

## Appendix A Goal Scoring Matrix

Goals	Potential Metrics (Contained in Survey)	Scoring Scale				Resources for Determining Score
		-1	0	1	2	
<b>Goal 1: Sustainability</b> <i>(environmental benefits only; other sustainability benefits are dealt with under goals 3 and 6)</i>	1) Does the project increase the potential for walking, biking or taking transit? 2) Does the project impact identified environmentally sensitive areas?	<b>Degrades</b> non-motorized travel, negatively impacts the environment, increases vehicle emissions, and/or decreases network connectivity. <i>Example:</i> Project that negatively impacts an identified environmentally sensitive area, or a project that limits/removes bicycle or pedestrian facilities.	<b>No impact/neutral impact.</b> <i>Example:</i> Project that has no clearly identifiable impact on non-motorized travel, vehicle emissions or an environmentally sensitive area. This includes safety or roadway realignment projects and projects that increase non-motorized travel but negatively impact environmentally sensitive areas.	<b>Indirectly improves</b> non-motorized travel, decreases vehicle emissions and/or increases network connectivity. <i>Example:</i> Intersection improvement that addresses a deficiency and improves vehicular operations.	<b>Directly improves</b> non-motorized travel, decreases vehicle emissions and/or increases bicycle, pedestrian, or transit network connectivity. <i>Example:</i> Constructing an active transportation project.	<ul style="list-style-type: none"> <li>• Pedestrian Network Map</li> <li>• Bicycle Network Map</li> <li>• Transit Service Map</li> <li>• Land Use Zoning Map</li> <li>• Environmentally Sensitive Areas (protected resource, wetland, riparian, habitat and aquatic areas)</li> <li>• TSP Project Data</li> </ul>
<b>Goal 2: Local Businesses and Jobs</b>	1) Is the project located in or near an existing or future employment area? 2) Does the project create a direct connection from a highway or other major facility to an employment area?	<b>Degrades</b> access and/or mobility to existing or future employment areas. <i>Example:</i> Project closes or limits access.	<b>No impact.</b> <i>Example:</i> Project that does not intersect with an employment area.	<b>Indirectly improves</b> access and mobility to existing or future employment areas. <i>Example:</i> Active transportation or safety projects (shoulders, pedways, etc.) within or connecting the employment area.	<b>Directly improves</b> access and mobility to existing or future employment areas. <i>Example:</i> Capacity or operations project (ITS, turn lanes, signal, etc.) to or within an employment area.	<ul style="list-style-type: none"> <li>• Comprehensive Plan Data</li> <li>• Employment Land Data</li> <li>• Economic Landscape Data</li> <li>• ODOT Highway Data</li> <li>• Road Network Data</li> <li>• TSP Project Data</li> </ul>
<b>Goal 3: Livable and Local</b>	1) Does the project increase connections to daily needs and services? 2) Does the project reduce the impacts of reoccurring flooding? 3) Does the project help implement a local land use or development plan?	<b>Degrades</b> neighborhood connectivity and/or access to daily needs or services. <i>Example:</i> Four or more lane capacity enhancements that divide a contiguous neighborhood.	<b>No impact.</b> <i>Example:</i> Project that is outside of a service and/or residential area.	<b>Improves</b> neighborhood connectivity and/or access to daily needs or services. <i>Example:</i> Project provides connectivity to daily needs and services. Any project intersecting with an activity center.	<b>Directly improves</b> neighborhood connectivity and/or access to daily needs or services and helps implement a local plan. <i>Example:</i> Any project near local services and supporting a local plan.	<ul style="list-style-type: none"> <li>• Activity Center Data</li> <li>• Rural Communities Data</li> <li>• Comprehensive Plan Data</li> <li>• TSP Project Data</li> <li>• Reoccurring local flood Data</li> <li>• Road Network Data</li> </ul>
<b>Goal 4: Safety and Health</b>	1) Does the project improve a safety focus intersection, a candidate road safety audit corridor or an ODOT Safety Priority Index System (SPIS) site? 2) Does the project have the potential to reduce emissions near schools or densely populated areas?	<b>Degrades</b> health and/or increases the likelihood of crashes. <i>Example:</i> Increases vehicle emissions within 500 feet of a school.	<b>No impact.</b> <i>Example:</i> Enhancing capacity on an existing roadway with pedestrian and bicycle facilities that is not within 500 feet of a school.	<b>Improves</b> health and/or decreases the likelihood of crashes. <i>Example:</i> Constructing safety improvements at an intersection or on a corridor that are not a safety focus intersection or part of a candidate road safety audit corridor.	<b>Directly improves</b> health and/or decreases the likelihood of crashes at a safety focus intersection, SPIS site or on a candidate road safety auditor corridor, or within 500 feet of a school. <i>Example:</i> Constructing a safety improvement (e.g., single-lane roundabout, intersection realignment) at a safety focus intersection or on a candidate road safety audit corridor.	<ul style="list-style-type: none"> <li>• Highway Safety Manual</li> <li>• School Data</li> <li>• Safety Focus Data</li> <li>• Candidate Road Safety Audit Corridors Data</li> <li>• SPIS Sites Data</li> <li>• TSP Project Data</li> </ul>
<b>Goal 5: Equity</b>	1) Is the project located in a transportation disadvantaged area and does it increase transportation options for that disadvantaged community?	<b>Degrades</b> transportation options, facilities, and/or community for transportation disadvantaged populations. <i>Example:</i> Project that reduces access or connectivity through a transportation disadvantaged area.	<b>No impact.</b> <i>Example:</i> Enhancing capacity in an area that is classified as transportation "least disadvantaged."	<b>Improves</b> transportation options and/or facilities for areas considered transportation "somewhat disadvantaged" or "disadvantaged". <i>Example:</i> Enhancing sidewalk connectivity within an area considered transportation "disadvantaged."	<b>Directly improves</b> transportation options and/or facilities for areas considered transportation "most disadvantaged." <i>Example:</i> Providing sidewalks to transit stops within an area considered "most disadvantaged."	<ul style="list-style-type: none"> <li>• Transportation Disadvantaged Population Map</li> <li>• Activity Centers Map</li> <li>• Pedestrian Network Map</li> <li>• Bicycle Network Map</li> <li>• Transit Network Map</li> <li>• TSP Project Data</li> </ul>
<b>Goal 6: Fiscally Responsible</b>	1) What is the estimated cost effectiveness of the project?	<b>Cost effectiveness factor</b> is in the bottom 25 <sup>th</sup> percentile.	<b>Cost effectiveness factor</b> is between the 25 <sup>th</sup> and 75 <sup>th</sup> percentile.	<b>Cost effectiveness factor</b> is in the 75 <sup>th</sup> to 90 <sup>th</sup> percentile.	<b>Cost effectiveness factor</b> is in the top 90 <sup>th</sup> percentile.	<b>Cost effectiveness factor</b> calculations described in Step 5 of <i>Prioritization Process Memo</i> . (Cost Estimate and Future Year 2035 AADT)

Appendix B Draft Project List – County  
Projects

**\*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**.

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

15,000 assumed for multiuse path or bike/wed bridge

+1 : addresses deficiency	-1: not part of DTA recommendation	+2: addresses gap AND deficiency
-1 : does not address deficiency		+1: addresses gap OR deficiency

**\*Note:** To be completed based on feedback received during prioritization process.

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

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

See Prioritization Process Goal Matrix for Goal Scoring

TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Urban or Rural	Project Category	TSP Goal Assessment of Project						Total Goal Score	Projected Future Demand*	Planning Level Cost Estimate	Additional Scores					Rank within Geographic Sub Area	Rank Countywide
							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				70% Growth Analysis Score	DTA Analysis Score	Addresses Identified Need	Synergy Score*	Final Score		
2114	CRC	Johnson Creek Blvd	Johnson Creek Blvd / 79th Ave intersection	Add signal	Urban	Urban Upgrade - Vehicle Capacity	1	2	1	2	2	2	10	22,000	\$400,000	1	0	1		12	Top 8%	Top 17%
U092	CRC	Fuller Rd / King Rd Improvements	Fuller Rd / King Rd intersection	Close access to right-in/right-out only	Urban	Urban Upgrade	1	1	1	2	2	2	9	23,000	\$255,000	0	0	2		11	Top 8%	Top 17%
U089	CRC	Otty St Realignment	Otty St / OR 213 / Otty Rd	Realign Otty St with Otty Rd at OR 213	Urban	Urban Upgrade	1	2	2	2	2	1	10	23,000	\$1,600,000	0	0	1		11	Top 8%	Top 17%
U653	CRC	I-205 ped / bike Overpass	Between Monterey Ave and Sunnyside Rd	Construct a bike / ped crossing over I-205 to connect transit services, businesses and residents	Urban	Urban Upgrade - Active Transportation	2	1	2	2	2	1	10	38,000	\$4,780,000	0	0	1		11	Top 8%	Top 17%
U057	CRC	122nd Ave	Sunnyside Rd to Hubbard Rd	Add pedways, traffic calming and turn lanes at major intersections	Urban	Urban Upgrade	2	2	2	2	2	0	10	6,000	\$4,850,000	-1	0	2		11	Top 8%	Top 17%
U659	CRC	Johnson Creek Blvd	Johnson Creek Blvd / OR 213 intersection	Extend westbound left-turn lane and rebuild median	Urban	Urban Upgrade - Vehicle Capacity	0	2	2	2	2	2	10	26,000	\$50,000	-1	0	1		10	Top 8%	Top 17%
2115	CRC	Lake Rd	Lake Rd / International Way intersection	Add northbound right-turn lane	Urban	Urban Upgrade - Vehicle Capacity	1	2	0	1	2	2	8	29,000	\$290,000	1	0	1		10	Top 8%	Top 17%
2049	CRC	92nd Ave	Johnson Creek Blvd to Emmert View Ct	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	2	9	11,000	\$460,000	0	0	1		10	Top 8%	Top 17%
U338	CRC	82nd Dr	OR 212 to Lawnfield Rd	Fill in bikeways and pedways gaps	Urban	Urban Upgrade - Active Transportation	2	1	1	1	2	1	8	11,000	\$1,560,000	0	0	2		10	Top 8%	Top 17%
U099	CRC	85th Ave	Causey Ave to Monterey Ave	Add sidewalks and bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	5,000	\$1,710,000	0	0	2		10	Top 8%	Top 17%
2805	CRC	Sunnyside Rd	Sunnyside Rd / Stevens Rd intersection	Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing modifications	Urban	Urban Upgrade - Vehicle Capacity	1	2	1	2	2	1	9	30,000	\$2,000,000	0	0	1		10	Top 8%	Top 17%
U808	CRC	Johnson Creek Blvd	OR 213 to 92nd Ave	Add pedways, restripe for bikeways	Urban	Urban Upgrade - Active Transportation	2	1	1	2	2	1	9	23,000	\$3,290,000	0	0	1		10	Top 8%	Top 17%
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	Urban	New Roadway	2	2	2	1	2	0	9	4,000	\$3,700,000	0	0	1		10	Top 8%	Top 17%
U088	CRC	Fuller Rd	Otty St to Johnson Creek Blvd	Add pedways, turn lanes, on-street parking, central median and landscaping.	Urban	Urban Upgrade	2	2	2	1	2	0	9	9,000	\$4,000,000	-1	0	2		10	Top 8%	Top 17%
U720	CRC	Monroe St	Linwood Ave to 72nd Ave	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	5,000	\$5,330,000	0	0	2		10	Top 8%	Top 17%
U136	CRC	152nd Ave Phase 2	Sunnyside Rd to OR 212	Add bikeways, pedways and turn lanes at major intersections	Urban	Urban Upgrade	2	2	2	1	2	0	9	11,000	\$5,830,000	-1	0	2		10	Top 8%	Top 17%
U072	CRC	Johnson Creek Blvd	55th Ave to Bell Ave	Widen to 3 lanes with bikeways and pedways	Urban	Urban Upgrade	2	2	2	2	2	0	10	16,000	\$13,770,000	-1	0	1		10	Top 8%	Top 17%
U705	CRC	Evelyn St / Mangan Dr	Jennifer St to Water Ave	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	1	1	1	2	8	14,000	\$50,000	0	0	1		9	Top 35%	Top 17%
2090	CRC	Johnson Creek Blvd	55th Ave to I-205	Perform road safety audit or transportation safety review to identify appropriate safety improvements for the corridor	Urban	Safety	0	1	1	2	2	2	8	21,000	\$60,000	0	0	1		9	Top 35%	Top 17%
2091	CRC	Sunnyside Rd	93rd Ave to 126th Ave	Perform road safety audit or transportation safety review to identify appropriate safety improvements for the corridor	Urban	Safety	0	1	1	2	2	2	8	38,000	\$60,000	0	0	1		9	Top 35%	Top 17%
U108	CRC	North Clackamas Regional Park Trail	Linwood Ave to North Clackamas Park Complex	Construct multi-use path	Urban	Multi-Use Path	0	1	2	2	2	1	8	15,000	\$1,100,000	0	0	1		9	Top 35%	Top 17%
2052	CRC	72nd Ave Multi-Use Path Connection	Thompson Rd to Harmony Rd	Construct multi-use path	Urban	Multi-Use Path	2	1	1	1	2	1	8	15,000	\$1,140,000	0	0	1		9	Top 35%	Top 17%
1043	CRC	Monroe St	Fuller Rd to I-205 bike path	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	1	1	2	1	8	5,000	\$1,180,000	0	0	1		9	Top 35%	Top 17%
U657	CRC	Sunnyside Rd Adaptive Signal Timing	OR 213 to 172nd Ave	Add adaptive timing to traffic signals	Urban	ITS	2	2	1	0	1	2	8	35,000	\$1,500,000	0	0	1		9	Top 35%	Top 17%
U796	CRC	Evelyn St	OR 224 to Jennifer St	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	1	8	11,000	\$1,630,000	0	0	1		9	Top 35%	Top 17%
U058	CRC	132nd Ave	Sunnyside Rd to OR 212	Add bikeways, pedways, traffic calming and turn lanes at major intersections	Urban	Urban Upgrade	2	2	2	1	1	0	8	5,000	\$1,680,000	-1	0	2		9	Top 35%	Top 17%
U654	CRC	North Clackamas Regional Park Trail	OR 213 to Linwood Ave	Construct multi-use path	Urban	Multi-Use Path	0	1	2	2	2	1	8	15,000	\$1,840,000	0	0	1		9	Top 35%	Top 17%
U794	CRC	Cornwell Ave	OR 213 to Fuller Rd	Add pedways; connect to I-205 Multi-Use Path	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	2,500	\$2,560,000	0	0	1		9	Top 35%	Top 17%
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	Urban	Urban Upgrade - Active Transportation	2	1	2	2	No data	1	8	34,000	\$3,000,000	0	0	1		9	Top 35%	Top 17%

