | | Tier 2 | Tier 2 | Tier 2 |
| U794 | CRC | Cornwell Ave | OR 213 to Fuller Rd | Add pedways; connect to I-205 Multi-Use Path | Upgrade - Active Transportation | 2,500 | \$2,560,000 | 10 | | Tier 3 | Tier 3 | Tier 3 |
| U796 | CRC | Evelyn St | OR 224 to Jennifer St | Add bikeways and pedways | Upgrade - Active Transportation | 11,000 | \$1,640,000 | 9 | | Tier 2 | Tier 2 | Tier 2 |
| U797 | CRC | Fuller Rd | Johnson Creek Blvd to County Line | Add pedways | Upgrade - Active Transportation | 8,000 | \$6,020,000 | 10 | Fairly low volume collector. | Tier 3 | Tier 3 | Tier 3 |
| U805 | CRC | Jennifer St | 82nd Dr to 135th Ave | Add pedways | Upgrade - Active Transportation | 8,000 | \$15,690,000 | 10 | | Tier 2 | Tier 2 | Tier 2 |
| U808 | CRC | Johnson Creek Blvd | OR 213 to 92nd Ave | Add pedways, restripe for bikeways | Upgrade - Active Transportation | 23,000 | \$1,400,000 | 10 | Road Safety Audit 2090 | Tier 1 | Tier 1 | Tier 1 |

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| U809 | CRC | Lake Rd | Johnson Rd to Webster Rd | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | 2,500 | \$8,550,000 | 10 | | Tier 3 | Tier 3 | Tier 3 |
| U811 | CRC | Linwood Ave | Monroe St to Johnson Creek Blvd | Add pedways | Upgrade - Active Transportation | 16,000 | \$5,880,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U825 | CRC | Monroe St / 72nd Ave / Thompson Rd | Linwood Ave to Fuller Rd | Add pedways | Upgrade - Active Transportation | 5,000 | \$3,970,000 | 10 | | Tier 2 | Tier 2 | Tier 2 |
| U900 | CRC | Luther Rd Bridge over Johnson Creek | Bridge # 06591D | Replace bridge | Bridge | 2,500 | \$2,030,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U909 | CRC | Cheldelin Rd (Clatsop St extension) | 172nd Ave to Foster Rd | Construct new two lane roadway with bikeways and pedways | New Roadway | 8,000 | \$4,200,000 | 3 | | Tier 3 | Tier 3 | Tier 3 |
| U910 | CRC | Cheldelin Rd | Foster Rd to 190th Dr | Add bikeways and pedways | Upgrade - Active Transportation | 8,000 | \$12,590,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U919 | CRC | Scouters Mountain / Mt Scott Loop Trail | Loop trail through Happy Valley, Damascus, Clackamas County and Portland | Construct multi-use path consistent with the Connecting Clackamas Plan | Multi-Use Path | 15,000 | \$17,060,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U937 | CRC | 172nd Ave Bridge | ~140 feet south of Troge Rd | Replace failing bridge | Bridge | 21,500 | \$860,000 | 5 | Bridge Sufficiency <50 | | Tier 1 | Tier 3 |
| U939 | CRC | I-205 Multi-use Path Gap | OR 224/OR 213 to OR 212 | Study the I-205 multi-use path gap to create a plan for connection and path completion | Study | 15,000 | \$200,000 | 10 | | | Tier 1 | Tier 1 |
| 1010 | E | 282nd Ave | 282nd / Haley Rd intersection | Install traffic signal and lower speed limit on 282nd | Upgrade | 15,000 | \$1,000,000 | 5 | Road Safety Audit 2063 | Tier 2 | Tier 2 | Tier 2 |
| 1020 | E | OR 211 | OR 211 / Judd Rd intersection | Realign roadway | Safety | 10,000 | \$3,700,000 | 4 | | Tier NA | Tier NA | Tier 1 |
| 1045 | E | Springwater Trail | Gresham to Estacada and Government Camp | Extend Springwater Trail to Estacada and Government Camp | Multi-Use Path | 15,000 | \$52,500,000 | 9 | Remove. Not defined enough at this level, Tickle Creek and Cazadero are higher priority alternatives. | Tier 3 | Tier Remove | Remove |
| 1062 | E | 362nd Ave | Skogan Rd to OR 211 | Add paved shoulders | Upgrade | 2,500 | \$5,980,000 | 9 | | Tier 2 | Tier 2 | Tier 2 |
| 2000 | E | Bluff Rd | Kelso Rd to County boundary | Add paved shoulders | Upgrade | 3,000 | \$21,230,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2001 | E | Orient Dr | US 26 north to County line | Add paved shoulders | Upgrade | 3,000 | \$20,370,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2002 | E | Coalman Rd | City of Sandy to US 26 | Add paved shoulders | Upgrade | 2,500 | \$37,320,000 | 7 | Low volume road. Traffic calming instead? Signage? | Tier 3 | Tier 3 | Tier 3 |
| 2003 | E | Barlow Trail Rd/ Lolo Pass Rd | Between communities of Timberline, Welches and Zig Zag | Add paved shoulders | Upgrade | 2,500 | \$49,180,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2004 | E | Howlett Rd | OR 211 to Wildcat Mountain Dr | Add paved shoulders | Upgrade | 4,000 | \$10,540,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| 2005 | E | Wildcat Mountain DR | OR 224 to Firwood Rd | Add paved shoulders | Upgrade | 2,000 | \$30,010,000 | 8 | Move down to Tier 3 from Tier 1- use does not justify priority. | Tier 1 | Tier 3 | Tier 3 |
| 2006 | E | 352nd Ave / Dunn Rd | Bluff Rd to Bluff Rd | Add paved shoulders | Upgrade | 3,000 | \$14,120,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2007 | E | Arrah Wanna Blvd | US 26 to Fairway Ave | Add paved shoulders | Upgrade | 2,500 | \$3,530,000 | 8 | Supports recreational uses | Tier 2 | Tier 1 | Tier 1 |
| 2008 | E | Fairway Ave | Arrah Wanna Blvd to Salmon River Rd | Add paved shoulders | Upgrade | 2,500 | \$6,170,000 | 8 | Supports recreational uses | Tier 2 | Tier 1 | Tier 1 |
| 2063 | E | 282nd Ave | US 26 to OR 212 | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 15,000 | \$30,000 | 6 | | Tier 1 | Tier 1 | Tier 1 |
| 2069 | E | Eagle Creek Rd | Firwood Rd to Duus Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 3,000 | \$50,000 | 7 | Move up to Tier 1 - safety issues are top priority. Associated with U257 | Tier 2 | Tier 1 | Tier 1 |
| 2105 | E | 282nd | 282nd Ave / OR 212 intersection | Add second right-turn lane on 282nd | Vehicle Capacity | 24,000 | \$570,000 | 8 | Not Planned or Funded. ODOT would like clarification on operations. (ODOT) | Tier NA | Tier NA | Tier 3 |

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| U226 | E | 282nd Ave | OR 212 to Multnomah County line | Add paved shoulders | Upgrade | 15,000 | \$9,140,000 | 10 | Move down - not realistic, lengthy rural roadway, probably won't be built. Springwater Corridor provides parallel facility for bicyclists. Question as to whether still needed for safety. Road Safety Audit 2063 | Tier 1 | Tier 2 | Tier 3 |
| U227 | E | Compton Rd | US 26 to 352nd Ave | Remove vertical curve near Orient Dr and relocate intersection; add paved shoulders | Safety | 7,000 | \$10,900,000 | 11 | Move down - putting shoulders on major arterials more likely. Usage does not justify priority. | Tier 1 | Tier 2 | Tier 3 |
| U229 | E | Richey Rd | Kelso Rd to OR 212 | Add paved shoulders and left turn lane at Richey Rd and OR 212. | Upgrade | 15,000 | \$4,090,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U231 | E | Amisigger Rd / Kelso Rd | OR 224 to Kelso / Richey Rd | Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves. | Upgrade | 12,000 | \$12,690,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U232 | E | Kelso Rd | Richey Rd to Orient Dr | Add paved shoulders | Upgrade | 5,000 | \$15,480,000 | 10 | Future demand doesn't warrant project | Tier 2 | Tier 3 | Tier 3 |
| U233 | E | Kelso Rd | Orient Dr to Sandy UGB | Remove vertical curve, relocate intersection, add paved shoulders and turn lanes at major intersections; | Upgrade | 6,000 | \$12,750,000 | 10 | Move down - putting shoulders on major arterials more likely. Usage does not justify priority. | Tier 1 | Tier 3 | Tier 3 |
