Washington County
Transportation Capital Improvement Program
FY 1995/1996 - FY 1999/2000

Washington County
Department of Land Use
and Transportation
Planning Division
February 1996

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WASHINGTON COUNTY
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FY 1995/1996 - FY 1999/2000

Adopted by Resolution and Order No. 96-31
February 27, 1996

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I. INTRODUCTION

Capital Improvement Program Definition and Purpose

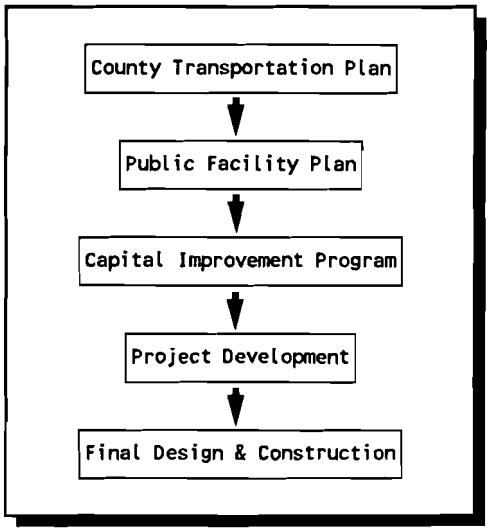
The *Washington County Transportation Capital Improvement Program Fiscal Years 1995-1999 (CIP)* is a program for evaluating, ranking, and scheduling transportation capital project needs in Washington County for the next five years. Projects that are ranked or scheduled in this document are either currently under or expected to be under Washington County or Oregon Department of Transportation (ODOT) roadway jurisdiction. Projects that are currently outside, and expected to remain outside Washington County or ODOT roadway jurisdiction, are handled through other CIPs or similar capital programming mechanisms of other jurisdictions. Comprehensive updates of the CIP involving new project solicitations from the public, revisions to the ranking criteria, and re-ranking of projects will be conducted every two years. In the interim period between comprehensive updates, the Board of County Commissioners may direct staff to add new projects in accordance with the Operating and Programming Guidelines listed in this document.

The general purposes of the CIP include 1) evaluating capital project needs identified in the Transportation Plan for implementation over the coming five-year period, 2) encouraging and guiding the efficient allocation of scarce financial resources among a multitude of transportation needs, and 3) involving and informing the public and neighboring political jurisdictions of transportation decisions.

CIP Role in the Planning/Project Implementation Process

Figure 1 shows how a typical transportation project would proceed through the general planning/project implementation process and the role of the CIP in this process. The hierarchy of steps outlined in this figure represent a top to bottom progression from general to the more specific aspects of a project.

Figure 1. The Planning/Project Implementation Process



The *Washington County Transportation Plan*, adopted by Ordinances 332 and 333 in 1988, is the first and most general step in the process. This document establishes long-range system-wide transportation policy, and defines the mode, function, general location, and need for projects through the year 2005.

The *Washington County Public Facility Plan* (PFP), required under Oregon Revised Statute (ORS) 197.712 was adopted by Ordinance No. 382 in 1990 and Resolution and Order No. 91-026. Pursuant to Oregon Administrative Rules (OAR) 660-11-005 and 660-11-010, the PFP helps assure that urban development is guided and supported by appropriate water, sewer, drainage, and transportation facilities and services. To this end, the PFP contains a list of public facility

projects needed to support the Comprehensive Plan, including descriptions, rough cost estimates, an estimate of project timing, and a discussion of possible project funding sources.

The *Capital Improvement Program* provides a means for more specifically evaluating and scheduling short-range (five-year) transportation projects identified in the Transportation Plan and the PFP.

The final two steps in the process focus at the project level rather than a system or programming level. *Project Development* identifies project alternatives, and results in a selected preferred alignment and design alternative. In *Final Design & Construction*, design details of the preferred alternative are more specifically defined and the project is constructed.

CIP Overview

The CIP document consists of an introduction and three main sections dealing with the project submittal and ranking process; funding sources, revenues, and programming; and individual project description and schedules. A tear-out notification/comment form (located at the front of the document), glossary of terms, and five supporting appendices comprise the remainder of the document.

Section III is a central part of the document which describes funding sources and scheduling of projects. This section of the CIP deals primarily with Committed projects that are already under design or construction. These projects are listed at the beginning of Table 3. Top priority Uncommitted (i.e., unfunded) projects to be considered when funds become available, are shown at the end of Table 3. An estimate of funds that may become available over the next five years appears on Table 2. Uncommitted projects are ranked using criteria discussed in Section II and Appendix A, and prioritized on lists appearing in Appendix B. Subsequent updates of the CIP will make greater use of the project rankings as funds become available to undertake additional projects.

II. PROJECT SUBMITTAL AND RANKING PROCESS

Capital Projects Committee Formation and Project Submittal Process

Development of this CIP has followed a public involvement process outlined in *Resolution and Order 93-123 Adopting a Transportation Capital Improvement Program Public Involvement Process* (see Appendix D) to facilitate public discussion and awareness of transportation issues related to capital improvement programming. Two significant components of this process included the formation of the Capital Projects Committee (CPC) to maintain an ongoing communication link between staff and the community, and the open solicitation of project proposals from the public.