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 Geographic Sub Area	Rank Countywide
U107	CRC	Phillips Creek Multi-Use Path	Causey Ave to North Clackamas Regional Parks Trail	Construct multi-use path	Urban	Multi-Use Path	0	1	2	2	2	1	8	15,000	\$3,110,000	0	0	1		9	Top 35%	Top 17%
U123	CRC	122nd Ave	Sunnyside Rd to Timber Valley Dr	Add bikeways and turn lanes at major intersections	Urban	Urban Upgrade	2	2	1	2	1	1	9	12,000	\$3,220,000	-1	0	1		9	Top 35%	Top 17%
U696	CRC	Flavel Dr / Alberta St	Linwood Ave to 72nd Ave	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	6,000	\$3,430,000	0	0	1		9	Top 35%	Top 17%
U825	CRC	Monroe St / 72nd Ave / Thompson Rd	Linwood Ave to Fuller Rd	Add pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	5,000	\$3,970,000	0	0	1		9	Top 35%	Top 17%
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 lanes, on-street parking, central median, landscaping, add bikeways and pedways	Urban	Urban Upgrade	2	2	2	1	2	0	9	13,000	\$5,000,000	-1	0	1		9	Top 35%	Top 17%
U661	CRC	Fuller Rd / King Rd Realignment	Fuller Rd / King Rd intersection	Realign Fuller Rd west at King Rd	Urban	Urban Upgrade	2	2	1	1	2	0	8	11,000	\$5,770,000	0	0	1		9	Top 35%	Top 17%
U797	CRC	Fuller Rd	Johnson Creek Blvd to County Line	Add pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	8,000	\$6,020,000	0	0	1		9	Top 35%	Top 17%
U811	CRC	Linwood Ave	Monroe St north to County Line	Add pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	16,000	\$6,340,000	0	0	1		9	Top 35%	Top 17%
1073	CRC	Monterey Ave	Stevens Rd to Bob Schumacher Rd	Construct collector roadway. Include bikeways and pedways	Urban	New Roadway	2	2	2	0	2	0	8	4,500	\$6,660,000	0	0	1		9	Top 35%	Top 17%
U097	CRC	Causey Ave	Fuller Rd to I-205	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	3,000	\$6,900,000	0	0	1		9	Top 35%	Top 17%
U715	CRC	Linwood Ave	Queen Rd to Johnson Creek Blvd	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	16,000	\$7,190,000	0	0	1		9	Top 35%	Top 17%
U100	CRC	Monterey Ave	OR 213 to Fuller Rd	Construct new 2 lane extension with pedways and bikeways	Urban	New Roadway	2	2	2	0	2	0	8	4,500	\$7,200,000	0	0	1		9	Top 35%	Top 17%
U082	CRC	Linwood Ave	Linwood Ave / Monroe St intersection	Add curbs/sidewalks, improve horizontal alignments	Urban	Urban Upgrade	2	1	1	2	2	0	8	15,000	\$7,420,000	0	0	1		9	Top 35%	Top 17%
U093	CRC	Monroe St	72nd Ave to Fuller Rd	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	2	1	1	2	0	8	6,000	\$8,610,000	0	0	1		9	Top 35%	Top 17%
U001	CRC	Sunnybrook Blvd Extension	OR 213 to Harmony Rd	Construct new 2 lane roadway with pedways and bikeways	Urban	New Roadway	2	2	2	0	1	0	7	12,500	\$10,600,000	0	0	2		9	Top 35%	Top 17%
U805	CRC	Jennifer St	82nd Dr to 135th Ave	Add pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	8,000	\$19,610,000	0	0	1		9	Top 35%	Top 17%
U103	CRC	Harmony Rd	Lake Rd / Linwood Ave / Harmony Rd intersection	Grade separated railroad crossing, include bikeways and pedways	Urban	Urban Upgrade	2	2	0	1	2	0	7	31,000	\$20,000,000	1	0	1		9	Top 35%	Top 17%
U091	CRC	Fuller Rd	Otty St to King Rd / OR 213	Construct new 2 lane extension with pedways and bikeways	Urban	New Roadway	2	2	2	1	2	-1	8	6,000	\$22,490,275	0	0	1		9	Top 35%	Top 17%
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	Urban	Safety	0	1	1	2	1	2	7	8,000	\$60,000	0	0	1		8	Bottom 65%	Top 32%
U694	CRC	93rd Ave	Sunnyside Rd to Sunnybrook Blvd	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	No data	1	7	5,000	\$650,000	0	0	1		8	Bottom 65%	Top 32%
U900	CRC	Luther Rd Bridge over Johnson Creek	Bridge # 06591D	Replace bridge	Urban	Bridge	0	2	2	1	2	0	7	2,500	\$2,030,000	0	0	1		8	Bottom 65%	Top 32%
U076	CRC	79th Ave Extension	Luther St to Johnson Creek Blvd	Construct new 2 lane collector with pedways and bikeways	Urban	New Roadway	2	1	1	1	2	0	7	12,500	\$4,630,000	0	0	1		8	Bottom 65%	Top 32%
U084	CRC	Linwood Ave Bridge over Johnson Creek	Bridge	Construct bridge with bike lanes and sidewalks	Urban	Bridge	0	1	2	2	1	1	7	16,000	\$4,860,000	0	0	1		8	Bottom 65%	Top 32%
2054	CRC	Lake Rd	Milwaukie City limits east to OR 224	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	1	1	1	2	0	7	9,000	\$5,530,000	0	0	1		8	Bottom 65%	Top 32%
U184	CRC	Springwater Rd	OR 224 to Hattan Rd	Widen to 3 lanes with shoulders and pedways.	Rural	Rural Upgrade	0	2	0	1	1	1	5	29,000	\$5,570,000	1	0	2		8	Bottom 65%	Top 32%
2050	CRC	King Rd	Milwaukie to 82nd Ave	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	1	1	1	2	0	7	14,000	\$5,640,000	0	0	1		8	Bottom 65%	Top 32%
U809	CRC	Lake Rd	Johnson Rd to Webster Rd	Fill gaps in pedways and bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	-1	7	2,500	\$8,550,000	0	0	1		8	Bottom 65%	Top 32%
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	Urban	Urban Upgrade	2	2	1	1	2	0	8	21,000	\$11,130,000	-1	0	1		8	Bottom 65%	Top 32%
U135	CRC	142nd Ave	Sunnyside Rd to OR 212	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	0	7	9,000	\$13,710,000	0	0	1		8	Bottom 65%	Top 32%
U066	CRC	West Collector	Johnson Creek Blvd to King Rd	Construct new 2 lane collector west of OR 213 with pedways and bikeways	Urban	New Roadway	2	1	1	1	2	0	7	10,500	\$18,917,522	0	0	1		8	Bottom 65%	Top 32%
U792	CRC	Bell Ave / Alberta St / 72nd Ave	King Rd to County line	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	-1	7	6,000	\$21,450,000	0	0	1		8	Bottom 65%	Top 32%
2116	CRC	Harmony Rd	Harmony Rd / Linwood Ave intersection	Add second left-turn lane on Harmony Rd, adjust signal timing	Urban	Urban Upgrade - Vehicle Capacity	1	2	0	1	2	0	6	29,000	\$30,000,000	1	0	1		8	Bottom 65%	Top 32%
U114	CRC	Hillcrest St	92nd Ave to Stevens Rd	Add pedways	Urban	Urban Upgrade - Active Transportation	2	0	2	1	1	0	6	2,500	\$1,540,000	0	0	1		7	Bottom 65%	Bottom 68%
2048	CRC	Hubbard Rd	122nd Ave to 132nd Ave	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	0	2	1	1	0	6	3,000	\$1,650,000	0	0	1		7	Bottom 65%	Bottom 68%
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	Urban	Urban Upgrade - Active Transportation	2	1	0	1	1	1	6	23,000	\$1,960,000	0	0	1		7	Bottom 65%	Bottom 68%
U160	CRC	Mather Rd	Industrial Way to 98th Ave	Maintain as pedway and bikeway. Construct undercrossing at Sunrise mainline.	Urban	Urban Upgrade - Active Transportation	2	1	0	1	2	0	6	2,000	\$2,040,000	0	0	1		7	Bottom 65%	Bottom 68%
2026	CRC	Flavel Dr	Alberta Ave to County boundary	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	1	1	1	0	6	2,500	\$2,410,000	0	0	1		7	Bottom 65%	Bottom 68%

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 Geographic Sub Area	Rank Countywide
2051	CRC	Michael Dr	72nd to Fuller Ave	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	0	1	1	2	0	6	2,500	\$2,620,000	0	0	1		7	Bottom 65%	Bottom 68%
U126	CRC	Valley View Terrace	Sunnyside Rd to Otty Rd	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	0	1	1	1	0	5	7,000	\$5,020,000	0	0	2		7	Bottom 65%	Bottom 68%
U115	CRC	Idleman Rd redesignation	92nd Ave to Westview Ct	Redesignate as collector; provide bikeways and pedways	Urban	Urban Upgrade	2	0	2	1	1	0	6	13,000	\$6,450,000	0	0	1		7	Bottom 65%	Bottom 68%
U710	CRC	Jennifer St	106th Ave to 130th Ave	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	0	1	2	0	6	6,000	\$7,300,000	0	0	1		7	Bottom 65%	Bottom 68%
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	Urban	Urban Upgrade	0	2	2	1	2	-1	6	2,500	\$7,920,000	-1	0	2		7	Bottom 65%	Bottom 68%
U130	CRC	97th Ave / Mather Rd	Lawnfield Rd to 122nd Ave	Add bikeways, pedways and eastbound left-turn lanes at Mather Rd / Summers Ln and Mather Rd / 122nd Ave	Urban	Urban Upgrade	2	0	2	1	2	0	7	10,000	\$14,050,000	-1	0	1		7	Bottom 65%	Bottom 68%
U785	CRC	106th Ave	OR 212 to Jennifer St	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	0	1	1	0	5	2,000	\$2,060,000	0	0	1		6	Bottom 65%	Bottom 68%
2117	CRC	Sunnybrook Blvd	Sunnybrook Blvd / 82nd Ave intersection	Add turn lanes on all approaches	Urban	Urban Upgrade - Vehicle Capacity	1	2	1	1	No data	1	6	34,000	\$3,270,000	-1	0	1		6	Bottom 65%	Bottom 68%
U102	CRC	Lake Rd	OR 224 west to Milwaukie city limits	Add pedways and turn lanes at major intersections	Urban	Urban Upgrade	2	0	1	1	2	0	6	14,000	\$4,820,000	-1	0	1		6	Bottom 65%	Bottom 68%
U132	CRC	Mather Rd	122nd Ave to 132nd Ave	Construct new 2 lane roadway with pedways and bikeways	Urban	New Roadway	2	0	1	1	1	0	5	3,000	\$7,280,000	0	0	1		6	Bottom 65%	Bottom 68%
U910	CRC	Cheldelin Rd	Foster Rd to 190th Dr	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	0	0	1	1	0	4	8,000	\$12,590,000	0	0	2		6	Bottom 65%	Bottom 68%
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	Urban	Multi-Use Path	0	1	1	2	1	0	5	15,000	\$17,420,000	0	0	1		6	Bottom 65%	Bottom 68%
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	Urban	New Roadway	2	0	1	1	2	-1	5	2,000	\$21,670,000	0	0	1		6	Bottom 65%	Bottom 68%
U662	CRC	West 82nd Ave Parallel road	Harmony Rd to Clatsop St	Construct new Collector road parallel to OR 213 with bikeways and pedways	Urban	New Roadway	2	1	1	0	2	-1	5	10,500	\$50,000,000	0	0	1		6	Bottom 65%	Bottom 68%
U156	CRC	82nd Dr	OR 212 to Gladstone	Widen to 5 lane with bikeways and pedways	Urban	Urban Upgrade	2	2	-1	1	2	0	6	22,000	\$52,860,545	-1	0	1		6	Bottom 65%	Bottom 68%
U131	CRC	Mather Rd	Mather Rd / 122nd Ave intersection	Install traffic signal or compact roundabout	Urban	Urban Upgrade - Vehicle Capacity	0	0	1	1	1	2	5	8,000	\$200,000	-1	0	1		5	Bottom 65%	Bottom 68%
U155	CRC	Strawberry Ln	Strawberry Ln / 82nd Dr intersection	Install traffic signal	Urban	Urban Upgrade - Vehicle Capacity	0	0	1	1	2	1	5	26,000	\$1,220,000	-1	0	1		5	Bottom 65%	Bottom 68%
U104	CRC	Harmony Rd	OR 213 to OR 224	Widen to 5 lanes with bikeways and pedways	Urban	Urban Upgrade	2	2	-1	1	2	0	6	25,000	\$33,980,000	-1	-1	1		5	Bottom 65%	Bottom 68%
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)	Urban	New Roadway	-1	2	1	0	2	-1	3	1,000	\$5,460,000	0	0	1		4	Bottom 65%	Bottom 68%
1083	CRC	Service road (OSP CSO and Precision Castparts)	Lawnfield Rd and 97th Ave	Extend to link with realignments of Lawnfield and 97th	Urban	New Roadway	0	2	1	0	1	-1	3	1,000	\$9,660,000	0	0	1		4	Bottom 65%	Bottom 68%
2055	CRC	Johnson Rd	SE Lake Rd to North Clackamas Park Trail	Fill gaps in pedways and provide pedestrian and bicyclist access across railroad.	Urban	Urban Upgrade - Active Transportation	0	1	1	1	No data	0	3	2,500	\$2,260,000	0	0	0		3	Bottom 65%	Bottom 68%
U909	CRC	Cheldelin Rd (Clatsop St extension)	172nd Ave to Foster Rd	Construct new two lane roadway with bikeways and pedways	Urban	New Roadway	0	0	0	0	0	0	0	8,000	\$4,200,000	0	0	2		2	Bottom 65%	Bottom 68%
U677	CRC	162nd Ave	Sager Rd north to County line	Add bikeways, pedways, turn lanes at major intersections	Urban	Urban Upgrade	0	0	0	1	0	0	1	12,000	\$3,920,000	-1	0	1		1	Bottom 65%	Bottom 68%