| U234 | E | 362nd Dr | Colorado Rd to Dubarko Rd | Remove or decrease horizontal and vertical curves | Safety | 7,000 | \$5,310,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| U235 | E | 362nd Dr | 362nd Ave / Deming Rd intersection | Remove or decrease vertical curve, relocate intersection | Safety | 7,000 | \$460,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| 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 | Upgrade | 1,000 | \$34,620,000 | 7 | Issues with grades, cliff, geology: nearly impossible to build | Tier 3 | Tier 3 | Tier 3 |
| U239 | E | Firwood Rd | Firwood Rd / Trubel Rd intersection | Realign Trubel Rd to remove or decrease downgrade | Safety | 1,000 | \$3,230,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| U241a | E | Welches Rd | US 26 to Birdie Ln | Add paved shoulders; add pedways in Welches rural center | Upgrade | 2,500 | \$6,360,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U241b | E | Welches Rd | Birdie Ln to Salmon River Rd | Add paved shoulders | Upgrade | 2,500 | \$5,300,000 | 10 | | Tier 3 | Tier 3 | Tier 3 |
| U245 | E | Lolo Pass Rd | US 26 to Barlow Trail Rd | Safety analysis; add paved shoulders | Upgrade - Active Transportation | 2,500 | \$5,340,000 | 4 | | Tier 3 | Tier 3 | Tier 3 |
| U254 | E | Hayden Rd | Springwater Rd to OR 211 | Add paved shoulders | Upgrade | 7,000 | \$5,490,000 | 9 | Move up to Tier 1? Not high volume, but connection to Estacada | Tier 2 | Tier 3 | Tier 3 |
| U255 | E | Springwater Rd | Hayden Rd to OR 211 | Add paved shoulders | Upgrade | 5,000 | \$22,240,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U256 | E | Eagle Creek Rd | Keegan Rd to Currin Rd | Realign Eagle Creek Rd to remove or decrease downgrade | Safety | 4,000 | \$17,400,000 | 7 | Road Safety Audit 2069 | Tier 3 | Tier 3 | Tier 3 |
| U257 | E | Eagle Creek Rd | Currin Rd to Duus Rd | Remove horizontal curve, relocate intersection, add paved shoulders and turn lanes at major intersection; | Upgrade | 2,000 | \$10,240,000 | 9 | Move up in priority to Tier 1 (from 3) with safety audit (2069). Safety audit could also be alternative to | Tier 3 | Tier 1 | Tier 1 |
| U258 | E | Coupland Rd | Estacada City Limits to Divers Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 3,000 | \$11,980,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U495 | E | Bull Run Rd | Ten Eyck Rd to Multnomah County line | Add paved shoulders and turn lanes at major intersections. | Upgrade | 2,000 | \$20,760,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U502 | E | Firwood Rd | Wildcat Mountain Dr to US 26 | Add paved shoulders and turn lanes at major intersections. | Upgrade | 1,000 | \$16,840,000 | 8 | | Tier 2 | Tier 2 | Tier 2 |
| U745 | E | Eagle Creek Rd | OR 211 to Duus Rd | Add paved shoulders | Upgrade | 3,000 | \$14,420,000 | 10 | Road Safety Audit 2069 | Tier 2 | Tier 2 | Tier 2 |
| U761 | E | Salmon River Rd | US 26 to Welches Rd | Add paved shoulders | Upgrade | 2,500 | \$8,980,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| U781 | E | Cazadero Multi-Use Trail | Community of Boring to City of Estacada | Construct multi-use path | Multi-Use Path | 15,000 | \$1,690,000 | 6 | Move up - in bigger discussion of trail projects, this trail is important, likelihood of funding | Tier 3 | Tier 2 | Tier 1 |
| U901 | E | Bull Run Truss | Bull Run Truss between Waterworks Rd and Bowman Rd | Replace failing bridge | Bridge | 2,000 | \$6,750,000 | 5 | Bridge Sufficiency <50 | Tier 3 | Tier 1 | Tier 3 |
| U903 | E | Porter Rd Bridge over Delph Creek | ~100 ft east of Wilcox Rd | Replace bridge | Bridge | 2,500 | \$320,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |

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|---------------|-----------------|---------------------------------|---|---|---------------------------------|--------------------------|------------------------------|-------------|---|---------------------|--------------------|--------------------|
| U924 | E | Tickle Creek Trail | Springwater Corridor to Sandy city limits | Construct multi-use path consistent with the Connecting Clackamas Plan | Multi-Use Path | 15,000 | \$9,430,000 | 7 | Move up - more equitable across the areas when looked at comprehensively. | Tier 3 | Tier 2 | Tier 3 |
| U933 | E | Dodge Park Rd Bridge | ~192 feet south of Pipeline Rd | Replace failing bridge with paved shoulders | Bridge | 1,000 | \$4,500,000 | 10 | Bridge Sufficiency <50 | | Tier 1 | Tier 1 |
| 1016 | M | Rupert Rd | Rupert Rd / Oak Grove Blvd intersection | Provide pedestrian crosswalk | Upgrade - Active Transportation | 2,000 | \$250,000 | 8 | Reconstruct intersection and add sidewalks on the east side? | Tier 1 | Tier 1 | Tier 1 |
| 1037 | M | Lake Oswego to Milwaukie Bridge | Between Sellwood and Oregon City | Construct bike/ped crossing over the Willamette River | Bridge | 15,000 | \$10,130,000 | 6 | Question - does railroad support ped/bike facilities? Potential for high-speed rail corridor? Believe corridor has been removed as potential for high-speed rail. Project will have challenges, but connection would be nice. Similar if not higher benefits than French Prairie Bridge. Transformative project. Move up in priority? (PBAC recommends Tier 1) | Tier 2 | Tier 1 | Tier 1 |
| 1038 | M | Naef Rd | Naef Rd / Oatfield Rd connection | Open intersection of Naef Rd and Oatfield Rd to through traffic | Upgrade - Vehicle Capacity | 2,500 | \$180,000 | 4 | | Tier Remove | Tier Remove | Remove |
| 1039 | M | Risley Ave | Risley Ave / Trolley Trail | Pave Risley Ave across the Trolley trail | Upgrade - Vehicle Capacity | 2,500 | \$210,000 | 2 | | Tier Remove | Tier Remove | Remove |
| 1042 | M | Oak Grove Blvd | Oatfield Rd to River Rd | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | 2,000 | \$2,520,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| 1072 | M | Oetkin Way and Naef Rd | Oatfield Rd and Wallace Rd | Add bikeways | Upgrade - Active Transportation | 2,500 | \$90,000 | 7 | On Ped/Bike Master Plan. Proposed bike boulevard. Connector road, so would do sharrows (not separated bike facility). Leave in Tier 3. No change. | Tier 3 | Tier 3 | Tier 3 |
| 1078 | M | Clackamas Rd | Johnson and Webster Rd | Fill gaps in bikeways and pedways | Upgrade - Active Transportation | 3,000 | \$3,420,000 | 8 | | Tier 3 | Tier 3 | Tier 2 |
| 1079 | M | Clackamas Rd | Clackamas Rd / I-205 interchange | Construct bike/ped bridge over I-205 | Bridge | 15,000 | \$5,060,000 | 10 | Relying on the Sunrise corridor for a bike/ped fix for this area. Add a special plan to address the issues at Herbert Ct/I-205/ completion of I-205 Multi-Use Path? More of an ODOT maintenance issue. PBAC will work with ODOT. | Tier 3 | Tier Remove | Tier 3 |
| 1084 | M | Oatfield Ridge Connection | Between Jennings Ave and Thiessen Ave over Oatfield Ridge | Construct multi-use path | New Roadway | 1,000 | \$180,000 | 8 | Potential to have bike/ped connection? Topography challenges? Change description and move to Tier 3. | Tier Remove | Tier 3 | Tier 3 |