The CPC is a 14 member committee responsible for overseeing development of the CIP. It is composed of eight (8) citizens and six (6) staff members from the Department of Land Use and Transportation (DLUT). The CPC met on numerous occasions since January 1994 to deal with a variety of CIP issues, including the development of project eligibility criteria, ranking criteria, and project ranking lists.

To solicit input from the public on specific transportation needs, an open submittal period for capital projects was held from March 8 to May 31, 1994. Staff held workshops in the east and west portions of the county in March 1994 to announce the opening of the project submittal period, and notice was sent to the news media, the Committee for Citizen Involvement (CCI), public agencies, bicycle and pedestrian interests, quasi-public development agencies, and approximately 1200 persons on the DLUT mailing list. Over that period, 545 project submittals were submitted by citizens, the business community, and public agencies.

Project Eligibility Determinations

To limit the CIP to appropriate types of projects, specific project eligibility criteria, based upon jurisdictional responsibility, Transportation Plan consistency, project function and cost thresholds were developed and applied to each project submittal. This Project Eligibility Criteria (not to be confused with criteria used to prioritize eligible projects) are defined as follows:

Project Eligibility Criteria
Projects eligible for the Capital Improvement Program shall be:

(A) Under or likely to be under the jurisdiction of Washington County or the State of Oregon, and

(B) Consistent with the adopted Washington County Transportation Plan, and

(C) Consistent with the following provisions:

(1) Any public improvement or group of related public improvements to the transportation system that is estimated to cost $50,000 or more and:

(a) Addresses safety problems related to system design or operation rather than condition; or
(b) Creates a new transportation facility or adds one or more lanes to an existing roadway; or
(c) Reconstructs a transportation facility to standards contained in the Washington County Uniform Road Improvement Design Standards;

or

(2) Any public improvement or group of related public improvements to the bicycle and pedestrian system estimated to cost $10,000 or more, and which are not undertaken as part of a transportation

system maintenance or preservation activity.

Note: In determining consistency with the Washington County Transportation Plan, the Committee will consider the Plan maps, policies, and strategies.

Eligible projects must be consistent with the adopted Washington County Transportation Plan. Consistency with the Transportation Plan, however is not solely determined using plan maps but also allows some discretion for the interpretation of policies and strategies contained in the Transportation Plan. Projects that are not consistent with the Transportation Plan require plan amendments that must occur outside the CIP process before the project can be eligible for the CIP.

Section (C)(1) above describes the capital nature of a project using specific cost thresholds and the concept of project function. In terms of project function, the criteria exempt projects from the CIP that primarily maintain roads, provide marginal capacity increases such as lane widening, or reconstruct roads to less than Washington County's full design standards. These types of exempt projects are implemented through the Operations Division of DLUT.

The list of 545 original project submittals has been reduced by eliminating duplicate submittals or ineligible projects, resulting in a total of 404 projects eligible for the CIP. Although every attempt was made to retain the description as submitted, original project limits may have been revised to reflect existing road configurations and political jurisdiction boundaries. Appendix C contains separate Project Eligibility and Project Ineligibility lists. These lists, sorted in numerical/alphabetical order by project road name, contain project identification numbers, project descriptions, and the name of the person submitting the project. In cases where an original project submittal (e.g., a bike lane project) has become part of a larger project which already has committed funding (e.g., a committed multi-modal project which includes bike lanes), the project submitter's name has been attached to that larger project.

Project Categories

To facilitate the scheduling and ranking of projects in the CIP, projects were defined as either Committed projects or Uncommitted projects. Committed projects are defined as projects that are already under design or construction at the time of CIP preparation. These projects are scheduled in the CIP, without being subjected to the ranking criteria, because they represent prior commitments and substantial existing commitments approved by the County Board of Commissioners. Committed projects appearing in ODOT's *Preliminary 1996-1998 Statewide Transportation Improvement Program* (STIP) Construction Program are also eligible for the CIP, but in deference to established ODOT priorities, have not been scheduled or ranked in this CIP.

Uncommitted projects are those project submittals which have *not* been approved for funding by the County Board of Commissioners. In the CIP, Uncommitted projects have been grouped by project category and evaluated using project ranking criteria. Uncommitted project categories consist of the following:

- *Auto, Transit, or Multi-Modal* projects that are located on existing or future County or ODOT facilities. For the most part these are multi-modal road widening projects that accommodate more than a single travel mode. Some auto only projects that do not contain multi-modal elements are also included in this category.

- *Intersection Safety* projects are defined as high accident locations at County intersections which are ranked above the 50th percentile on the County 1991-1993 Safety Priority Indexing System (SPIS) list.

- *Bicycle* projects that consist of standard bike lanes along both sides of the existing or future County roads or off-road bikeways along public-owned right-of-way.

- *Pedestrian* projects that include concrete sidewalk or asphalt paths along existing and future County facilities or on public-owned right-of-way.

- *Bicycle & Pedestrian* projects that represent those requests for both bicycle and pedestrian facilities along existing or future County facilities and public-owned right-of-way.