**Total Cost: \$641,773,342**

**\*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**.

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

+1 : addresses deficiency	-1: not part of DTA recommendation	+2: addresses gap AND deficiency
-1 : does not address deficiency		+1: addresses gap OR deficiency

**\*Note:** To be completed based on feedback received during prioritization process.

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

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

See Prioritization Process Goal Matrix for Goal Scoring

15,000 assumed for multiuse path or hike/next bridge

TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Urban or Rural	Project Category	TSP Goal Assessment of Project						Total Goal Score	Projected Future Demand*	Planning Level Cost Estimate	Additional Scores					Rank within Geographic Sub Area	Rank Countywide
							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				70% Growth Analysis Score	DTA Analysis Score	Addresses Identified Need	Synergy Score*	Final Score		
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	Amisigiger Rd / Kelso Rd	OR 224 to Kelso / Richey Rd	Add paved shoulders; turn lanes at Amisigiger/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	Top 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	Top 27%	Top 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	E	Kelso Rd	Richey Rd to Orient Dr	Add paved shoulders	Rural	Rural Upgrade	2	2	2	2	1	-1	8	5,000	\$15,480,000	-1	0	1		8	Top 27%	Top 32%
U745	E	Eagle Creek Rd	OR 211 to Rivermill Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	2	1	-1	7	3,000	\$17,480,000	0	0	1		8	Top 27%	Top 32%
2063	E	282nd Ave	US 26 to Richey Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	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	Rural Upgrade - Active 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 shoulders 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	Add paved shoulders	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%

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 Geographic Sub Area	Rank Countywide
U781	E	Cazadero Multi-Use Trail	Community of Boring to 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%
U495	E	Bull Run Rd	Ten Eyck Rd to Multnomah County line	Add paved shoulders and turn lanes at major intersections.	Rural	Rural Upgrade	2	0	1	1	1	-1	4	2,000	\$20,760,000	-1	0	2		5	Bottom 73%	Bottom 68%
2002	E	Coalman Rd	City of Sandy to US 26	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	0	-1	4	2,500	\$37,320,000	0	0	1		5	Bottom 73%	Bottom 68%
1010	E	282nd Ave	282nd / Haley Rd 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%
U234	E	362nd Dr	Colorado Rd to Dubarko Rd	Remove or decrease horizontal and vertical curves	Rural	Safety	0	1	0	1	1	0	3	7,000	\$5,310,000	0	0	1		4	Bottom 73%	Bottom 68%
U258	E	Coupland Rd	Estacada City Limits to 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%
U239	E	Firwood Rd	Firwood Rd / Trubel Rd intersection	Realign Trubel Rd to remove or decrease downgrade	Rural	Safety	0	0	1	2	0	-1	2	1,000	\$3,230,000	0	0	1		3	Bottom 73%	Bottom 68%
U245	E	Lolo Pass Rd	US 26 to Barlow Trail Rd	Safety analysis; add paved shoulders	Rural	Rural Upgrade - Active Transportation	0	1	1	1	0	0	3	2,500	\$5,340,000	0	0	0		3	Bottom 73%	Bottom 68%
U901	E	Bull Run Truss	Bull Run Truss between Waterworks Rd and 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%

**Total Cost: \$522,380,000**



**\*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**.

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

+1: addresses deficiency	-1: not part of DTA recommendation	+2: addresses gap AND deficiency
-1: does not address deficiency		+1: addresses gap OR deficiency

**\*Note:** To be completed based on feedback received during prioritization process.

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

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

See Prioritization Process Goal Matrix for Goal Scoring

15,000 assumed for multiuse path or bike/ped bridge

TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Urban or Rural	Project Category	TSP Goal Assessment of Project						Total Goal Score	Projected Future Demand*	Planning Level Cost Estimate	Additional Scores					Final Score	Rank within Geographic Sub Area	Rank Countywide
							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				70% Growth Analysis Score	DTA Analysis Score	Addresses Identified Need	Synergy Score*				
U154	M	Johnson Rd / McKinley Rd	OR 224 to I-205 multi-use path	Bikeway and pedway infill	Urban	Urban Upgrade - Active Transportation	2	1	2	2	2	1	10	8,000	\$1,770,000	0	0	1		11	Top 1%	Top 17%	
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	Urban	Urban Upgrade - Vehicle Capacity	1	1	1	1	1	2	7	11,000	\$490,000	1	0	1		9	Top 20%	Top 17%	
2113	M	Thiessen Rd	Thiessen Rd / Aldercrest Rd intersection	Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled	Urban	Urban Upgrade - Vehicle Capacity	1	1	1	1	1	2	7	13,000	\$570,000	1	0	1		9	Bottom 20%	Top 17%	
U815	M	Park Ave	River Rd to OR 99E (McLoughlin Blvd)	Add pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	5,000	\$1,750,000	0	0	1		9	Bottom 20%	Top 17%	
U799	M	Harold Ave	Concord Rd to Roethe Rd	Add pedways and traffic calming	Urban	Urban Upgrade - Active Transportation	2	0	2	2	2	0	8	2,500	\$3,310,000	0	0	1		9	Bottom 20%	Top 17%	
2041	M	Hull Ave	Water Edge Way to Tims View Ave	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	1	1	2	2	0	8	2,500	\$4,500,000	0	0	1		9	Bottom 20%	Top 17%	
U819	M	Roots Rd	Webster Rd to McKinley Rd	Add pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	8,000	\$4,720,000	0	0	1		9	Bottom 20%	Top 17%	
U140	M	Concord Rd	River Rd to Oatfield Rd	Fill gaps in pedway and add turn lanes at major intersections	Urban	Urban Upgrade	2	1	2	2	1	0	8	3,000	\$8,660,000	-1	0	2		9	Bottom 20%	Top 17%	
U137	M	River Rd	Lark St to Rinearson Rd	Fill gaps in bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	0	7	8,000	\$20,120,000	0	0	2		9	Bottom 20%	Top 17%	
U150	M	Webster Rd	OR 224 to Gladstone	Fill gaps in bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	0	8	12,000	\$22,730,000	0	0	1		9	Bottom 20%	Top 17%	
2087	M	Jennings Ave	Webster Rd to OR 99E	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Urban	Safety	0	1	1	2	1	2	7	8,000	\$60,000	0	0	1		8	Bottom 80%	Top 32%	
1072	M	Oetkin Way and Naef Rd	Oatfield Rd and Wallace Rd	Add bikeways	Urban	Urban Upgrade - Active Transportation	2	0	1	1	1	2	7	2,500	\$90,000	0	0	1		8	Bottom 80%	Top 32%	
2088	M	Oatfield Rd	Jennings Ave to Lake Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Urban	Safety	0	1	1	2	1	2	7	8,000	\$120,000	0	0	1		8	Bottom 80%	Top 32%	
1016	M	Rupert Rd	Rupert Rd / Oak Grove Blvd intersection	Provide pedestrian crosswalk	Urban	Urban Upgrade - Active Transportation	2	1	1	1	1	1	7	2,000	\$250,000	0	0	1		8	Bottom 80%	Top 32%	
U145	M	Oatfield Rd	Oatfield Rd / McNary Rd intersection	Add southbound and eastbound left-turn lanes	Urban	Urban Upgrade - Vehicle Capacity	1	1	1	2	1	1	7	8,000	\$860,000	0	0	1		8	Bottom 80%	Top 32%	
U798	M	Greenview Ave	Thiessen Rd to Clackamas Rd	Add pedways	Urban	Urban Upgrade - Active Transportation	2	0	2	1	2	0	7	2,500	\$1,680,000	0	0	1		8	Bottom 80%	Top 32%	
2045	M	Courtney Ave	OR 99E to Oatfield Rd	Fill gaps in pedways and bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	0	7	2,000	\$1,850,000	0	0	1		8	Bottom 80%	Top 32%	
U141	M	Oatfield Rd	Oatfield Rd / Park Rd intersection	Install traffic signal and add turn lanes	Urban	Urban Upgrade - Vehicle Capacity	2	1	2	1	1	1	8	10,000	\$2,010,394	-1	0	1		8	Bottom 80%	Top 32%	
U004	M	Webster Rd	Webster Rd / Jennings Ave and Webster Rd / Roots Rd intersections	Construct traffic signals, turn lanes	Urban	Urban Upgrade - Vehicle Capacity	1	1	1	1	1	1	6	13,000	\$2,110,000	1	0	1		8	Bottom 80%	Top 32%	
U818	M	Roethe Rd	River Rd to OR 99E (McLoughlin Blvd)	Add bikeways, pedways and traffic calming	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	0	7	1,000	\$2,870,000	0	0	1		8	Bottom 80%	Top 32%	
U813	M	Naef Rd	Oatfield Rd to River Rd	Add pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	0	7	2,500	\$3,770,000	0	0	1		8	Bottom 80%	Top 32%	
U795	M	Courtney Ave	River Rd to OR 99E (McLoughlin Blvd)	Construct pedway / complete gaps on the south side; add bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	2	-1	7	1,000	\$5,030,000	0	0	1		8	Bottom 80%	Top 32%	
1079	M	Clackamas Rd	Clackamas Rd / I-205 interchange	Construct bike/ped bridge over I-205	Urban	Bridge	2	1	1	1	2	0	7	15,000	\$5,060,000	0	0	1		8	Bottom 80%	Top 32%	
2043	M	View Acres Rd	Oatfield Rd to Hill Rd	Add pedways and traffic calming	Urban	Urban Upgrade - Active Transportation	2	0	1	2	1	0	6	2,500	\$5,280,000	0	0	2		8	Bottom 80%	Top 32%	
U824	M	Thiessen Rd	Oatfield Rd to Webster Rd	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	0	7	11,000	\$23,830,000	0	0	1		8	Bottom 80%	Top 32%	
U149	M	Jennings Ave	River Rd to Webster	Widen to 2-lane urban minor arterial standard with bikeway and pedway infill	Urban	Urban Upgrade - Active Transportation	2	1	2	2	1	-1	7	8,000	\$27,290,000	0	0	1		8	Bottom 80%	Top 32%	
U814	M	Oatfield Rd	Milwaukie city limits to Gladstone city limits	Fill gaps in pedways and bikeways	Urban	Urban Upgrade - Active Transportation	2	1	2	2	1	-1	7	8,000	\$52,220,000	0	0	1		8	Bottom 80%	Top 32%	
2044	M	Torbank Rd	River Rd to Trolley Trail	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	0	1	1	2	2	0	6	2,500	\$1,350,000	0	0	1		7	Bottom 80%	Bottom 68%	
2042	M	Portland Ave	Jennings Ave to Hull Ave	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	0	1	2	1	0	6	2,500	\$1,490,000	0	0	1		7	Bottom 80%	Bottom 68%	
1078	M	Clackamas Rd	Johnson and Webster Rd	Fill gaps in bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	0	1	1	2	0	6	3,000	\$3,420,000	0	0	1		7	Bottom 80%	Bottom 68%	
2040	M	Strawberry Ln	Webster Rd to I-205	Add pedways	Urban	Urban Upgrade - Active Transportation	2	0	1	1	2	0	6	7,000	\$5,350,000	0	0	1		7	Bottom 80%	Bottom 68%	
U816	M	Risley Ave	Arista Dr to Hager Rd	Fill gaps in pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	1	1	-1	6	2,500	\$7,250,000	0	0	1		7	Bottom 80%	Bottom 68%	
1042	M	Oak Grove Blvd	Laurie Ave and Rupert Dr	Fill gaps in pedways and bikeways	Urban	Urban Upgrade - Active Transportation	2	1	1	2	1	-1	6	2,000	\$18,670,000	0	0	1		7	Bottom 80%	Bottom 68%	