| 2023 | M | McNary Rd / Mabel Ave | Oatfield Rd to Webster Rd | Add bikeways and pedways | Upgrade - Active Transportation | 2,500 | \$15,610,000 | 8 | Move up to Tier 3. Keep this project for potential funding opportunities. | Tier Remove | Tier 3 | Tier 3 |
| 2040 | M | Strawberry Ln | Webster Rd to 82nd Dr | Add pedways and fill bikeway gaps | Upgrade - Active Transportation | 7,000 | \$6,640,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2041 | M | Hull Ave | Wilmot St to Tims View Ave | Fill gaps in pedways | Upgrade - Active Transportation | 2,500 | \$4,130,000 | 10 | Question - local road, part on border of Gladstone. Keep in Tier 1. People may be using Hull from Trolley Trail to make east/west connections. | Tier 1 | Tier 1 | Tier 1 |
| 2042 | M | Portland Ave | Jennings Ave to Hull Ave | Fill gaps in pedways | Upgrade - Active Transportation | 2,500 | \$1,490,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2043 | M | View Acres Rd | Oatfield Rd to Hill Rd | Add pedways and traffic calming | Upgrade - Active Transportation | 2,500 | \$5,280,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| 2044 | M | Torbank Rd | River Rd to Trolley Trail | Fill gaps in pedways | Upgrade - Active Transportation | 2,500 | \$540,000 | 8 | Move up to Tier 1 - Transportation Enhancement Application, project supported by community, bike/ped community, connects to school, Trolley Trail. Double check extents (why not to OR 99E?) | Tier 3 | Tier 1 | Tier 1 |
| 2045 | M | Courtney Ave | OR 99E to Oatfield Rd | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | 2,000 | \$1,860,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| 2087 | M | Jennings Ave | Webster Rd to OR 99E | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 8,000 | \$60,000 | 7 | | Tier 1 | Tier 1 | Tier 1 |

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| 2088 | M | Oatfield Rd | Jennings Ave to Lake Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 8,000 | \$120,000 | 7 | Move up to Tier 1 - safety issues are top priority | Tier 3 | Tier 1 | Tier 1 |
| 2112 | M | Thiessen Rd | Thiessen Rd / Hill Rd intersection | Add right-turn lane on Thiessen Rd; consider converting to two-way stop controlled or installing roundabout | Upgrade - Vehicle Capacity | 11,000 | \$490,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2113 | M | Thiessen Rd | Thiessen Rd / Aldercrest Rd intersection | Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled | Upgrade - Vehicle Capacity | 13,000 | \$570,000 | 8 | | Tier 1 | Tier 1 | Tier 1 |
| U004 | M | Webster Rd | Webster Rd / Jennings Ave and Webster Rd / Roots Rd intersections | Construct traffic signals, turn lanes | Upgrade - Vehicle Capacity | 13,000 | \$2,110,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U137a | M | River Rd | Lark St to Courtney Ave | Add pedways | Upgrade - Active Transportation | 8,000 | \$4,760,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U137b | M | River Rd | Courtney Ave to Oak Grove Blvd | Add pedways | Upgrade - Active Transportation | 8,000 | \$3,130,000 | 10 | | Tier 3 | Tier 3 | Tier 3 |
| U137c | M | River Rd | Oak Grove Blvd to Risley Ave | Fill gaps in bikeways and pedways | Upgrade - Active Transportation | 8,000 | \$5,570,000 | 10 | Move down? - sufficient shoulder that could be improved at a low cost. Consider changing description | Tier 1 | Tier 1 | Tier 1 |
| U137d | M | River Rd | Risley Ave to Rinearson Rd | Add pedways | Upgrade - Active Transportation | 8,000 | \$19,580,000 | 10 | | Tier 3 | Tier 3 | Tier 3 |
| U140a | M | Concord Rd | River Rd to Oatfield Rd | Fill gaps in pedway | Upgrade - Active Transportation | 3,000 | \$7,230,000 | 11 | | Tier 1 | Tier 1 | Tier 1 |
| U140b | M | Concord Rd | River Rd to Oatfield Rd | Add turn lanes at major intersections | Upgrade - Vehicle Capacity | 3,000 | \$570,000 | 7 | | Tier 1 | Tier 1 | Tier 1 |
| U141 | M | Oatfield Rd | Oatfield Rd / Park Rd intersection | Install traffic signal and add turn lanes | Upgrade - Vehicle Capacity | 10,000 | \$1,060,000 | 8 | Signal is not part of TriMet improvement. Turn lanes will be built with TriMet improvement. Support Tier 1 | Tier 1 | Tier 1 | Tier 1 |
| U143 | M | Oatfield Rd | Oatfield Rd / Hill Rd intersection | Add left-turn lanes, install signal if warranted | Upgrade - Vehicle Capacity | 8,000 | \$2,448,000 | 5 | Road Safety Audit 2088 | Tier 3 | Tier 3 | Tier 3 |
| U145 | M | Oatfield Rd | Oatfield Rd / McNary Rd intersection | Add southbound and eastbound left-turn lanes | Upgrade | 8,000 | \$570,000 | 8 | Road Safety Audit 2088 | Tier 1 | Tier 1 | Tier 1 |
| U146 | M | Aldercrest Dr | Thiessen Rd to Oatfield Rd | Add pedways to one side of the road and bikeways | Upgrade | 5,000 | \$29,660,000 | 8 | Move up to Tier 3. Refine description to scale back (i.e. pedway on one side) | Tier Remove | Tier 3 | Tier 3 |
| U149a | M | Jennings Ave | River Rd to Oatfield Rd | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | Upgrade - Active Transportation | 8,000 | \$13,870,000 | 10 | Safety audit 2087 and project on Jennings Ave, move this up to Tier 1, synergy. Important roadway. Prior | Tier 2 | Tier 1 | Tier 1 |
| U149b | M | Jennings Ave | Oatfield Rd to Webster Rd | Widen to 2-lane urban minor arterial standard with bikeway and pedway infill | Upgrade - Active Transportation | 8,000 | \$13,340,000 | 10 | Safety audit 2087 and project on Jennings Ave, move this up to Tier 1, synergy. Important roadway. Prior | Tier 2 | Tier 2 | Tier 2 |
| U150 | M | Webster Rd | OR 224 to Gladstone | Fill gaps in bikeways and pedways | Upgrade - Active Transportation | 12,000 | \$19,010,000 | 10 | | Tier 3 | Tier 3 | Tier 2 |
| U152 | M | Webster Rd | Webster Rd / Strawberry Ln intersection | Add signal; construct southbound and westbound left-turn lane | Upgrade - Vehicle Capacity | 9,000 | \$770,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| U154 | M | Johnson Rd / McKinley Rd | OR 224 to I-205 multi-use path | Bikeway and pedway infill | Upgrade - Active Transportation | 8,000 | \$1,770,000 | 11 | | Tier 3 | Tier 3 | Tier 3 |
| U707 | M | Hill Rd | Oatfield Rd to Thiessen Rd | Add bikeways and pedways | Upgrade - Active Transportation | 4,000 | \$16,210,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U724 | M | Rusk Rd | OR 224 South to Aldercrest Rd | Add pedways on one side of the roadway and bikeways | Upgrade - Active Transportation | 11,000 | \$8,780,000 | 7 | Move up to Tier 3. Refine description to scale back (i.e. pedway on one side) | Tier Remove | Tier 3 | Tier 3 |
| U795 | M | Courtney Ave | River Rd to OR 99E (McLoughlin Blvd) | Construct pedway / complete gaps on the south side; add bikeways | Upgrade - Active Transportation | 1,000 | \$5,010,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U798 | M | Greenview Ave | Thiessen Rd to Clackamas Rd | Add pedways | Upgrade - Active Transportation | 2,500 | \$1,680,000 | 10 | | Tier Remove | Tier Remove | Remove |
| U799 | M | Harold Ave | Concord Rd to Roethe Rd | Add pedways and traffic calming | Upgrade - Active Transportation | 2,500 | \$3,310,000 | 10 | Support, school connection, many complaints, support Tier 1. | Tier 1 | Tier 1 | Tier 1 |