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 Geographic Sub Area	Rank Countywide
1084	M	Oatfield Ridge Connection	Between Jennings Ave and Thiessen Ave over Oatfield Ridge	Construct new local road with bikeways and pedways	Urban	New Roadway	2	0	0	1	1	0	4	1,000	\$1,760,000	0	0	2		6	Bottom 80%	Bottom 68%
U707	M	Hill Rd	Oatfield Rd to Thiessen Rd	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	0	2	1	1	-1	5	4,000	\$16,210,000	0	0	1		6	Bottom 80%	Bottom 68%
U152	M	Webster Rd	Webster Rd / Strawberry Ln intersection	Add signal; construct southbound and westbound left-turn lane	Urban	Urban Upgrade - Vehicle Capacity	0	1	1	1	1	1	5	9,000	\$770,000	-1	0	1		5	Bottom 80%	Bottom 68%
U143	M	Oatfield Rd	Oatfield Rd / Hill Rd intersection	Add left-turn lanes, install signal if warranted	Urban	Urban Upgrade - Vehicle Capacity	0	1	1	1	1	1	5	8,000	\$2,447,880	-1	0	1		5	Bottom 80%	Bottom 68%
1037	M	Lake Oswego to Milwaukie Bridge	Between Sellwood and Oregon City	Construct bike/ped crossing over the Willamette River	Urban	Bridge	2	0	0	1	1	0	4	15,000	\$10,130,000	0	0	1		5	Bottom 80%	Bottom 68%
U724	M	Rusk Rd	OR 224 South to Aldercrest Rd	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	0	0	2	1	1	0	4	11,000	\$11,140,000	0	0	1		5	Bottom 80%	Bottom 68%
2023	M	McNary Rd / Mabel Ave	Oatfield Rd to Webster Rd	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	0	1	1	1	-1	4	2,500	\$15,610,000	0	0	1		5	Bottom 80%	Bottom 68%
U146	M	Aldercrest Dr	Thiessen Rd to Oatfield Rd	Add bikeways and pedways	Urban	Urban Upgrade	0	0	2	1	1	-1	3	5,000	\$37,630,000	0	0	2		5	Bottom 80%	Bottom 68%
1038	M	Naef Rd	Naef Rd / Oatfield Rd connection	Open intersection of Naef Rd and Oatfield Rd to through traffic	Urban	Urban Upgrade - Vehicle Capacity	0	0	1	0	1	1	3	2,500	\$180,000	0	0	0		3	Bottom 80%	Bottom 68%
1039	M	Risley Ave	Risley Ave / Trolley Trail	Pave Risley Ave across the Trolley trail	Urban	Urban Upgrade - Vehicle Capacity	0	0	1	0	No data	1	2	2,500	\$210,000	-1	0	0		1	Bottom 80%	Bottom 68%

**Total Cost: \$336,618,274**

**\*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**.

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

15,000 assumed for multiuse path or bike/wed bridge

+1: addresses deficiency	-1: not part of DTA recommendation	+2: addresses gap AND deficiency
-1: does not address deficiency		+1: addresses gap OR deficiency

**\*Note:** To be completed based on feedback received during prioritization process.

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

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

See Prioritization Process Goal Matrix for Goal Scoring

TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Urban or Rural	Project Category	TSP Goal Assessment of Project						Total Goal Score	Projected Future Demand*	Planning Level Cost Estimate	Additional Scores					Rank within Geographic Sub Area	Rank Countywide
							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				70% Growth Analysis Score	DTA Analysis Score	Addresses Identified Need	Synergy Score*	Final Score		
U177	NW	Stafford Rd	I-205 to Boeckman Rd (Advance Rd)	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	2	2	1	0	8	19,000	\$22,780,000	1	0	2		11	Top 16%	Top 17%
U925	NW	French Prairie Bridge	Willamette River near I-5	Construct a bridge consistent with the Connecting Clackamas Plan	Urban	Bridge	2	1	2	1	2	0	8	15,000	\$9,790,000	0	0	2		10	Top 16%	Top 17%
U168	NW	Stafford Rd	Rosemont Rd to I-205	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	0	2	2	2	1	0	7	23,000	\$10,100,000	1	0	2		10	Top 16%	Top 17%
U927	NW	Childs Rd	Sycamore Ave to 65th Ave	Add pedways, bikeways and turn lanes at major intersections	Urban	Urban Upgrade	2	2	2	1	1	1	9	48,000	\$14,120,000	0	0	1		10	Top 16%	Top 17%
U702	NW	Carman	Lake Oswego City Limits to Roosevelt Ave	Add bikeways and pedways; analyze for turn lanes	Urban	Urban Upgrade	2	0	2	2	2	0	8	16,000	\$7,070,000	-1	0	2		9	Top 26%	Top 17%
U700	NW	Bonita	Carman Drive to I-5	Add bikeways and pedways	Urban	Urban Upgrade - Active Transportation	2	1	2	2	1	0	8	10,000	\$11,100,000	0	0	1		9	Top 26%	Top 17%
U741	NW	Borland Rd	Stafford Rd to City of West Linn	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	1	1	0	7	18,000	\$15,110,000	0	0	2		9	Top 26%	Top 17%
2094	NW	Stafford Rd	Rosemont Rd to Mountain Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	1	2	1	2	7	26,000	\$50,000	0	0	1		8	Bottom 74%	Top 32%
U169	NW	Stafford Rd	Stafford Rd / Childs Rd intersection	Install traffic signal and southbound and northbound turn lanes	Rural	Rural Upgrade - Vehicle Capacity	1	2	0	1	0	2	6	26,000	\$770,000	1	0	1		8	Bottom 74%	Top 32%
U180	NW	65th Ave	65th Ave / Elligsen Rd / Stafford Rd intersection	Construct roundabout	Rural	Rural Upgrade	2	2	0	1	1	0	6	16,000	\$5,550,000	1	0	1		8	Bottom 74%	Top 32%
U173	NW	Rosemont Rd	Stafford Rd to Salamo Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	2	1	0	0	7	16,000	\$16,470,000	-1	0	2		8	Bottom 74%	Top 32%
2029	NW	Schatz Rd / 55th Ave / Meridian Way	65th Ave to Stafford Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	1	1	1	0	5	6,000	\$5,060,000	0	0	2		7	Bottom 74%	Bottom 68%
U167	NW	Borland Rd	Tualatin City Limits to Stafford Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	0	2	2	1	0	1	6	21,000	\$5,700,000	-1	0	2		7	Bottom 74%	Bottom 68%
U737	NW	65th Ave	Stafford Rd to City of Tualatin	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	1	1	0	5	14,000	\$11,380,000	0	0	2		7	Bottom 74%	Bottom 68%
2034	NW	Graham's Ferry Rd	County boundary to Wilsonville Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	0	6	8,000	\$11,770,000	0	0	1		7	Bottom 74%	Bottom 68%
2035	NW	Pleasant Hill Rd / McConnell Rd	Ladd Hill Rd to Westfall Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	0	6	7,000	\$12,670,000	0	0	1		7	Bottom 74%	Bottom 68%
U462	NW	Childs Rd	River Bend Ln to 65th Ave	Add pedways, bikeways and turn lanes at major intersections	Urban	Urban Upgrade	2	2	2	1	0	0	7	13,000	\$19,110,000	-1	0	1		7	Bottom 74%	Bottom 68%
U926	NW	Tonquin Trail	Willamette River through Wilsonville	Construct bike / ped bridge consistent with the Connecting Clackamas Plan	Urban	Multi-Use Path	2	1	0	1	1	0	5	15,000	\$8,650,000	0	0	1		6	Bottom 74%	Bottom 68%
2036	NW	Bell Rd	Ladd Hill Rd to Wilsonville Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	1	1	0	5	7,000	\$12,410,000	0	0	1		6	Bottom 74%	Bottom 68%
U752	NW	Johnson Rd	Stafford Rd to City of West Linn	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade - Active Transportation	2	1	0	1	1	-1	4	3,000	\$13,140,000	0	0	2		6	Bottom 74%	Bottom 68%
U272	NW	Ladd Hill Rd	Wilsonville Rd to Washington County line	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	1	1	1	-1	5	1,500	\$29,150,000	-1	0	2		6	Bottom 74%	Bottom 68%
2039	NW	Wisteria Rd / Woodbine Rd	Rosemont Rd to Johnson Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	1	1	-1	4	2,000	\$7,780,000	0	0	1		5	Bottom 74%	Bottom 68%
2037	NW	Baker Rd	Tooze Rd to County boundary	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	0	1	1	0	4	12,000	\$7,830,000	0	0	1		5	Bottom 74%	Bottom 68%
2038	NW	Homesteader Rd	Stafford Rd to Mountain Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	1	0	0	4	4,000	\$9,810,000	0	0	1		5	Bottom 74%	Bottom 68%
2033	NW	Advance Rd	65th Ave to Mountain Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	1	1	0	0	4	13,000	\$11,840,000	0	0	1		5	Bottom 74%	Bottom 68%
2031	NW	Schaeffer Rd	Mountain Rd to Petes Mountain Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	0	-1	4	3,000	\$11,930,000	0	0	1		5	Bottom 74%	Bottom 68%
2030	NW	Denevi Rd / Mountain Rd	Stafford Rd to Canby Ferry	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	1	1	0	0	4	8,000	\$18,150,000	0	0	1		5	Bottom 74%	Bottom 68%
U273	NW	Wilsonville Rd	Wilsonville Rd / Edminston Rd intersection	Remove bank, remove horizontal curve, relocate intersection	Rural	Safety	0	0	0	2	1	0	3	1,500	\$3,130,000	0	0	1		4	Bottom 74%	Bottom 68%
U922	NW	Tualatin / Lake Oswego Pedestrian and Bicycle Bridge	Tualatin River Bridge	Construct bike / ped bridge consistent with the Connecting Clackamas Plan	Rural	Bridge	2	0	0	1	0	0	3	15,000	\$4,890,000	0	0	1		4	Bottom 74%	Bottom 68%
2032	NW	Hoffman Rd / Peach Cove Rd / Riverwood Rd	Mountain Rd to Tualatin River	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	0	1	0	0	3	8,000	\$8,250,000	0	0	1		4	Bottom 74%	Bottom 68%
U466	NW	Petes Mountain Rd	Willamette Falls Rd to Hoffman Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	0	1	0	-1	3	7,000	\$20,740,000	-1	0	2		4	Bottom 74%	Bottom 68%
1077	NW	Advance Rd	65th Ave and Mountain Rd	Realign roadway and grade improvements	Rural	Rural Upgrade	0	0	0	2	0	0	2	7,000	\$2,180,000	0	0	1		3	Bottom 74%	Bottom 68%
1014	NW	Wilsonville Rd	Wilsonville Rd / Bell Rd intersection	Realign roadway and grade improvements	Rural	Rural Upgrade	0	0	0	1	1	0	2	8,000	\$3,300,000	0	0	0		2	Bottom 74%	Bottom 68%

**Total Cost: \$351,780,000**

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

15,000 assumed for multiuse path or hike/bike bridge

+1 : addresses deficiency	-1: not part of DTA recommendation	+2: addresses gap AND deficiency
-1 : does not address deficiency		+1: addresses gap OR deficiency

**\*Note:** To be completed based on feedback received during prioritization process.

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

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

See Prioritization Process Goal Matrix for Goal Scoring

TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Urban or Rural	Project Category	TSP Goal Assessment of Project						Total Goal Score	Projected Future Demand*	Planning Level Cost Estimate	Additional Scores				Final Score	Rank within Geographic Sub Area	Rank Countywide
							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				70% Growth Analysis Score	DTA Analysis Score	Addresses Identified Need	Synergy Score*			
U469	SW	Clackamas River Dr	Oregon City limits to Springwater Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	0	2	2	2	2	0	8	9,000	\$23,240,000	1	0	2		11	Top 8%	Top 17%
U190	SW	Hattan Rd	Fischers Mill Rd to Gronlund Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	2	1	2	0	9	10,000	\$15,900,000	-1	0	2		10	Top 8%	Top 17%
U302	SW	Union Mills Rd	OR 213 to OR 211	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	1	1	1	0	7	9,000	\$21,360,000	1	0	2		10	Top 8%	Top 17%
2082	SW	OR 170	OR 99E to Macksburg Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	1	2	2	2	8	11,000	\$60,000	0	0	1		9	Top 8%	Top 17%
U276	SW	Airport Rd	Airport Rd / Miley Rd intersection	Install traffic signal	Rural	Rural Upgrade - Vehicle Capacity	1	2	0	1	1	2	7	22,000	\$200,000	1	0	1		9	Top 8%	Top 17%
U203	SW	Fischers Mill Rd	Fischers Mill / Hattan Rd intersection	Install eastbound left-turn lane	Rural	Rural Upgrade - Vehicle Capacity	1	2	1	2	1	1	8	12,000	\$570,000	0	0	1		9	Top 8%	Top 17%
U197	SW	Redland Rd	Redland Rd / Holly Rd intersection	Install traffic signal and westbound and northbound left-turn lanes or roundabout	Urban	Urban Upgrade - Vehicle Capacity	1	2	0	2	1	1	7	16,000	\$1,340,000	1	0	1		9	Top 8%	Top 17%
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.	Rural	Rural Upgrade - Vehicle Capacity	1	2	2	2	1	1	9	21,000	\$5,550,000	-1	0	1		9	Top 8%	Top 17%
U249	SW	Springwater Rd	Hattan Rd to Hayden Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	2	2	1	-1	8	8,000	\$46,880,000	-1	0	2		9	Top 8%	Top 17%
2084	SW	Redland Rd	Redland Rd / Springwater Rd intersection	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	0	2	2	2	7	7,000	\$20,000	0	0	1		8	Top 20%	Top 32%
2073	SW	Redland Rd	OR 213 to Hattan Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	1	2	1	2	7	12,000	\$80,000	0	0	1		8	Top 20%	Top 32%
1066	SW	Logging Road Trail	Canby Ferry	Extend the Logging Rd Trail to the Canby Ferry	Rural	Multi-Use Path	2	1	0	1	1	2	7	15,000	\$430,000	0	0	1		8	Top 20%	Top 32%
U295	SW	Canby-Marquam Highway (OR 170)	Canby-Marquam Hwy / Lone Elder Rd intersection	Reconstruct intersection; install northbound left-turn lane and southbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	1	2	1	2	1	0	7	11,000	\$3,750,000	0	0	1		8	Top 20%	Top 32%
U210	SW	Henrici Rd	OR 213 to Beavercreek Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	1	1	1	0	7	8,000	\$6,780,000	-1	0	2		8	Top 20%	Top 32%
U750	SW	Holly Ln	Maplelane Rd to Redland Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	1	1	0	7	7,000	\$8,350,000	0	0	1		8	Top 20%	Top 32%
U754	SW	Maplelane Rd	Beavercreek Rd to Ferguson Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	2	1	0	6	8,000	\$12,210,000	0	0	2		8	Top 20%	Top 32%
U211	SW	Beavercreek Rd	Henrici Rd to Yeoman Rd/Steiner Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	1	2	0	0	7	11,000	\$15,840,000	-1	0	2		8	Top 20%	Top 32%
U279	SW	Arndt Rd	OR 551 to Knights Bridge Rd	Widen to 4 lanes with median, left-turn lanes and paved shoulders	Rural	Rural Upgrade	2	2	0	1	0	0	5	32,000	\$23,840,000	1	0	2		8	Top 20%	Top 32%
2806	SW	Arndt Rd Extension	Knights Bridge to OR 99E	Construct new 5 lane roadway	Rural	New Roadway	2	1	1	2	0	1	7	100,000	\$26,770,000	0	0	1		8	Top 20%	Top 32%
U504	SW	Mulino Rd (13th St segment)	Canby City limits to OR 213	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade - Active Transportation	2	1	2	1	1	-1	6	4,000	\$27,110,000	0	0	2		8	Top 20%	Top 32%
U739	SW	Beavercreek Rd	Yeoman Rd/Steiner Rd to OR 211	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	2	1	-1	7	4,000	\$47,550,000	0	0	1		8	Top 20%	Top 32%
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	Rural	Other (Road Closure)	0	0	1	2	1	2	6	2,500	\$10,000	0	0	1		7	Bottom 80%	Bottom 68%
2076	SW	Maplelane Rd	Beavercreek Rd to Ferguson Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	0	2	1	2	6	8,000	\$50,000	0	0	1		7	Bottom 80%	Bottom 68%
2078	SW	Upper Highland Rd	Beavercreek Rd to Lower Highland Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	0	2	1	2	6	16,000	\$80,000	0	0	1		7	Bottom 80%	Bottom 68%
2085	SW	Beavercreek Rd	Ferguson Rd to Spangler Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	1	1	2	0	2	6	8,000	\$80,000	0	0	1		7	Bottom 80%	Bottom 68%
U304	SW	Meridian Rd	Meridian Rd / Whiskey Hill Rd intersection	Limit access/egress points to and from school on NE corner of intersection	Rural	Safety	0	1	1	2	1	1	6	4,000	\$200,000	0	0	1		7	Bottom 80%	Bottom 68%
2107	SW	Springwater Rd	Springwater Rd / Clackamas River Dr intersection	Install signal and second southbound left-turn lane on Clackamas River Dr	Rural	Rural Upgrade - Vehicle Capacity	-1	2	0	1	1	2	5	36,000	\$770,000	1	0	1		7	Bottom 80%	Bottom 68%
U204	SW	Redland Rd	Redland Rd / Fischers Mill Rd / Henrici Rd intersection	Install eastbound left-turn lane and east and westbound right-turn lanes at Henrici Rd	Rural	Rural Upgrade - Vehicle Capacity	0	2	1	2	1	1	7	11,000	\$1,140,000	0	0	0		7	Bottom 80%	Bottom 68%
U196	SW	Redland Rd	~400 ft west of Holly Ln	Widen to include shoulders and bikeways	Urban	Urban Upgrade - Active Transportation	2	1	0	1	1	1	6	19,000	\$2,930,000	0	0	1		7	Bottom 80%	Bottom 68%
U185	SW	Springwater Rd	400 ft east of Hattan Rd	Construct bridge to accommodate paved shoulders	Rural	Bridge	0	2	0	1	2	1	6	15,000	\$3,630,000	0	0	1		7	Bottom 80%	Bottom 68%

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 Geographic Sub Area	Rank Countywide
U298	SW	Canby-Marquam Highway (OR 170)	OR 170 / Macksburg Rd intersection	Reconstruct intersection; install southbound left-turn lane and northbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	1	2	0	2	1	0	6	9,000	\$3,750,000	0	0	1		7	Bottom 80%	Bottom 68%
U195	SW	Redland Rd	~900 ft west of Holly Ln	Widen to include shoulders and bikeways	Urban	Urban Upgrade - Active Transportation	2	1	0	1	1	1	6	19,000	\$4,210,000	0	0	1		7	Bottom 80%	Bottom 68%
U250	SW	Springwater Rd	Springwater Rd / Bakers Ferry Rd intersection	Install southbound left-turn lane; realign intersection to fix skew.	Rural	Rural Upgrade - Vehicle Capacity	1	2	0	2	1	0	6	15,000	\$5,350,000	0	0	1		7	Bottom 80%	Bottom 68%
U738	SW	Barlow Rd	Knights Bridge Rd to OR 99E	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	1	0	0	6	16,000	\$5,400,000	0	0	1		7	Bottom 80%	Bottom 68%
U310	SW	Canby-Marquam Highway (OR 170)	~1,900 ft south of Barnards Rd	Construct major arterial 2-lane bridge with paved shoulders	Rural	Bridge	2	0	0	2	2	0	6	6,000	\$5,580,000	0	0	1		7	Bottom 80%	Bottom 68%
U755	SW	Miley Rd	Airport Rd to Eilers Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	1	1	0	5	16,000	\$6,130,000	0	0	2		7	Bottom 80%	Bottom 68%
U473	SW	Holcomb Blvd	Edenwild Ln to Bradley Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	2	1	1	0	6	3,000	\$8,020,000	-1	0	2		7	Bottom 80%	Bottom 68%
U290	SW	Township Rd	Central Point Rd to Canby City limit	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	0	1	1	0	6	5,000	\$8,510,000	-1	0	2		7	Bottom 80%	Bottom 68%
U269	SW	Casto Rd	Spangler Rd to Central Point Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	0	1	1	0	6	5,000	\$9,330,000	-1	0	2		7	Bottom 80%	Bottom 68%
U505	SW	Toliver Rd	Dryland Rd to Molalla City Limits	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	2	2	-1	6	2,500	\$10,650,000	0	0	1		7	Bottom 80%	Bottom 68%
U742	SW	Bradley Rd	Gronlund Rd to Redland Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	2	1	1	0	6	7,000	\$12,300,000	0	0	1		7	Bottom 80%	Bottom 68%
U322	SW	Nowlens Bridge Rd	OR 213 to Maple Grove Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	1	1	2	-1	6	1,000	\$13,020,000	-1	0	2		7	Bottom 80%	Bottom 68%
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	Urban	Multi-Use Path	2	1	1	1	1	0	6	15,000	\$14,840,000	0	0	1		7	Bottom 80%	Bottom 68%
U746	SW	Fischers Mill Rd	Redland Rd to Springwater Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	1	1	-1	6	5,000	\$18,090,000	0	0	1		7	Bottom 80%	Bottom 68%
2014	SW	Canby-Marquam Highway (OR 170)	City of Canby to OR 211	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	2	-1	6	6,000	\$20,900,000	0	0	1		7	Bottom 80%	Bottom 68%
U270	SW	Spangler Rd	Casto Rd to Beaver Creek Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	1	1	1	-1	4	3,000	\$20,950,000	1	0	2		7	Bottom 80%	Bottom 68%
2800	SW	Beaver Creek multi-use path	Loder Rd to Ferguson Rd	Construct multi-use path consistent with the Beaver Creek Road Concept Plan	Urban	Multi-Use Path	2	1	1	1	1	0	6	15,000	\$22,440,000	0	0	1		7	Bottom 80%	Bottom 68%
U475	SW	Henrici Rd	Beaver Creek Rd to Redland Rd	Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves, investigate 40 mph speed zone extension to east of Ferguson Rd	Rural	Rural Upgrade	0	2	2	1	1	0	6	9,000	\$23,630,000	-1	0	2		7	Bottom 80%	Bottom 68%
1047	SW	Redland Rd	Redland Rd and Springwater Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	2	1	1	-1	6	6,000	\$30,200,000	0	0	1		7	Bottom 80%	Bottom 68%
U262	SW	Redland Rd	Henrici Rd to Springwater Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	2	1	1	1	-1	6	6,000	\$37,640,000	-1	0	2		7	Bottom 80%	Bottom 68%
2077	SW	Beaver Creek Rd	Lower Highland Rd to Butte Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	0	0	0	2	1	2	5	4,000	\$50,000	0	0	1		6	Bottom 80%	Bottom 68%
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	Rural	Multi-Use Path	2	1	0	1	1	0	5	1,000	\$740,000	0	0	1		6	Bottom 80%	Bottom 68%
U277	SW	Airport Rd	Arndt Rd to Miley Rd	Add turn lanes at major intersections	Rural	Rural Upgrade - Vehicle Capacity	0	2	0	2	0	1	5	15,000	\$1,710,000	-1	0	2		6	Bottom 80%	Bottom 68%
U199	SW	Redland Rd	Redland Rd / Ferguson Rd intersection	Construct roundabout	Rural	Rural Upgrade - Vehicle Capacity	1	0	0	2	1	0	4	16,000	\$5,550,000	1	0	1		6	Bottom 80%	Bottom 68%
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	Rural	Rural Upgrade	2	1	0	2	0	0	5	11,000	\$6,210,000	-1	0	2		6	Bottom 80%	Bottom 68%
U188	SW	Gronlund Rd / Hattan Rd	Bradley Rd to Springwater Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	0	2	1	0	5	14,000	\$7,610,000	-1	0	2		6	Bottom 80%	Bottom 68%
U756	SW	Molalla Ave	OR 213 to Molalla City limits	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	0	1	1	0	4	10,000	\$7,980,000	0	0	2		6	Bottom 80%	Bottom 68%
U285	SW	Holly Ave	Territorial Rd to Canby Ferry	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	0	2	1	-1	5	1,500	\$8,620,000	0	0	1		6	Bottom 80%	Bottom 68%
U747	SW	Gray's Hill Rd	Green Mountain Rd to OR 211	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	0	2	1	1	-1	5	2,500	\$9,720,000	0	0	1		6	Bottom 80%	Bottom 68%
U303	SW	Meridian Rd	Elliott Prairie Rd to Barlow Rd	Add paved shoulders; remove or decrease horizontal and vertical curves, investigate speed zone	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	1,500	\$9,760,000	0	0	1		6	Bottom 80%	Bottom 68%
U315	SW	Callahan Rd S (beginning on Ramsby Rd)	Dickie Prairie Rd to Fernwood Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	1	2	1	-1	5	1,500	\$12,140,000	-1	0	2		6	Bottom 80%	Bottom 68%
U784	SW	Canby - Molalla Railroad Trail		Construct multi-use path	Rural	Multi-Use Path	2	1	0	1	1	0	5	15,000	\$14,430,000	0	0	1		6	Bottom 80%	Bottom 68%
U782	SW	Oregon City boundary to Mulino Trail		Construct multi-use path	Rural	Multi-Use Path	0	1	2	1	1	0	5	15,000	\$14,570,000	0	0	1		6	Bottom 80%	Bottom 68%
2016	SW	Lone Elder Rd	County line to OR 170 (Canby-Marquam Hwy)	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	3,000	\$15,140,000	0	0	1		6	Bottom 80%	Bottom 68%
2017	SW	Barnards Rd	Meridian Rd to OR 170 (Canby-Marquam Hwy)	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	2,500	\$15,630,000	0	0	1		6	Bottom 80%	Bottom 68%
2009	SW	S Bakers Ferry Rd	S Springwater Rd to S Eaden Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	6,000	\$21,040,000	0	0	1		6	Bottom 80%	Bottom 68%