| U813 | M | Naef Rd | Oatfield Rd to River Rd | Add pedways | Upgrade - Active Transportation | 2,500 | \$3,770,000 | 10 | Move up to Tier 3, surrounding uses justify pedways. | Tier Remove | Tier 3 | Tier 3 |

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| U814 | M | Oatfield Rd | Milwaukie city limits to Gladstone city limits | Fill gaps in pedways and bikeways | Upgrade - Active Transportation | 8,000 | \$52,220,000 | 10 | Road Safety Audit 2088 | Tier 3 | Tier 3 | Tier 3 |
| U815 | M | Park Ave | River Rd to OR 99E (McLoughlin Blvd) | Add pedways | Upgrade - Active Transportation | 5,000 | \$1,750,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U816 | M | Risley Ave | Arista Dr to Hager Rd | Fill gaps in pedways | Upgrade - Active Transportation | 2,500 | \$7,250,000 | 10 | Move up to Tier 3, in bike plan | Tier Remove | Tier 3 | Tier 3 |
| U818 | M | Roethe Rd | River Rd to OR 99E (McLoughlin Blvd) | Add bikeways, pedways and traffic calming | Upgrade - Active Transportation | 1,000 | \$2,870,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| U819 | M | Roots Rd | Webster Rd to McKinley Rd | Add pedways | Upgrade - Active Transportation | 8,000 | \$4,720,000 | 10 | Does this need to be Tier 1? Aren't there sidewalks on one side? (sidewalks costed at 20% completed) Decision to leave in Tier 1. | Tier 1 | Tier 1 | Tier 2 |
| U824 | M | Thiessen Rd | Oatfield Rd to Webster Rd | Add bikeways and pedways | Upgrade - Active Transportation | 11,000 | \$23,830,000 | 9 | | Tier 2 | Tier 2 | Tier 2 |
| 1014 | NW | Wilsonville Rd | Wilsonville Rd / Bell Rd intersection | Realign roadway and grade improvements | Upgrade | 8,000 | \$3,300,000 | 3 | | Tier 3 | Tier 3 | Tier 3 |
| 1077 | NW | Advance Rd | ~2,900 ft west of Mountain Rd | Realign roadway and grade improvements | Upgrade | 7,000 | \$2,180,000 | 4 | Move up to Tier 1 - safety project. Several fatalities. | Tier 2 | Tier 1 | Tier 2 |
| 2029 | NW | Schatz Rd / 55th Ave / Meridian Way | 65th Ave to Stafford Rd | Add paved shoulders | Upgrade | 6,000 | \$5,060,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2030 | NW | Mountain Rd | Stafford Rd to Hoffman Rd | Add paved shoulders | Upgrade | 8,000 | \$14,610,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| 2031 | NW | Schaeffer Rd | Mountain Rd to Petes Mountain Rd | Add paved shoulders | Upgrade | 3,000 | \$11,930,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| 2032 | NW | Hoffman Rd / Peach Cove Rd / Riverwood Rd | Mountain Rd to Tualatin River | Add paved shoulders | Upgrade | 8,000 | \$8,250,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| 2033 | NW | Advance Rd | 65th Ave to Mountain Rd | Add paved shoulders | Upgrade | 13,000 | \$11,670,000 | 6 | | Tier 2 | Tier 2 | Tier 2 |
| 2034 | NW | Graham's Ferry Rd | County boundary to Westfall Rd | Add paved shoulders | Upgrade | 8,000 | \$4,540,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2035 | NW | Pleasant Hill Rd / McConnell Rd / Tooze Rd | Ladd Hill Rd to Westfall Rd | Add paved shoulders | Upgrade | 7,000 | \$12,670,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2036 | NW | Bell Rd | Ladd Hill Rd to Wilsonville Rd | Add paved shoulders | Upgrade | 7,000 | \$12,410,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| 2037 | NW | Baker Rd | Tooze Rd to County boundary | Add paved shoulders | Upgrade | 12,000 | \$7,830,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| 2038 | NW | Homesteader Rd | Stafford Rd to Mountain Rd | Add paved shoulders | Upgrade | 4,000 | \$9,810,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| 2039 | NW | Wisteria Rd / Woodbine Rd | Rosemont Rd to Johnson Rd | Add paved shoulders | Upgrade | 2,000 | \$7,780,000 | 7 | Remove? Consensus to leave in Tier 3. | Tier 3 | Tier 3 | Tier 3 |
| 2094 | NW | Stafford Rd | Rosemont Rd to Mountain Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 26,000 | \$50,000 | 7 | U168 and U168 are Tier 1 and overlap with the Road Safety Audit study. Prioritize study to ensure best use of funds. | Tier 3 | Tier 1 | Tier 3 |
| 2095 | NW | Graham's Ferry Rd | Wilsonville Rd to City of Wilsonville | Add paved shoulders | Upgrade | 8,000 | \$2,120,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U167 | NW | Borland Rd | Tualatin City Limits to Stafford Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 21,000 | \$5,680,000 | 7 | Move down to Tier 2 - likely to be driven by development in Tualatin. Forecast does not predict the road becoming urban. Road is important for hospital. Comment to do full corridor to West Linn (U741). Other support to keep in Tier 1. | Tier 1 | Tier 1 | Tier 1 |
| U168 | NW | Stafford Rd | Rosemont Rd to I-205 | Add paved shoulders and turn lanes at major intersections | Upgrade | 23,000 | \$8,390,000 | 11 | Road Safety Audit 2094 | Tier 1 | Tier 1 | Tier 1 |
| U169 | NW | Stafford Rd | Stafford Rd / Childs Rd intersection | Install traffic signal and southbound and northbound turn lanes | Upgrade - Vehicle Capacity | 26,000 | \$770,000 | 7 | Move to Tier 1 from Tier 3 - capacity and safety issue. Road Safety Audit 2094 | Tier 3 | Tier 1 | Tier 1 |
| U173 | NW | Rosemont Rd | Stafford Rd to West Linn | Add paved shoulders and turn lanes at major intersections | Upgrade | 16,000 | \$8,570,000 | 9 | Move to Tier 2 . Ped/bike community supports. | Tier 3 | Tier 2 | Tier 2 |
| U177 | NW | Stafford Rd / 65th Ave | I-205 to Boeckman Rd / Advance Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 19,000 | \$21,540,000 | 12 | Road Safety Audit 2094 | Tier 2 | Tier 2 | Tier 2 |
| U180 | NW | 65th Ave | 65th Ave / Elligsen Rd / Stafford Rd intersection | Construct roundabout | Upgrade | 16,000 | \$5,550,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |

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| U272 | NW | Ladd Hill Rd | Wilsonville Rd to Washington County line | Add paved shoulders and turn lanes at major intersections | Upgrade | 1,500 | \$29,150,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U273 | NW | Wilsonville Rd | Wilsonville Rd / Edminston Rd intersection | Remove bank, remove horizontal curve, relocate intersection | Safety | 1,500 | \$3,130,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| U462 | NW | Childs Rd | Stafford Rd to Lake Oswego city limits | Add pedways, bikeways and turn lanes at major intersections | Upgrade | 13,000 | \$19,110,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U466 | NW | Petes Mountain Rd | West Linn city limit to Hoffman Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 7,000 | \$19,000,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U700 | NW | Bonita | Carman Drive to I-5 | Add bikeways and pedways | Upgrade - Active Transportation | 10,000 | \$11,100,000 | 10 | | Tier 3 | Tier 3 | Tier 3 |
| U702 | NW | Carman | Lake Oswego City Limits to Roosevelt Ave | Add bikeways and pedways; analyze for turn lanes | Upgrade | 16,000 | \$7,070,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U737 | NW | 65th Ave | Stafford Rd to City of Tualatin | Add paved shoulders | Upgrade | 14,000 | \$11,380,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U741 | NW | Borland Rd | Stafford Rd to City of West Linn | Add paved shoulders | Upgrade | 18,000 | \$10,030,000 | 10 | Move to Tier 1 to be done with U167? Stretch from Tualatin to Stafford Rd is most important. | Tier 2 | Tier 1 | Tier 1 |