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 Geographic Sub Area	Rank Countywide
2018	SW	Leland Rd	Oregon City to Beaver Creek Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	3,000	\$22,400,000	0	0	1		6	Bottom 80%	Bottom 68%
2019	SW	New Era Rd	OR 99E to Leland Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	3,000	\$22,640,000	0	0	1		6	Bottom 80%	Bottom 68%
U264	SW	Unger Rd	Beavercreek Rd to OR 211	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	1	1	1	-1	5	1,000	\$27,820,000	-1	0	2		6	Bottom 80%	Bottom 68%
2012	SW	Carus Rd	Spangler Rd to Eldorado Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	4,000	\$28,370,000	0	0	1		6	Bottom 80%	Bottom 68%
U267	SW	Central Point Rd	Parrish Rd to Mulino Rd	Add paved shoulders; smooth curves	Rural	Rural Upgrade - Active Transportation	2	1	0	2	1	-1	5	3,000	\$28,550,000	0	0	1		6	Bottom 80%	Bottom 68%
1065	SW	Molalla Forest Rd	City of Canby to City of Molalla	Pave to provide bicycle access	Rural	Multi-Use Path	2	1	0	1	1	0	5	15,000	\$28,930,000	0	0	1		6	Bottom 80%	Bottom 68%
2015	SW	Meridian Rd	Lone Elder Rd to OR 211	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	2	1	1	1	1	-1	5	4,000	\$29,000,000	0	0	1		6	Bottom 80%	Bottom 68%
U300	SW	Macksburg Rd	OR 170 (Canby Marquam Hwy) to OR 213	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	1	1	1	-1	5	4,000	\$29,040,000	-1	0	2		6	Bottom 80%	Bottom 68%
U198	SW	Redland Rd	Henrici Rd to Oregon City	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	0	1	1	2	1	0	5	16,000	\$31,260,000	0	0	1		6	Bottom 80%	Bottom 68%
U186	SW	Forsythe Rd	Oregon City to Bradley Rd	Add center turn lane and paved shoulders	Rural	Rural Upgrade	2	2	0	2	1	-1	6	6,000	\$41,930,000	-1	0	1		6	Bottom 80%	Bottom 68%
U189	SW	Hattan Rd	Hattan Rd / Gronlund Rd intersection	Install southbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	-1	0	0	2	1	2	4	23,000	\$570,000	0	0	1		5	Bottom 80%	Bottom 68%
U292	SW	Mulino Rd	Mulino Rd / 13th Ave	Relocate intersection to south away from railroad trestle, change stop control to 13th Ave	Rural	Other (Relocate Intersection)	0	2	0	1	1	0	4	3,000	\$3,070,000	0	0	1		5	Bottom 80%	Bottom 68%
U281	SW	Barlow Rd	Arndt Rd / Barlow Rd intersection	Realign intersection	Rural	Safety	0	0	1	2	0	1	4	16,000	\$3,230,000	0	0	1		5	Bottom 80%	Bottom 68%
U299	SW	Dryland Rd	Macksburg Rd S to Macksburg Rd N	Realign to form one intersection at Dryland Rd	Rural	Rural Upgrade	0	1	1	2	1	0	5	7,000	\$3,400,000	-1	0	1		5	Bottom 80%	Bottom 68%
U306	SW	Barnards Rd	Between Needy Rd and Stuwe Rd	Reconstruct bridge and widen to 36 feet	Rural	Bridge	1	1	0	1	1	0	4	2,500	\$3,560,000	0	0	1		5	Bottom 80%	Bottom 68%
U297	SW	Gard Rd	~100 ft south of Old Clarke Rd	Construct bridge to accommodate paved shoulders	Rural	Bridge	2	0	1	1	1	0	5	1,500	\$3,570,000	0	0	0		5	Bottom 80%	Bottom 68%
U314	SW	Wright Rd	Feyrer Park Rd to Callahan Rd	Add paved shoulders	Rural	Rural Upgrade	2	0	0	1	1	-1	3	1,500	\$6,280,000	0	0	2		5	Bottom 80%	Bottom 68%
U194	SW	Bradley Rd	Redland Rd to Holcomb Blvd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	0	0	2	1	1	0	4	6,000	\$6,960,000	-1	0	2		5	Bottom 80%	Bottom 68%
U214	SW	South End Rd	Oregon City limits to OR 99E	Smooth curves; add paved shoulders	Rural	Rural Upgrade	2	0	0	1	0	0	3	7,000	\$7,070,000	1	0	1		5	Bottom 80%	Bottom 68%
U311	SW	Molalla Ave and Vaughan Rd	OR 213 to Molalla City limits	Add paved shoulders	Rural	Rural Upgrade	2	0	0	1	1	0	4	10,000	\$9,170,000	-1	0	2		5	Bottom 80%	Bottom 68%
1050	SW	Union Hall Rd	Central Point Rd to El Dorado Rd	Add paved shoulders	Rural	Rural Upgrade	0	0	2	1	1	-1	3	1,500	\$11,210,000	0	0	2		5	Bottom 80%	Bottom 68%
U317	SW	Dhooghe Rd	OR 211 to Fernwood Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	1	1	1	-1	4	1,500	\$16,190,000	-1	0	2		5	Bottom 80%	Bottom 68%
U321	SW	Wildcat Rd	Wilhoit Rd to OR 213	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	1	1	0	-1	4	2,500	\$29,140,000	-1	0	2		5	Bottom 80%	Bottom 68%
U320	SW	Sawtell Rd	Maple Grove Rd to Wilhoit Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	0	1	1	-1	4	1,500	\$38,450,000	-1	0	2		5	Bottom 80%	Bottom 68%
1053	SW	Ferguson Rd	Beavercreek Rd and Henrici Rd	Reduce the speed limit and install traffic calming features	Rural	Other (Traffic Calming)	0	-1	1	1	1	2	4	2,500	\$10,000	0	0	0		4	Bottom 80%	Bottom 68%
U284	SW	Knights Bridge Rd	Knights Bridge Rd / Barlow Rd intersection	Remove vertical curve; improve drainage	Rural	Safety	0	0	1	1	0	1	3	20,000	\$2,150,000	0	0	1		4	Bottom 80%	Bottom 68%
U332	SW	Rock Creek (Kropf Rd) Bridge	~3,500 ft north of Gibson Rd	Replace bridge	Rural	Bridge	0	1	0	1	1	0	3	3,000	\$2,160,000	0	0	1		4	Bottom 80%	Bottom 68%
U323	SW	Blair Rd	Groshong Rd to Maple Grove Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	0	1	0	0	3	2,500	\$3,360,000	-1	0	2		4	Bottom 80%	Bottom 68%
U275	SW	Boones Ferry Rd	Boones Ferry Rd / Butteville Rd intersection	Remove bank, remove/decrease horizontal curve	Rural	Safety	0	1	0	2	1	-1	3	1,000	\$4,020,000	0	0	1		4	Bottom 80%	Bottom 68%
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	Rural	Rural Upgrade	0	0	0	1	1	0	2	7,000	\$4,140,000	0	0	2		4	Bottom 80%	Bottom 68%
U265	SW	Beavercreek Rd	Beavercreek Rd / Leland Rd / Kamrath Rd intersection	Construct roundabout	Rural	Rural Upgrade - Vehicle Capacity	0	2	1	1	0	0	4	7,000	\$4,510,000	-1	0	1		4	Bottom 80%	Bottom 68%
U325	SW	Bird Rd	Groshong Rd to Wilhoit Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	0	1	0	0	3	3,000	\$5,120,000	-1	0	2		4	Bottom 80%	Bottom 68%
2020	SW	Forsythe Rd	Oregon City to Bradley Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	0	1	0	1	1	0	3	6,000	\$13,900,000	0	0	1		4	Bottom 80%	Bottom 68%
2021	SW	Thayer Rd/Ferguson Rd	Oregon City to Redland Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	0	1	0	1	1	0	3	8,000	\$14,690,000	0	0	1		4	Bottom 80%	Bottom 68%
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	Rural	Rural Upgrade	2	1	0	1	0	-1	3	3,000	\$15,360,000	-1	0	2		4	Bottom 80%	Bottom 68%
U261	SW	Ridge Rd	Lower Highland Rd to Redland Rd	Add paved shoulders	Rural	Rural Upgrade	1	0	1	1	0	-1	2	3,000	\$15,500,000	0	0	2		4	Bottom 80%	Bottom 68%
U260	SW	Fellows Rd	Redland Rd to Lower Highland Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	0	1	1	-1	3	2,000	\$18,750,000	-1	0	2		4	Bottom 80%	Bottom 68%
U263	SW	Lower Highland Rd	Beavercreek Rd to Fellows Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	0	0	1	1	-1	3	2,000	\$26,890,000	-1	0	2		4	Bottom 80%	Bottom 68%

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 Geographic Sub Area	Rank Countywide
U326	SW	Maple Grove Rd	Nowlens Bridge Rd to Sawtell Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	2	1	0	1	0	-1	3	3,000	\$34,760,000	-1	0	2		4	Bottom 80%	Bottom 68%
2801	SW	Hult Rd	OR 211 to Unger Rd	Re-open and improve Hult Rd	Rural	Rural Upgrade	0	0	0	0	1	0	1	1,000	\$1,070,000	0	0	2		3	Bottom 80%	Bottom 68%
U201	SW	Redland Rd	Redland Rd / Bradley Rd intersection	Install eastbound left-turn lanes	Rural	Rural Upgrade - Vehicle Capacity	0	0	0	1	1	1	3	11,000	\$1,140,000	-1	0	1		3	Bottom 80%	Bottom 68%
U318	SW	Klang's Mill bridge	~1,000 ft north of OR 211	Construct 2-lane bridge	Rural	Bridge	0	0	0	1	1	0	2	2,500	\$1,620,000	0	0	1		3	Bottom 80%	Bottom 68%
U213	SW	Leland Rd	~1,000 ft north of Warnock Rd	Construct bridge to accommodate paved shoulders	Rural	Bridge	0	0	0	1	1	0	2	2,000	\$2,590,000	0	0	1		3	Bottom 80%	Bottom 68%
U187	SW	Forsythe Rd	Forsythe Rd / Victory Rd intersection	Realign, widen Victory Rd and remove or decrease curves along Forsythe Rd; relocate intersection	Rural	Safety	0	-1	0	2	1	0	2	6,000	\$3,070,000	0	0	1		3	Bottom 80%	Bottom 68%
U902	SW	Pudding River/Whiskey Hill Bridge	~300 ft west of Watts Rd	Replace bridge	Rural	Bridge	0	0	0	1	1	0	2	2,500	\$3,560,000	0	0	1		3	Bottom 80%	Bottom 68%
U212	SW	Maple Lane Rd	~1,800 ft west of Walker Rd	Add paved shoulders	Rural	Rural Upgrade - Active Transportation	0	0	0	1	1	0	2	6,000	\$4,000,000	0	0	1		3	Bottom 80%	Bottom 68%
U316	SW	Fernwood Rd	Dhooghe Rd to Callahan Rd	Add paved shoulders and turn lanes at major intersections	Rural	Rural Upgrade	0	1	0	1	1	-1	2	1,500	\$6,660,000	-1	0	2		3	Bottom 80%	Bottom 68%
1057	SW	Buckner Creek Rd	Gard Rd to Cochell Rd	Add paved shoulders	Rural	Rural Upgrade	0	0	0	1	1	-1	1	2,500	\$25,580,000	0	0	2		3	Bottom 80%	Bottom 68%
U206	SW	Henrici Rd	Between Driftwood Dr and Shore Vista Dr	Widen bridge to accommodate paved shoulders and turn lanes at major intersections (U475)	Rural	Bridge	0	0	0	1	0	1	2	7,000	\$1,620,000	0	0	0		2	Bottom 80%	Bottom 68%
1055	SW	Gribble Rd	Mark Rd to Dryland Rd	Reconstruct and widen	Rural	Rural Upgrade	0	0	0	1	1	-1	1	2,500	\$11,450,000	0	0	1		2	Bottom 80%	Bottom 68%
1074	SW	Clackamas River bridge	From Blay Rd to Palmer Rd at the Clackamas River	Construct bridge over Clackamas River	Rural	Bridge	-1	0	1	0	0	-1	-1	3,000	\$60,030,000	0	0	1		0	Bottom 80%	Bottom 68%
1068	SW	Ferguson Rd	Thayer Rd and Ferguson Rd	Extend Ferguson Rd at Thayer Rd to connect with Ferguson Rd to the south	Rural	New Roadway	-1	0	0	0	1	-1	-1	1,000	\$5,790,000	0	0	0		-1	Bottom 80%	Bottom 68%

**Total Cost: \$1,453,870,000**

## Appendix C ODOT Projects



**\*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**.

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

See Prioritization Process Goal Matrix for Goal Scoring

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

15,000 assumed for multiuse path or bike/ped bridge

+1 : addresses deficiency	-1: not part of DTA recommendation	+2: addresses gap AND deficiency
-1 : does not address deficiency		+1: addresses gap OR deficiency