| U752 | NW | Johnson Rd | Stafford Rd to City of West Linn | Add paved shoulders and turn lanes at major intersections | Upgrade | 3,000 | \$13,140,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U922 | NW | Tualatin / Lake Oswego Pedestrian and Bicycle Bridge | Tualatin River Bridge | Construct bike / ped bridge consistent with the Connecting Clackamas Plan | Multi-Use Path | 15,000 | \$4,890,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| U925 | NW | French Prairie Bridge | Willamette River near I-5 | Construct a bridge consistent with the Connecting Clackamas Plan | Bridge | 15,000 | \$9,790,000 | 10 | | Tier 1 | Tier 1 | Tier 1 |
| U926 | NW | Tonquin Trail | Willamette River through Wilsonville | Construct bike / ped bridge consistent with the Connecting Clackamas Plan | Multi-Use Path | 15,000 | \$10,030,000 | 7 | | Tier 3 | Tier 3 | Tier 1 |
| U927 | NW | Childs Rd | Sycamore Ave to 65th Ave | Transfer roadway to local jurisdiction | Other | 9,000 | \$80,000 | 1 | Move down to Tier 2 - shouldn't be high priority for County, could be Rivergrove's responsibility. Rivergrove does not have in its plan; someone should carry. Childs Rd is an anomaly in that it falls between two cities, but is County facility. Neither Rivergrove nor Lake Oswego likely to address. Potential to transfer road? Leave in Tier 1, change description to Road Transfer. | Tier 1 | Tier 1 | Tier 1 |
| U934 | NW | Wilsonville Rd Bridge | ~300 feet south of Bell Rd | Replace failing bridge | Bridge | 1,500 | \$760,000 | 7 | Bridge Sufficiency <50 | | Tier 1 | Tier 3 |
| 1047 | SW | Redland Rd | Fischers Mill Rd to Springwater Rd | Add paved shoulders | Upgrade | 6,000 | \$32,210,000 | 9 | Road Safety Audit 2084 | Tier 3 | Tier 3 | Tier 3 |
| 1050 | SW | Union Hall Rd | Central Point Rd to El Dorado Rd | Add paved shoulders | Upgrade | 1,500 | \$11,210,000 | 7 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| 1053 | SW | Ferguson Rd | Beavercreek Rd and Henrici Rd | Reduce the speed limit and install traffic calming features | Other (Traffic Calming) | 2,500 | \$10,000 | 4 | | Tier Remove | Tier Remove | Tier 3 |
| 1054 | SW | S Killdeer Rd | Ferguson Road and Yeoman Road | Extend S Killdeer Rd to connect with S. Ivel Rd. and provide bike/ped access | Multi-Use Path | 1,000 | \$740,000 | 7 | Move to Tier 3 from Tier 1, problems with sight distance, public support, questionable need, little use. | Tier 1 | Tier 3 | Tier 3 |
| 1055 | SW | Gribble Rd | Mark Rd to Dryland Rd | Reconstruct and widen | Upgrade | 2,500 | \$11,450,000 | 5 | Don't include local roads on Capital Improvement Plan | Tier 3 | Tier Remove | Remove |
| 1057 | SW | Buckner Creek Rd | Gard Rd to Cochell Rd | Add paved shoulders | Upgrade | 2,500 | \$25,580,000 | 5 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| 1065 | SW | Molalla Forest Rd | City of Canby to City of Molalla | Pave to provide bicycle access | Multi-Use Path | 15,000 | \$16,360,000 | 7 | Support by Canby/Molalla. More complete ownership | Tier 2 | Tier 1 | Tier 2 |
| 1066 | SW | Emerald Necklace Trail | To Canby Ferry | Extend Molalla Forest Rd to Locust St | Multi-Use Path | 15,000 | \$430,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| 1068 | SW | Ferguson Multi-Use Path | Thayer Rd to Ferguson Rd | Multi-use path to connect Ferguson Rd to Thayer Rd | Multi-Use Path | 1,000 | \$240,000 | 3 | Needs to be further studied. Move to Tier 3 from Tier 1. Terrain challenging. | Tier 1 | Tier 3 | Tier 1 |
| 1074 | SW | Clackamas River bridge | From Blay Rd to Palmer Rd at the Clackamas River | Construct bridge over Clackamas River | Bridge | 3,000 | \$60,030,000 | 2 | | Tier 3 | Tier 3 | Tier 3 |
| 1088 | SW | Passmore Rd | East of OR 213 | Disconnect east of OR 213 (at school) and create cul-de-sac on western portion of roadway segment | Other (Road Closure) | 2,500 | \$10,000 | 6 | ODOT made large investment in area recently. Move down to Tier 2? | Tier 1 | Tier 2 | Remove (replaced with 1090) |

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| 1089 | SW | Graves Rd | Ranch Hills Rd to OR 213 | Realign to create four-way intersection with Mulino Road and OR 213. Install traffic signal. | Safety | 21,000 | \$5,550,000 | 12 | ODOT made large investment in area recently. Move down to Tier 2? | Tier 1 | Tier 2 | Remove (replaced with 1090) |
| 1090 | SW | Graves Rd/Passmore Rd/Mulino Rd | OR 213 | Realign to create four-way intersection of Mulino Road/Graves Road/ OR 213. Install traffic signal. Disconnect Passmore Road east of OR 213 (at school) and create cul-de-sac on western portion of roadway segment. | Safety | 21,000 | \$5,560,000 | 12 | ODOT made large investment in area recently. Move down to Tier 2? | Tier 1 | Tier 2 | Tier 1 |
| 2009 | SW | Bakers Ferry Rd | Springwater Rd to Eaden Rd | Add paved shoulders | Upgrade | 6,000 | \$14,040,000 | 9 | Duplicate to U247 | Tier 3 | Tier Remove | Remove |
| 2012 | SW | Carus Rd | Central Point Rd to Beaver Creek Rd | Add paved shoulders | Upgrade | 4,000 | \$28,370,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2014 | SW | Canby-Marquam Highway | City of Canby to OR 211 | Add paved shoulders | Upgrade | 6,000 | \$20,900,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| 2015 | SW | Meridian Rd | Lone Elder Rd to OR 211 | Add paved shoulders | Upgrade | 4,000 | \$29,000,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2016 | SW | Lone Elder Rd | County line to Canby-Marquam Hwy | Add paved shoulders | Upgrade | 3,000 | \$15,140,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2017 | SW | Barnards Rd | Meridian Rd to Canby-Marquam Hwy | Add paved shoulders | Upgrade | 2,500 | \$15,630,000 | 8 | Complete to County line and phase? | Tier 3 | Tier 3 | Tier 3 |
| 2018 | SW | Leland Rd | Oregon City to Beaver Creek Rd | Add paved shoulders | Upgrade | 3,000 | \$22,400,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2019 | SW | New Era Rd / Haines Rd | OR 99E to Leland Rd | Add paved shoulders | Upgrade | 3,000 | \$22,350,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| 2020 | SW | Forsythe Rd | Oregon City to Bradley Rd | Add paved shoulders | Upgrade | 6,000 | \$13,900,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| 2021 | SW | Thayer Rd/Ferguson Rd | Oregon City to Redland Rd | Add paved shoulders | Upgrade | 8,000 | \$14,690,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| 2073 | SW | Redland Rd | OR 213 to Hattan Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 12,000 | \$80,000 | 7 | | Tier 1 | Tier 1 | Tier 1 |
| 2076 | SW | Maplelane Rd | Beaver Creek Rd to Ferguson Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 8,000 | \$50,000 | 6 | | Tier 1 | Tier 1 | Tier 1 |
| 2077 | SW | Beaver Creek Rd | Lower Highland Rd to Butte Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 4,000 | \$50,000 | 5 | | Tier 1 | Tier 1 | Tier 1 |
| 2078 | SW | Upper Highland Rd | Beaver Creek Rd to Lower Highland Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 16,000 | \$80,000 | 6 | | Tier 1 | Tier 1 | Tier 1 |
| 2082 | SW | OR 170 | OR 99E to Macksburg Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 11,000 | \$60,000 | 8 | | Tier 1 | Tier 1 | Tier 1 |
| 2084 | SW | Redland Rd | Redland Rd / Springwater Rd intersection | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 7,000 | \$20,000 | 7 | Road Safety Audit 2084 | Tier 1 | Tier 1 | Tier 1 |
| 2085 | SW | Beaver Creek Rd | Ferguson Rd to Spangler Rd | Perform road safety audit or transportation safety review to identify appropriate safety improvements | Safety | 8,000 | \$80,000 | 6 | | Tier 1 | Tier 1 | Tier 1 |
| 2107 | SW | Springwater Rd | Springwater Rd / Clackamas River Dr intersection | Install signal and second southbound left-turn lane on Clackamas River Dr | Upgrade - Vehicle Capacity | 36,000 | \$770,000 | 6 | | Tier 1 | Tier 1 | Tier 1 |
| 2800 | SW | Beaver Creek multi-use path | Loder Rd to Ferguson Rd | Construct multi-use path consistent with the Beaver Creek Road Concept Plan | Multi-Use Path | 15,000 | \$4,700,000 | 8 | Road Safety Audit 2085 | Tier 2 | Tier 2 | Tier 2 |
| 2801 | SW | Hult Rd | OR 211 to Unger Rd | Re-open and improve Hult Rd | Upgrade | 1,000 | \$1,070,000 | 4 | | Tier 1 | Tier 1 | Tier 1 |
| 2806 | SW | Arndt Rd Extension | Knights Bridge to OR 99E | Construct new 3 lane roadway | New Roadway | 32,000 | \$17,040,000 | 8 | Move down to Tier 2? Could we change description to reduce cross-section to be consistent with other roadways? There is currently congestion on the road, showing as congested in the future. Needs more corridor specific look. Agreement to move to Tier 2 , look at description further. See draft policy 72 and 73. | Tier 1 | Tier 2 | Tier 2 |

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| U185 | SW | Springwater Rd | 400 ft east of Hattan Rd | Construct bridge to accommodate paved shoulders | Bridge | 15,000 | \$3,630,000 | 7 | Passmore road goes straight through a grade school and kids must cross it to get between classes and to recess. Tier 1. | Tier 1 | Tier 1 | Tier 1 |
| U186 | SW | Forsythe Rd | Oregon City limits to Bradley Rd | Add center turn lane and paved shoulders | Upgrade | 6,000 | \$41,930,000 | 9 | Center turn lane needed? | Tier 3 | Tier 3 | Tier 3 |
| U187 | SW | Forsythe Rd | Forsythe Rd / Victory Rd intersection | Realign, widen Victory Rd and remove or decrease curves along Forsythe Rd; relocate intersection | Safety | 6,000 | \$3,070,000 | 4 | Move to Tier 3, usage doesn't justify priority | Tier 1 | Tier 3 | Tier 3 |
| U188 | SW | Gronlund Rd / Hattan Rd | Bradley Rd to Springwater Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 14,000 | \$7,610,000 | 7 | Remove turn lanes? | Tier 3 | Tier 3 | Tier 3 |
| U189 | SW | Hattan Rd | Hattan Rd / Gronlund Rd intersection | Install southbound right-turn lane | Upgrade | 23,000 | \$290,000 | 4 | | Tier 1 | Tier 1 | Tier 1 |
| U190 | SW | Hattan Rd | Fischers Mill Rd to Gronlund Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 10,000 | \$15,050,000 | 11 | Move to Tier 2, use does not justify priority, somewhat regular cyclist use | Tier 1 | Tier 2 | Tier 2 |
| U194 | SW | Bradley Rd | Redland Rd to Holcomb Blvd | Add turn lanes at major intersections | Upgrade | 6,000 | \$1,140,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U195 | SW | Redland Rd | ~900 ft west of Holly Ln | Widen to include shoulders and bikeways | Upgrade - Active Transportation | 19,000 | \$4,210,000 | 7 | Road Safety Audit 2073 | Tier 3 | Tier 3 | Tier 3 |
| U196 | SW | Redland Rd | ~400 ft west of Holly Ln | Widen to include shoulders and bikeways | Upgrade - Active Transportation | 19,000 | \$2,930,000 | 7 | Road Safety Audit 2073 | Tier 3 | Tier 3 | Tier 3 |
| U197 | SW | Redland Rd | Redland Rd / Holly Rd intersection | Install traffic signal and westbound and northbound left-turn lanes or roundabout | Upgrade - Vehicle Capacity | 16,000 | \$770,000 | 9 | Road Safety Audit 2073 | Tier 1 | Tier 1 | Tier 1 |
| U198 | SW | Redland Rd | Henrici Rd to Oregon City | Add paved shoulders | Upgrade | 16,000 | \$23,310,000 | 7 | Add left turn lanes at major intersections? Road Safety Audit 2073 | Tier 3 | Tier 3 | Tier 3 |
| U199 | SW | Redland Rd | Redland Rd / Ferguson Rd intersection | Construct roundabout | Upgrade - Vehicle Capacity | 16,000 | \$5,550,000 | 7 | Road Safety Audit 2073 | Tier 1 | Tier 1 | Tier 1 |
| U201 | SW | Redland Rd | Redland Rd / Bradley Rd intersection | Install eastbound left-turn lane | Upgrade - Vehicle Capacity | 11,000 | \$290,000 | 3 | Road Safety Audit 2073 | Tier 2 | Tier 2 | Tier 2 |
| U203 | SW | Fischers Mill Rd | Fischers Mill / Hattan Rd intersection | Install eastbound left-turn lane | Upgrade | 12,000 | \$290,000 | 9 | | Tier 1 | Tier 1 | Tier 1 |
| U204 | SW | Redland Rd | Redland Rd / Fischers Mill Rd / Henrici Rd intersection | Install eastbound left-turn, eastbound right-turn and westbound right-turn lanes at Henrici Rd | Upgrade | 11,000 | \$860,000 | 7 | | Tier 2 | Tier 2 | Tier 2 |
| U206 | SW | Henrici Rd | Between Driftwood Dr and Shore Vista Dr | Widen bridge to accommodate paved shoulders | Bridge | 7,000 | \$1,620,000 | 2 | Related to U475. Bridge is structurally sound | Tier 1 | Tier 3 | Tier 3 |
| U210 | SW | Henrici Rd | OR 213 to Beaver Creek Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 8,000 | \$5,070,000 | 9 | Expensive project | Tier 1 | Tier 1 | Tier 2 |
| U211 | SW | Beaver Creek Rd | Henrici Rd to Yeoman Rd/Steiner Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 11,000 | \$11,340,000 | 9 | Road Safety Audit 2085 | Tier 1 | Tier 1 | Tier 1 |
| U212 | SW | Maplelane Rd | ~1,800 ft west of Walker Rd | Add paved shoulders | Upgrade | 6,000 | \$4,000,000 | 4 | | Tier 3 | Tier 3 | Tier 3 |
| U213 | SW | Leland Rd | ~1,000 ft north of Warnock Rd | Construct bridge to accommodate paved shoulders | Bridge | 2,000 | \$2,590,000 | 4 | Bridge is structurally sound. | Tier 1 | Tier 3 | Tier 3 |
| U214 | SW | South End Rd | Oregon City limits to OR 99E | Smooth curves; add paved shoulders | Upgrade | 7,000 | \$7,070,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U247 | SW | Bakers Ferry Rd | Springwater Rd to OR 224 | Add paved shoulders and turn lanes at major intersections; remove horizontal curve and relocate intersection from Eaden Rd to OR 224 | Upgrade | 11,000 | \$20,250,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U249a | SW | Springwater Rd | Hattan Rd to Bakers Ferry Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 8,000 | \$6,170,000 | 10 | Move down to Tier 2? Improvement between Carver Bridge and boat launch (Hayden Rd). Break up project and improve from bridge to Hattan, Springwater to Bakers Ferry; Hattan to Bakers Ferry (Tier 1), rest to Tier 3 | Tier 1 | Tier 1 | Tier 1 |
| U249b | SW | Springwater Rd | Bakers Ferry Rd to Hayden Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 8,000 | \$40,720,000 | 12 | Move down to Tier 2? Improvement between Carver Bridge and boat launch (Hayden Rd). Break up project and improve from bridge to Hattan, Springwater to Bakers Ferry; Hattan to Bakers Ferry (Tier 1), rest to Tier 3. Road Safety Audit 2084 | Tier 1 | Tier 3 | Tier 3 |