**\*Note:** To be completed based on feedback received during prioritization process.

Tier 1
Tier 2
Tier 3

TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Urban or Rural	Project Category	Jurisdiction	TSP Goal Assessment of Project						Total Goal Score	Projected Future Demand*	Planning Level Cost Estimate	Additional Scores					Rank
								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				70% Growth Analysis Score	DTA Analysis Score	Addresses Identified Need	Synergy Score	Final Score	
U535	E	OR 211	Tickle Creek Rd to 362nd Dr	Widen roadway to include bikeways /shoulders and add passing /climbing lanes where needed	Rural	Rural Upgrade	ODOT	2	2	1	2	2	0	9	13,000	\$13,560,000	0	0	2		11	Top 6%
U531	SW	OR 211	Beavercreek Rd, Union Hall Rd to Dhooghe Rd	Widen to include shoulders, bikeways, add passing lanes where needed and turn lanes at major intersections	Rural	Rural Upgrade	ODOT	2	2	1	2	2	-1	8	8,000	\$21,420,000	1	0	2		11	Top 6%
1018	CRC	I-205 / OR 212/224 Interchange	In vicinity of Roots Rd and McKinley Ave	Connect bikeways	Urban	Urban Upgrade - Active Transportation	ODOT	2	1	1	1	2	2	9	25,000	\$70,000	0	0	1		10	Top 6%
1004	CRC	OR 99E	OR 99E / Jennings Ave intersection	Determine safe connection of Trolley Trail at OR 99E / Jennings Ave intersection	Urban	Multi-Use Path	ODOT	2	1	1	1	2	2	9	33,000	\$100,000	0	0	1		10	Top 6%
U912	CRC	I-205 Multi-Use Path Connection	Between Sunnyside Rd and Sunnybrook Blvd	Construct ADA compliant access to the commercial area from the I-205 Multi-Use Path	Urban	Multi-Use Path	ODOT	2	1	1	2	2	1	9	15,000	\$140,000	0	0	1		10	Top 6%
U427	E	OR 224	Eaglecreek / OR 224 intersection	Install signal	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	1	2	1	1	8	21,000	\$200,000	1	0	1		10	Top 6%
U534	E	OR 211	0.14 miles east of Coop Rd to Jackknife Rd	Widen to add shoulder / bikeways; realign to remove horizontal and vertical curves	Rural	Rural Upgrade	ODOT	2	1	1	2	2	0	8	9,000	\$1,230,000	0	0	2		10	Top 6%
U106	CRC	OR 213	Clatsop St to Sunnyside Rd	Widen to add sidewalks, lighting, central median, planting strips and landscaping; fill gaps in the bike and ped network	Urban	Urban Upgrade - Active Transportation	ODOT	2	1	2	2	2	0	9	29,000	\$8,500,000	0	0	1		10	Top 6%
U418	CRC	Tolbert St Overcrossing	82nd Dr to Industrial Way	Construct new 2 lane overcrossing with bikeways and pedways	Urban	New Roadway	ODOT	2	2	1	1	2	0	8	7,500	\$9,210,000	0	0	2		10	Top 6%
U533	E	OR 211	Eagle Creek Rd to Tickle Creek Rd	Widen roadway to include bikeways /shoulders and add passing /climbing lanes where needed	Rural	Rural Upgrade	ODOT	2	2	1	2	2	-1	8	9,000	\$21,110,000	0	0	2		10	Top 6%
2080	SW	OR 99E	Sequoia Prkwy to Lone Elder Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	2	0	2	2	2	8	27,000	\$80,000	0	0	1		9	Top 6%
2089	CRC	OR 213 (82nd Ave)	Luther Road to Sunnybrook Blvd	Perform road safety audit or transportation safety review to identify appropriate safety improvements for the corridor	Urban	Safety	ODOT	0	1	1	2	2	2	8	28,000	\$90,000	0	0	1		9	Top 6%
U904	CRC	Sunrise Multi-use Path	I-205 to Rock Creek Junction	Construct multi-use path to / from I-205 paralleling the Sunrise project	Urban	Multi-Use Path	ODOT	2	1	1	2	2	0	8	15,000	\$1,210,000	0	0	1		9	Top 6%
2118	CRC	OR 224	OR 224 / Lake Rd / Webster Rd intersection	Add second left-turn lane on westbound OR 224	Urban	Urban Upgrade - Vehicle Capacity	ODOT	1	2	1	1	2	0	7	42,000	\$1,410,000	1	0	1		9	Top 6%
2119	CRC	OR 224	OR 224 / Johnson Rd intersection	Add second left-turn lane on westbound OR 224	Urban	Urban Upgrade - Vehicle Capacity	ODOT	1	2	1	1	2	0	7	52,000	\$2,250,000	1	0	1		9	Top 6%
U915	CRC	OR 224	Rock Creek Junction to Carver Bridge	Widen to four lanes with turn lanes at intersections to Carver Bridge. Add bikeways. Add pedways over the bridge and into Carver.	Urban	Urban Upgrade	ODOT	2	2	0	1	1	0	6	29,000	\$29,240,000	1	0	2		9	Top 6%
U407	M	OR 99E (McLoughlin Blvd)	Milwaukie City limit to Gladstone City limit	Add bikeways, pedways, median enhancements, crosswalks and pedestrian refuges	Urban	Urban Upgrade - Active Transportation	ODOT	2	1	2	2	2	-1	8	29,000	\$42,600,000	0	0	1		9	Top 6%
U547	E	OR 224	Bakers Ferry Rd to Estacada city limits	Widen roadway to include shoulders and bikeways; add passing lanes where needed	Rural	Rural Upgrade	ODOT	2	2	1	2	1	-1	7	21,000	\$54,970,000	0	0	2		9	Top 6%
2065	E	US 26	Kelso Rd to Duncan Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	2	7	41,000	\$30,000	0	0	1		8	Top 28%
2066	E	US 26	Duncan Rd to Langensand Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	0	2	2	2	7	34,000	\$50,000	0	0	1		8	Top 28%
2071	E	OR 224	232nd Ave to OR 211	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	2	7	21,000	\$80,000	0	0	1		8	Top 28%
2074	SW	OR 213	Molalla Ave to S Spangler Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	2	7	29,000	\$80,000	0	0	1		8	Top 28%
2081	SW	OR 99E	Territorial Rd to the Metro boundary	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	2	7	32,000	\$80,000	0	0	1		8	Top 28%
2086	M	OR 99E	Park Ave to Gladstone City Limits	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Urban	Safety	ODOT	0	1	1	2	2	1	7	29,000	\$120,000	0	0	1		8	Top 28%
2093	CRC	OR 212	I-205 to OR 224	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Urban	Safety	ODOT	0	1	1	2	2	1	7	25,000	\$120,000	0	0	1		8	Top 28%
1006	SW	OR 213	OR 213 / Carus Rd intersection	Install traffic signal to replace existing two-way stop	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	1	2	1	1	8	23,000	\$200,000	0	0	0		8	Top 28%

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U444	E	OR 224	Bakers Ferry Rd / OR 224 intersection	Add eastbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	0	2	1	1	7	20,000	\$290,000	0	0	1		8	Top 28%
2105	E	OR 212	OR 212 / 282nd Ave intersection	Add second right-turn lane on 282nd	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	1	1	1	0	6	24,000	\$570,000	1	0	1		8	Top 28%
U671	CRC	OR 213	Sunnybrook Blvd to Portland City Limits	Extend fiberoptic communications, CCTV at key intersections and adaptive signal timing	Urban	ITS	ODOT	2	2	1	0	2	0	7	27,000	\$924,000	0	0	1		8	Top 28%
2053	CRC	OR 224	Milwaukie City limits to I-205	Fill gaps in pedways or construct multi-use path as parallel route to OR 224	Urban	Urban Upgrade - Active Transportation	ODOT	2	1	1	1	2	0	7	34,000	\$5,870,000	0	0	1		8	Top 28%
U532	E	OR 211	Hayden Rd to OR 224	Widen to rural arterial standard with shoulders, bikeways and turn lanes at major intersections.	Rural	Rural Upgrade	ODOT	2	2	0	2	2	-1	7	4,000	\$6,740,000	-1	0	2		8	Top 28%
2013	SW	OR 211	OR 170 (Canby-Marquam Hwy) to City of Molalla	Add shoulders and bikeways	Rural	Rural Upgrade - Active Transportation	ODOT	2	1	1	2	2	-1	7	5,000	\$15,560,000	0	0	1		8	Top 28%
U773	CRC	OR 212	Armstrong Cr to US 26	Add shoulders and bikeways	Urban	Urban Upgrade - Active Transportation	ODOT	2	1	1	1	1	0	6	31,000	\$32,600,000	0	0	2		8	Top 28%
U423	CRC	OR 212	SE 162nd to Anderson Rd	Add bikeways, pedways, and landscaped buffer; widen to 6 lanes within Happy Valley; add center turn lane within Damascus	Urban	Urban Upgrade	ODOT	2	2	0	1	1	-1	5	34,000	\$66,880,000	1	0	2		8	Top 28%
U772	SW	OR 211	Molalla city limits to Estacada city limits	Widen to rural arterial standard (2 lanes) with shoulders and bikeways	Rural	Rural Upgrade - Active Transportation	ODOT	1	1	1	2	2	-1	6	8,000	\$277,770,000	0	0	2		8	Top 28%
2083	SW	OR 213	OR 213 / Beaver Creek Rd intersection	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Urban	Safety	ODOT	0	0	0	2	2	2	6	44,000	\$30,000	0	0	1		7	Top 28%
2075	SW	OR 213	Graves Rd to OR 211	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	1	6	16,000	\$90,000	0	0	1		7	Top 28%
2064	E	OR 211	OR 224 to eastbound US 26	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	1	6	11,000	\$110,000	0	0	1		7	Top 28%
2067	E	US 26	Firwood Rd to Sleepy Hollow Dr	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	1	6	18,000	\$140,000	0	0	1		7	Top 28%
2079	SW	OR 211	Beaver Creek Rd to Upper Highland Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	2	0	6	5,000	\$150,000	0	0	1		7	Top 28%
1007	SW	OR 213	OR 213 / Spangler Rd intersection	Install traffic signal to replace existing two-way stop	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	0	0	2	1	1	5	22,000	\$200,000	1	0	1		7	Top 28%
1000	CRC	OR 224	Milwaukie Expressway/ Rusk Rd off-ramp	Extend right-turn lane on Milwaukie Expressway	Urban	Safety	ODOT	0	1	1	1	2	1	6	35,000	\$290,000	0	0	1		7	Top 28%
2110	SW	OR 213	OR 213 / Leland Rd intersection	Add northbound through auxiliary lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	1	0	1	0	5	28,000	\$570,000	1	0	1		7	Top 28%
2111	SW	OR 99E	OR 99E / Barlow Rd intersection	Add left-turn lane on southbound Barlow Rd	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	0	1	1	0	5	21,000	\$570,000	1	0	1		7	Top 28%
U449	SW	OR 99E	OR 99E / Barlow Rd intersection	Add dual left-turn lanes on southbound Barlow	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	0	1	1	0	5	21,000	\$570,000	1	0	1		7	Top 28%
2121	CRC	OR 224	OR 224 / Hubbard Rd / 135th Ave intersection	Add intersection improvements, including right-turn lanes	Urban	Urban Upgrade - Vehicle Capacity	ODOT	1	0	1	1	2	0	5	27,000	\$860,000	1	0	1		7	Top 28%
U443	CRC	OR 224	Springwater Rd / OR 224 intersection	Add signal and turn lanes on all approaches	Urban	Urban Upgrade - Vehicle Capacity	ODOT	1	2	0	1	1	0	5	29,000	\$1,060,000	1	0	1		7	Top 28%
U445	E	OR 224	Amisiger Rd / OR 224 intersection	Install traffic signal; add southbound and eastbound left-turn lanes and westbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	0	2	1	0	6	23,000	\$1,340,000	0	0	1		7	Top 28%
1061	E	OR 211	Bornstedt Rd to City of Sandy	Add shoulders and bikeways	Rural	Rural Upgrade - Active Transportation	ODOT	2	0	0	1	2	0	5	5,000	\$3,390,000	0	0	2		7	Top 28%
U928	CRC	OR 224	Lake Rd / Johnson Rd / Pheasant Ct	Realign Lake Rd / Johnson Rd to provide southern OR 224 access via Pheasant Ct; add turn lanes at OR 224 / Pheasant Ct intersection; close access at Lake / Webster south of OR 224	Urban	Urban Upgrade	ODOT	1	2	1	0	2	0	6	13,000	\$4,320,000	0	0	1		7	Top 28%
2106	E	OR 224	OR 224 / 232nd Ave intersection	Install traffic signal or roundabout	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	1	0	2	1	0	5	16,000	\$5,550,000	1	0	1		7	Top 28%
2109	SW	OR 213	OR 213 / Henrici Rd intersection	Install traffic signal or roundabout	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	0	1	1	2	0	5	31,000	\$5,550,000	1	0	1		7	Top 28%
U774	SW	OR 213	Oregon City boundary to Marion County line	Add shoulders and bikeways	Rural	Rural Upgrade - Active Transportation	ODOT	2	1	1	2	1	-1	6	16,000	\$23,470,000	0	0	1		7	Top 28%
U529	SW	OR 211	Marion County line to OR 170 (Canby-Marquam Hwy)	Widen to include shoulders, bikeways, add passing lanes where needed and turn lanes at major intersections	Rural	Rural Upgrade	ODOT	2	2	0	1	2	-1	6	3,000	\$31,490,000	-1	0	2		7	Top 28%
U775	E	OR 224	OR 212 to City of Estacada	Add shoulders and bikeways	Rural	Rural Upgrade - Active Transportation	ODOT	2	1	1	2	1	-1	6	21,000	\$59,760,000	0	0	1		7	Top 28%

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U635	E	US 26	OR 35 Junction to Wasco County line	Widen roadway to include bikeways /shoulders, add passing lanes where needed and turn lanes at major intersections	Rural	Rural Upgrade	ODOT	2	2	0	1	2	-1	6	2,500	\$187,090,000	-1	0	2		7	Top 28%
2070	E	OR 211	OR 224 to Hillcockburn Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	0	2	1	1	5	4,000	\$80,000	0	0	1		6	Bottom 72%
2068	E	US 26	Rhododendron to OR 35	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	1	1	2	1	0	5	5,000	\$180,000	0	0	1		6	Bottom 72%
U454	E	US 26	US 26 / Firwood Rd intersection	Add eastbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	0	1	1	1	6	19,000	\$290,000	0	0	0		6	Bottom 72%
U441	SW	OR 213	Leland Rd / Union Hall Rd intersection	Add southbound auxiliary lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	1	0	1	0	5	28,000	\$570,000	1	0	0		6	Bottom 72%
U442	SW	OR 213	Carus Rd / OR 213 intersection	Install southbound left-turn and right-turn lanes	Rural	Rural Upgrade - Vehicle Capacity	ODOT	0	2	1	2	1	0	6	24,000	\$1,140,000	0	0	0		6	Bottom 72%
U394	CRC	OR 213	OR 213 / Harmony Rd / Sunnyside Rd intersection	Add bikeways, pedways, traffic signals and lighting	Urban	Urban Upgrade	ODOT	2	2	1	1	No data	0	6	32,000	\$4,450,000	-1	0	1		6	Bottom 72%
U087	CRC	Johnson Creek Blvd	I-205 / Johnson Creek Blvd interchange	Add loop ramp and northbound on-ramp; realign southbound off-ramp	Urban	Urban Upgrade - Vehicle Capacity	ODOT	0	2	1	1	2	0	6	57,000	\$9,800,000	-1	0	1		6	Bottom 72%
1082	CRC	OR 224 (Milwaukie Expressway)	Webster Rd and 82nd Ave	Provide frontage connection on the north side of OR 244	Urban	Urban Upgrade - Vehicle Capacity	ODOT	0	2	1	0	2	0	5	54,000	\$12,710,000	0	0	1		6	Bottom 72%
2010	SW	OR 99E	Oregon City to Canby	Add shoulders and bikeways	Rural	Rural Upgrade - Active Transportation	ODOT	2	1	0	1	1	0	5	29,000	\$17,180,000	0	0	1		6	Bottom 72%
2072	E	OR 224	Fish Creek Rd to National Forest Rd 46	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Rural	Safety	ODOT	0	0	0	2	2	0	4	1,500	\$170,000	0	0	1		5	Bottom 72%
U457	E	US 26	US 26 / Brightwood Loop E	Add westbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	0	1	1	1	0	4	5,000	\$290,000	0	0	1		5	Bottom 72%
U446	E	OR 224	Heiple Rd / OR 224 intersection	Add southbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	0	1	1	0	5	13,000	\$290,000	0	0	0		5	Bottom 72%
2122	CRC	OR 212	OR 212 / 172nd Ave intersection	Add second eastbound left-turn lane	Urban	Urban Upgrade - Vehicle Capacity	ODOT	1	2	0	1	1	0	5	37,000	\$1,140,000	-1	0	1		5	Bottom 72%
U339	SW	OR 213	Macksburg Rd to Liberal Way	Widen shoulders to state standards	Rural	Rural Upgrade - Active Transportation	ODOT	0	1	0	2	1	0	4	16,000	\$1,160,000	0	0	1		5	Bottom 72%
U536	CRC	OR 212	Rock Creek Junction to Damascus	Construct climbing lane	Urban	Urban Upgrade - Vehicle Capacity	ODOT	1	2	0	1	1	0	5	9,000	\$1,390,000	-1	0	1		5	Bottom 72%
U424	SW	OR 211	Dhooghe Rd / OR 211 intersection	Remove or decrease horizontal curve, relocate intersection	Rural	Safety	ODOT	0	0	1	1	2	0	4	5,000	\$1,540,000	0	0	1		5	Bottom 72%
U431	SW	OR 211	OR 170 (Canby-Marquam Hwy) / OR 211 intersection	Install eastbound and westbound left-turn lanes, and eastbound right-turn lane; remove or decrease horizontal curve	Rural	Rural Upgrade - Vehicle Capacity	ODOT	0	2	0	1	2	0	5	5,000	\$2,680,000	-1	0	1		5	Bottom 72%
U450	E	OR 211	362nd Dr / OR 211 intersection	Remove or decrease vertical curve and remove vegetation	Rural	Safety	ODOT	0	1	1	1	1	0	4	12,000	\$3,230,000	0	0	1		5	Bottom 72%
U467	SW	OR 211	Needy Rd to 0.6 miles west of Needy Rd	Remove or decrease vertical curve to allow passing zone, add passing lane in one or both directions, possible relocation of intersection	Rural	Safety	ODOT	0	2	0	1	1	0	4	4,000	\$3,480,000	0	0	1		5	Bottom 72%
1020	E	OR 211	OR 211 / Judd Rd intersection	Realign roadway	Rural	Safety	ODOT	0	1	0	2	1	0	4	10,000	\$3,700,000	0	0	1		5	Bottom 72%
U559	SW	I-205	Willamette River to West Linn City boundary	Add southbound truck climbing lane	Urban	Urban Upgrade - Vehicle Capacity	ODOT	0	0	0	1	2	0	3	59,000	\$10,000,000	1	0	1		5	Bottom 72%
U634	E	US 26	Govt. Camp Loop W to Warm Springs Hwy	Widen to four lanes with median, add left-turn lanes, widen shoulders	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	-1	2	1	-1	4	5,000	\$18,050,000	-1	0	2		5	Bottom 72%
U605	SW	OR 99E	Pudding River Bridge	Replace bridge	Rural	Bridge	ODOT	0	2	0	2	0	0	4	15,000	\$18,720,000	0	0	1		5	Bottom 72%
U544	CRC	OR 224	Springwater Rd to 232nd Dr	Shoulder widening, horizontal realignment, realignment of roadway to bluff	Rural	Safety	ODOT	0	1	1	1	1	-1	3	15,000	\$24,550,000	0	0	2		5	Bottom 72%
U918	NW	OR 43 South	West Linn to Lake Oswego	Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan	Urban	Multi-Use Path	ODOT	2	1	0	1	1	-1	4	21,000	\$46,100,000	0	0	1		5	Bottom 72%
U580	CRC	OR 212	Sunrise JTA mainline to 257th Ave	Widen to 4 lanes with bike lanes, planted median and turn pockets at signalized locations.	Urban	Urban Upgrade	ODOT	2	2	-1	1	1	-1	4	31,000	\$118,510,000	-1	0	2		5	Bottom 72%
U456	E	US 26	US 26 / Brightwood Loop W	Add westbound right-turn lane	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	0	0	1	1	0	3	5,000	\$290,000	0	0	1		4	Bottom 72%
U389	CRC	OR 212	OR 212 / SE 162nd Ave intersection	Add left-turn pockets and traffic signal	Urban	Urban Upgrade - Vehicle Capacity	ODOT	0	2	0	1	1	0	4	8,000	\$770,000	-1	0	1		4	Bottom 72%
U109	CRC	OR 213	Sunnyside Rd to Sunnybrook Rd	Widen to 7 lanes with boulevard treatments	Urban	Urban Upgrade	ODOT	2	2	-1	2	No data	0	5	33,000	\$5,320,000	-1	-1	1		4	Bottom 72%
U917	NW	OR 43	Lake Oswego to Portland	Develop active transportation connection consistent with the Connecting Clackamas Plan	Urban	Multi-Use Path	ODOT	2	0	0	1	0	0	3	31,000	\$7,960,000	0	0	1		4	Bottom 72%
U916	CRC	Sunrise Parkway	Rock Creek Junction to US 26	Preliminary engineering and Environmental Impact Statement (EIS)	Urban	Other	ODOT	0	2	-1	0	1	0	2	44,000	\$10,000,000	0	0	2		4	Bottom 72%
U551	SW	OR 99E	Barlow Rd to Marion County line	Four lane widening with median, left-turn lanes from mile post 24.05	Rural	Rural Upgrade - Vehicle Capacity	ODOT	0	2	0	2	1	0	5	22,000	\$14,790,000	-1	0	0		4	Bottom 72%
U520	E	US 26	Lolo Pass Rd to Govt. Camp Loop Rd. W	Widen to 4 lanes with left-turn lanes, add passing/climbing lanes and westbound right-turn lane at Lolo Pass	Rural	Rural Upgrade - Vehicle Capacity	ODOT	1	2	-1	2	1	-1	4	5,000	\$58,520,000	-1	0	1		4	Bottom 72%

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U907	CRC	Sunrise JTA	I-205 to 122nd Ave / OR 212/224	Construct improvements consistent with the supplemental EIS, 2-lane mainline; new O'Xing of I-205 connecting 82nd Ave with 82nd Dr; add UPRR viaduct, preliminary engineering at 162nd and OR 212	Urban	New Roadway	ODOT	0	2	1	0	1	-1	3	44,000	\$130,000,000	0	0	1		4	Bottom 72%
U558	SW	I-205	I-205 Corridor	Corridor-wide operational improvements	Urban	Urban Upgrade	ODOT	1	0	0	1	2	-1	3	47,000	\$251,642,000	0	0	1		4	Bottom 72%
1100	E	US 26	US 26 / Haley Rd intersection	Install traffic signal	Rural	Rural Upgrade - Vehicle Capacity	ODOT	0	0	1	0	1	1	3	41,000	\$200,000	0	0	0		3	Bottom 72%
U425	E	OR 211	Tickle Creek Rd/OR 211 intersection	Remove or decrease horizontal curve, relocate intersection	Rural	Safety	ODOT	0	1	0	1	1	0	3	12,000	\$2,100,000	0	0	0		3	Bottom 72%
U905	CRC	Sunrise Phase 1 Preliminary Engineering	Webster Rd/ OR 224 to 172nd Ave / OR 212	Preliminary engineering and Environmental Impact Statement (EIS) from Webster Rd to 172nd Ave	Urban	Other	ODOT	0	2	-1	0	1	0	2	44,000	\$37,500,000	0	0	1		3	Bottom 72%
U619	CRC	Sunrise Corridor Unit 2	172nd Ave to US 26	Construct new 4 lane roadway with interchanges	Urban	New Roadway	ODOT	1	2	-1	0	0	-1	1	20,800	\$250,550,000	0	0	2		3	Bottom 72%
U906	CRC	Sunrise Phase 1 Right-of-Way	Webster Rd/ OR 224 to 172nd Ave / OR 212	Acquire right-of-way to accommodate six through lane expressway plus auxiliary lanes	Urban	Other	ODOT	0	2	-1	0	1	-1	1	44,000	\$170,000,000	0	0	1		2	Bottom 72%
U019	CRC	Sunrise Phase 2 Construction	I-205 to 172nd Ave	Construct improvements in the Sunrise corridor consistent with the supplemental EIS	Urban	Urban Upgrade	ODOT	0	2	-1	0	1	-1	1	44,000	\$250,000,000	0	0	1		2	Bottom 72%
1011	E	US 26	US 26 / Haley Rd intersection	Install traffic signal, prohibit left-turns off US 26, install ramp over US 26 for left-turns	Rural	Rural Upgrade - Vehicle Capacity	ODOT	0	0	1	0	1	-1	1	41,000	\$875,000,000	0	0	0		1	Bottom 72%
1075	E	OR 224	OR 224 and US 26	Extend OR 224 to US 26 via Skyline Road	Rural	New Roadway	US Forest Service	0	0	0	0	No data	-1	-1	1,000	\$55,120,000	0	0	0		-1	Bottom 72%
1058	E	OR 224	In Mount Hood National Forest	Pave 8 additional miles east into Mount Hood National Forest	Rural	New Roadway	US Forest Service	0	0	0	0	No data	-1	-1	1,000	\$58,360,000	0	0	0		-1	Bottom 72%

**\$3,421,476,000**

## Appendix D Transit Projects

# Master Project List - Transit Projects

2/12/2013

1000 - 1999: Public Suggested Projects

2000 - 2999: New Identified Projects

U000 - U999: Previously Planned Projects

TSP Update ID	Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Project Category
2102	CRC	Sunnybrook Blvd	I-205 to Harmony Rd	Encourage transit agency to establish transit service	Transit
2103	CRC	142nd Ave	Sunnyside Rd to OR 212	Encourage transit agency to establish transit service	Transit
2104	CRC	Jennifer St	82nd Dr to OR 212	Encourage transit agency to establish transit service	Transit
2123	CRC	Johnson Creek Blvd	County boundary to 82nd Ave	Encourage transit agency to establish transit service	Transit
1022	E	OR 224	Burnett	Provide a park and ride facility	Transit
1031	E	OR 224	OR 224 / Eagle Creek Rd intersection	Provide a park and ride facility	Transit
1060	E	362nd, OR 211 and Proctor	362nd, OR 211 and Proctor	Bus route to connect with SAM in Sandy.	Transit
2098	E	Timberline Community	Timberline Community	Provide park and ride locations in rural centers	Transit
2099	E	Welches Community	Welches Community	Provide park and ride locations in rural centers	Transit
2100	E	Zig Zag Community	Zig Zag Community	Provide park and ride locations in rural centers	Transit
1002	M	Willamette River	Between McLoughlin Blvd and Portland	Provide water transport options	Transit
1003	M	Willamette River	Not specified	Provide more water transport options on Willamette River	Transit
1041	M	Lake Rd and River Rd	Lake Rd and River Rd	Evaluate transit service improvements	Transit
1069	M	OR 99E	Park Ave to River Rd	Provide high speed bus service	Transit
1071	M	River Rd	Oak Grove Blvd and Park Ave light rail station	Provide shuttle services to Park Ave Station along River Rd	Transit
1085	M	McLoughlin Blvd	Park Ave to Oregon City	Provide light rail service	Transit
1026	SW	City of Molalla	City of Molalla	Provide a Park and Ride facility	Transit
1027	SW	Mulino	OR 213 and Mulino	Provide a Park and Ride facility	Transit
1028	SW	OR 213	Macksburg Rd / OR 213	Provide a Park and Ride facility	Transit
1029	SW	OR 213	Carus Rd / OR 213	Provide a Park and Ride facility	Transit
1030	SW	OR 213	OR 213 / Henrici Rd	Provide a Park and Ride facility	Transit
2101	SW	Beavercreek Rd		Provide park and ride location and connect to existing bus service	Transit