| U250 | SW | Springwater Rd | Springwater Rd / Bakers Ferry Rd intersection | Install southbound left-turn lane; realign intersection to fix skew. | Upgrade | 15,000 | \$5,350,000 | 8 | | Tier 2 | Tier 2 | Tier 2 |

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| U260 | SW | Fellows Rd | Redland Rd to Lower Highland Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 2,000 | \$18,750,000 | 6 | Very low ADT, grade issues | Tier 3 | Tier 3 | Tier 3 |
| U261a | SW | Ridge Rd | ~1 miles north of Lower Highland Rd | Fix sinkhole | Upgrade | 3,000 | \$2,230,000 | 6 | | Tier 1 | Tier 1 | Tier 1 |
| U261b | SW | Ridge Rd | Lower Highland Rd to Redland Rd | Add paved shoulders | Upgrade | 3,000 | \$15,500,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U262 | SW | Redland Rd | Henrici Rd to Springwater Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 6,000 | \$37,640,000 | 9 | Road Safety Audit 2084 | Tier 3 | Tier 3 | Tier 3 |
| U263 | SW | Lower Highland Rd | Beavercreek Rd to Fellows Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 2,000 | \$26,890,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U264 | SW | Unger Rd | Beavercreek Rd to OR 211 | Add paved shoulders and turn lanes at major intersections | Upgrade | 1,000 | \$27,820,000 | 8 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| U265 | SW | Beavercreek Rd | Beavercreek Rd / Leland Rd / Kamrath Rd intersection | Construct roundabout with additional analysis | Upgrade - Vehicle Capacity | 7,000 | \$4,510,000 | 5 | SPIS (Safety Priority Index System) list, huge safety, beneficial project. Road Safety Audit 2085 | Tier 2 | Tier 1 | Tier 1 |
| U267 | SW | Central Point Rd | Parrish Rd to Mulino Rd | Add paved shoulders; smooth curves | Upgrade | 3,000 | \$28,550,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U269 | SW | Casto Rd | Spangler Rd to Central Point Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 5,000 | \$9,330,000 | 8 | Low volume road. | Tier 3 | Tier 3 | Tier 3 |
| U270 | SW | Spangler Rd | Casto Rd to Beavercreek Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 3,000 | \$20,950,000 | 9 | ADT very low. Need for turn lanes in the future? Phase Casto to OR 213, OR 213 to Beavercreek? | Tier 3 | Tier 3 | Tier 3 |
| U271 | SW | Kamrath Rd | Carus Rd to Spangler Rd | Safety analysis at Carus Rd, add paved shoulders, remove or decrease horizontal curves north of Spangler Rd | Upgrade | 7,000 | \$4,140,000 | 5 | | Tier 3 | Tier 3 | Tier 3 |
| U275 | SW | Boones Ferry Rd | Boones Ferry Rd / Butteville Rd intersection | Remove bank, remove/decrease horizontal curve | Safety | 1,000 | \$4,020,000 | 6 | | Tier 1 | Tier 1 | Tier 1 |
| U276 | SW | Airport Rd | Airport Rd / Miley Rd intersection | Install traffic signal | Upgrade - Vehicle Capacity | 22,000 | \$200,000 | 8 | | Tier 1 | Tier 1 | Tier 1 |
| U277 | SW | Airport Rd | Arndt Rd to Miley Rd | Add turn lanes at major intersections | Upgrade - Vehicle Capacity | 15,000 | \$1,710,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U279 | SW | Arndt Rd | OR 551 to Knights Bridge Rd | Widen to 4 lanes with median, left-turn lanes and paved shoulders | Upgrade | 32,000 | \$23,840,000 | 10 | Move to Tier 3 because of future congestion issues and relationship with draft policy? See draft policy 72 and 73. | Tier Remove | Tier Remove | Remove |
| U281 | SW | Barlow Rd | Arndt Rd / Barlow Rd intersection | Realign intersection | Safety | 16,000 | \$3,230,000 | 6 | Project not needed and conflicts/duplicate to 2806. | Tier 1 | Tier Remove | Remove |
| U284 | SW | Knights Bridge Rd | Knights Bridge Rd / Barlow Rd intersection | Remove vertical curve; improve drainage | Safety | 20,000 | \$2,150,000 | 5 | Project not needed | Tier 1 | Tier Remove | Remove |
| U285 | SW | Holly St | Territorial Rd to Canby Ferry | Add paved shoulders | Upgrade | 1,500 | \$8,620,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U290 | SW | Township Rd | Central Point Rd to Canby City limit | Add paved shoulders and turn lanes at major intersections | Upgrade | 5,000 | \$7,940,000 | 8 | | Tier 1 | Tier 1 | Tier 1 |
| U292 | SW | Mulino Rd | Mulino Rd / 13th Ave | Relocate intersection to south away from railroad trestle | Safety | 3,000 | \$3,070,000 | 6 | Move up - several fatalities , safety concerns. | Tier 2 | Tier 1 | Tier 1 |
| U295 | SW | Canby-Marquam Highway | Canby-Marquam Hwy / Lone Elder Rd intersection | Reconstruct intersection; install northbound left-turn lane and southbound right-turn lane | Upgrade - Vehicle Capacity | 11,000 | \$3,750,000 | 9 | Road Safety Audit 2082 | Tier 1 | Tier 1 | Tier 1 |
| U297 | SW | Gard Rd | ~100 ft south of Old Clarke Rd | Construct bridge to accommodate paved shoulders | Bridge | 1,500 | \$3,570,000 | 6 | Bridge is structurally sound. | Tier 1 | Tier 3 | Tier 3 |
| U298 | SW | Canby-Marquam Highway | OR 170 / Macksburg Rd intersection | Reconstruct intersection; install southbound left-turn lane and northbound right-turn lane | Upgrade | 9,000 | \$3,750,000 | 8 | Road Safety Audit 2082 | Tier 3 | Tier 3 | Tier 3 |
| U299 | SW | Dryland Rd | Macksburg Rd S to Macksburg Rd N | Realign to form one intersection at Dryland Rd | Upgrade | 7,000 | \$3,400,000 | 6 | High ROW impacts | Tier 2 | Tier 2 | Tier 2 |
| U300 | SW | Macksburg Rd | Canby Marquam Hwy to OR 213 | Add paved shoulders and turn lanes at major intersections | Upgrade | 4,000 | \$29,040,000 | 8 | Turn lanes just needed at Canby-Marquam and OR 213? | Tier 3 | Tier 3 | Tier 3 |
| U302a | SW | Union Mills Rd | OR 213 to OR 211 | Add turn lanes at major intersections | Upgrade - Vehicle Capacity | 9,000 | \$860,000 | 8 | | Tier 1 | Tier 1 | Tier 1 |
| U302b | SW | Union Mills Rd | OR 213 to OR 211 | Construct a should on the south side of the roadway | Upgrade | 9,000 | \$8,970,000 | 8 | Move down to Tier 3 - demand for multi-use path? Equestrian interest. Alternative to upgrade to shoulders. | Tier 1 | Tier 3 | Tier 1 |

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| U303 | SW | Meridian Rd | Elliott Prairie Rd to Barlow Rd | Add paved shoulders; remove or decrease horizontal and vertical curves | Upgrade | 1,500 | \$9,760,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U304 | SW | Meridian Rd | Meridian Rd / Whiskey Hill Rd intersection | Limit access/egress points to and from school on NE corner of intersection | Safety | 4,000 | \$200,000 | 7 | | Tier 1 | Tier 1 | Tier 1 |
| U306 | SW | Barnards Rd | Between Needy Rd and Stuwe Rd | Reconstruct bridge and widen to 36 feet | Bridge | 2,500 | \$3,560,000 | 6 | Bridge is structurally sound. Changed rating to match 2017 | Tier 1 | Tier 3 | Tier 3 |
| U310 | SW | Canby-Marquam Highway | ~1,900 ft south of Barnards Rd | Replace failing bridge with 2-lane structure with paved shoulders | Bridge | 6,000 | \$5,580,000 | 9 | Bridge Sufficiency <50 | Tier 1 | Tier 1 | Tier 1 |
| U311 | SW | Molalla Ave | OR 213 to Molalla City limits | Add paved shoulders | Upgrade | 10,000 | \$9,170,000 | 6 | | Tier 3 | Tier 3 | Tier 3 |
| U314 | SW | Wright Rd | OR 211 to Callahan Rd | Add paved shoulders | Upgrade | 1,500 | \$14,160,000 | 7 | | Tier 3 | Tier 3 | Tier 3 |
| U315 | SW | Callahan Rd S (beginning on Ramsby Rd) | Dickie Prairie Rd to Fernwood Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 1,500 | \$12,140,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U316 | SW | Fernwood Rd | Dhooghe Rd to Callahan Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 1,500 | \$6,660,000 | 5 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| U317 | SW | Dhooghe Rd | OR 211 to Fernwood Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 1,500 | \$16,190,000 | 7 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| U318 | SW | Klang's Mill bridge | ~1,000 ft north of OR 211 | Replace failing bridge | Bridge | 2,500 | \$1,620,000 | 4 | Bridge Sufficiency <50 | Tier 1 | Tier 1 | Tier 1 |
| U320 | SW | Sawtell Rd | Maple Grove Rd to Wilhoit Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 1,500 | \$38,450,000 | 7 | Phase project? Low ADT near Maplegrove | Tier 3 | Tier 3 | Tier 3 |
| U321 | SW | Wildcat Rd | Wilhoit Rd to OR 213 | Add paved shoulders and turn lanes at major intersections | Upgrade | 2,500 | \$29,140,000 | 7 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| U322 | SW | Nowlens Bridge Rd | OR 213 to Maple Grove Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 1,000 | \$13,020,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| U323 | SW | Blair Rd | Groshong Rd to Maple Grove Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 2,500 | \$3,360,000 | 5 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| U325 | SW | Bird Rd | Groshong Rd to Wilhoit Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 3,000 | \$5,120,000 | 5 | Very low ADT | Tier 3 | Tier 3 | Tier 3 |
| U326 | SW | Maple Grove Rd | Nowlens Bridge Rd to Sawtell Rd | Add paved shoulders and turn lanes at major intersections | Upgrade | 3,000 | \$34,760,000 | 6 | Very low ADT | Tier 3 | Tier 3 | Tier 3 |
| U332 | SW | Rock Creek (Kropf Rd) Bridge | ~3,500 ft north of Gibson Rd | Replace bridge | Bridge | 3,000 | \$2,160,000 | 4 | Bridge is structurally sound. | Tier 1 | Tier 3 | Tier 3 |
| U449 | SW | Barlow Rd | Barlow Rd / OR 99E intersection | Add dual left-turn lanes on southbound Barlow | Vehicle Capacity | 21,000 | \$570,000 | 7 | Needed Project No Funding Identified. (ODOT) | Tier NA | Tier NA | Tier 3 |
| U469 | SW | Clackamas River Dr | Oregon City city limits to Springwater Rd | Add paved shoulders and turn lanes at Springwater Rd and Forsythe Rd | Upgrade | 9,000 | \$23,240,000 | 12 | | Tier 3 | Tier 3 | Tier 3 |
| U473 | SW | Holcomb Blvd | Edenwild Ln to Bradley Rd | Add paved shoulders and turn lanes at Holcomb Blvd / Bradley Rd | Upgrade | 3,000 | \$7,450,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U475a | SW | Henrici Rd | Beavercreek Rd to Ferguson Rd | Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves | Upgrade | 9,000 | \$4,900,000 | 8 | Ferguson to Beavercreek (Tier 2 just shoulders); and Ferguson to Redland Tier 3 (along with bridge U206) | Tier 2 | Tier 2 | Tier 1 |
| U475b | SW | Henrici Rd | Ferguson Rd to Redland Rd | Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves | Upgrade | 9,000 | \$17,870,000 | 8 | Ferguson to Beavercreek (Tier 2 just shoulders); Ferguson to Redland to Tier 3 (along with bridge U206) | Tier 2 | Tier 3 | Tier 2 |
| U503 | SW | Mattoon Rd | Fischers Mill Rd to Redland Rd | Add paved shoulders and turn lanes at major intersections. Remove vertical curves, remove horizontal curves north of Redland Rd | Upgrade | 3,000 | \$15,360,000 | 6 | Low ADT | Tier 3 | Tier 3 | Tier 3 |
| U504 | SW | Mulino Rd (13th St segment) | Canby City limits to OR 213 | Add paved shoulders and turn lanes at major intersections | Upgrade | 4,000 | \$24,890,000 | 10 | | Tier 2 | Tier 2 | Tier 2 |
| U505 | SW | Toliver Rd | Dryland Rd to Molalla City Limits | Add paved shoulders | Upgrade | 2,500 | \$10,650,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| U738 | SW | Barlow Rd | Knights Bridge Rd to OR 99E | Add paved shoulders | Upgrade | 16,000 | \$5,400,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |

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|---------------|-----------------|---|--|--|------------------|--------------------------|------------------------------|-------------|---|---------------------|--------------------|--------------------|
| U739 | SW | Beavercreek Rd | Yeoman Rd/Steiner Rd to OR 211 | Add paved shoulders | Upgrade | 4,000 | \$47,550,000 | 10 | Low usage does not justify priority 2. Road Safety Audit 2077, 2085 | Tier 2 | Tier 3 | Tier 3 |
| U742 | SW | Bradley Rd | Gronlund Rd to Redland Rd | Add paved shoulders | Upgrade | 7,000 | \$12,300,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U746 | SW | Fischers Mill Rd | Redland Rd to Springwater Rd | Add paved shoulders | Upgrade | 5,000 | \$18,090,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| U747 | SW | Gray's Hill Rd | Green Mountain Rd to OR 211 | Add paved shoulders | Upgrade | 2,500 | \$9,720,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U750 | SW | Holly Ln | Maplelane Rd to Redland Rd | Add paved shoulders | Upgrade | 7,000 | \$8,350,000 | 9 | | Tier 3 | Tier 3 | Tier 3 |
| U754 | SW | Maplelane Rd | Oregon City UGB to Ferguson Rd | Add paved shoulders | Upgrade | 8,000 | \$8,730,000 | 9 | Road Safety Audit 2076 | Tier 3 | Tier 3 | Tier 3 |
| U755 | SW | Miley Rd | Airport Rd to Eilers Rd | Add paved shoulders | Upgrade | 16,000 | \$6,130,000 | 8 | | Tier 3 | Tier 3 | Tier 3 |
| U756 | SW | Molalla Ave | OR 213 to Molalla City limits | Add paved shoulders | Upgrade | 10,000 | \$7,980,000 | 8 | Duplicate to U311 | Tier 3 | Tier Remove | Remove |
| U782 | SW | Oregon City boundary to Mulino Trail | | Construct multi-use path | Multi-Use Path | 15,000 | \$14,570,000 | 7 | Not realistic, ROW falls on multiple private property | Tier 1 | Tier 3 | Tier 3 |
| U784 | SW | Canby - Molalla Railroad Trail | | Construct multi-use path | Multi-Use Path | 15,000 | \$14,430,000 | 7 | | Tier 2 | Tier 2 | Tier 2 |
| U920 | SW | Newell Creek Trail / Oregon City Loop Trail | Loop around the perimeter of Oregon City | Construct multi-use path consistent with the Connecting Clackamas Plan | Multi-Use Path | 15,000 | \$24,500,000 | 8 | | Tier 2 | Tier 2 | Tier 2 |
| U929 | SW | Clarks Four Corners Intersection | Beavercreek Rd / Unger Rd | Reconstruct intersection | Safety | 4,000 | \$4,380,000 | 9 | Potential low cost improvements (like signage), low volume roadways. Decision to leave in Tier 1. | Tier 1 | Tier 1 | Tier 1 |
| U932 | SW | Lone Elder Rd Bridge | ~5,800 feet east of Barlow Rd | Replace failing bridge with paved shoulders | Bridge | 3,000 | \$430,000 | 10 | Bridge Sufficiency <50 | | Tier 1 | Tier 1 |
| U935 | SW | Knights Bridge Rd Bridge | ~3,200 feet east of Barlow Rd | Replace failing bridge | Bridge | 15,000 | \$6,300,000 | 8 | Bridge Sufficiency <50 | | Tier 1 | Tier 3 |
| U938 | SW | Molalla Ave Flooding | Just south of city of Molalla | Construct bridge to resolve flooding issues | Bridge | 2,000 | \$720,000 | 9 | | | Tier 1 | Tier 2 |