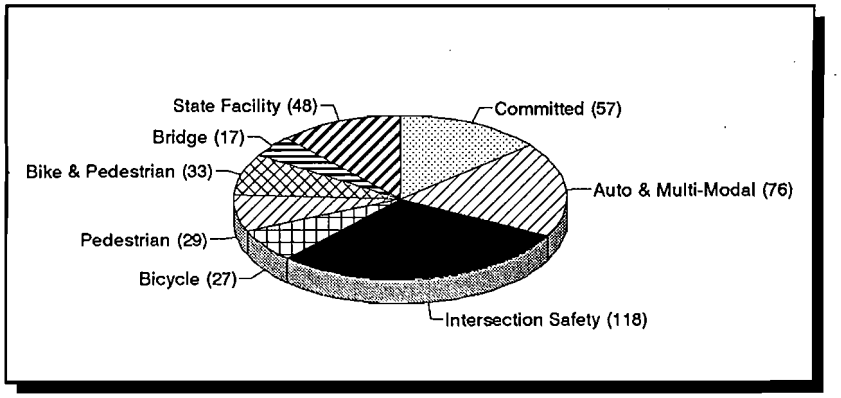
- *Bridge* projects that consist of functionally obsolete or structurally inadequate bridges identified through a separate process by the Operations Division of DLUT.

- *State Facility* projects that are auto, multi-modal, pedestrian, and bicycle projects along roads that are under state control. These projects include CIP submittals on state facilities which have *not* already been approved for construction funding in the ODOT STIP Construction Program. A listing of STIP Construction Program and other (non-Construction Program) projects in Washington County is included in Appendix E.

  Projects on State facilities are ranked in the CIP as a general indication of local priority for these projects. It is acknowledged however that (1) CIP ranking criteria are not always effective in assessing the benefits of typically large regionally oriented ODOT projects, (2) ODOT statewide priorities may be different than local priorities, and (3) ODOT is the primary agency responsible for programming projects on state facilities.

Figure 2 shows the number of Committed and Uncommitted projects by project category, that are ranked or scheduled in the CIP. As seen in this figure, Intersection Safety and Auto, Transit or Multi-Modal projects account for almost half of the projects ranked or scheduled in the CIP.

Figure 2. Number of Committed and Uncommitted Projects by Project Category



Project Ranking Criteria

To determine project priorities, all eligible projects, excluding Committed projects, are ranked through one, two, or three tiers of ranking criteria within the previously described project ranking categories.

The ranking criteria provide an objective and quantitative measurement of a project's merits relative to other projects in the same project category. Tier 1 ranking criteria are based on the transportation function of a road and the type of proposed improvement. Tier 2 ranking criteria measure a project's performance based on a series of factors related to safety, opportunity to use a variety of travel options, mobility/accessibility,

and equity. Tier 3 criteria measure project benefits relative to estimated project costs.

Table 1 shows the maximum number of possible points by tier for various project categories. Note that Committed projects do not get ranked, and bridge projects are ranked using criteria that are not part of the Tier 1, 2, 3 ranking system. Also note that Bicycle, Pedestrian, Combined Bicycle and Pedestrian projects are not ranked in Tier 1, and that Intersection Safety (SPIS) and all projects on state facilities are not ranked in Tier 3. A more detailed discussion of how Tier 1, 2, and 3 ranking criteria operate is provided below (specific ranking criteria are listed in Appendix A).

Table 1. Project Category and Tier Point Allocations

Project Categories	Tier 1 Points	Tier 2 Points	Tier 3 Points	Total Points
Committed	NA	NA	NA	NA
Auto, Transit, or Multi-Modal (County facility)	32	100	45	177
Bicycle, Pedestrian, or Combined Bicycle and Pedestrian (County facility)	0	99	36	135
Auto, Transit, or Multi-Modal (State facility)	32	100	0	132
Bicycle, Pedestrian, or Combined Bicycle and Pedestrian (State facility)	0	99	0	99
Intersection Safety (SPIS)	32	100	0	132
Bridges	NA	NA	NA	100

NA = Not Applicable

Tier 1 Criteria

Tier 1 ranking criteria are derived from the Washington County Transportation Plan. They are based on the subject road's designated functional classification and the general type of improvements or problems that the proposed project addresses. These criteria are only applicable to auto, transit, or multi-modal categories, and are therefore not used to rank projects in the bicycle and pedestrian project categories of the CIP.

Functional classification defines the road's intended function based on existing and projected traffic volumes, connectivity within the transportation system, and accessibility to activity centers. The functional classification hierarchy, in descending order of priority is principal arterial, major arterial, minor arterial, and major collector. Minor collector and local roads do not receive points in Tier 1, reflecting the Transportation Plan's emphasis on providing maximum mobility and efficiency.

Project type is the other component of Tier 1 ranking criteria. The highest priority project types are projects that address both capacity as well as safety problems. Other project types, in descending order of priority, are projects that address problems related to safety only, capacity only, and reconstruction. Capacity projects are defined in the Transportation Plan as being appropriate for those road segments and intersections that operate or are projected to operate at less than the peak-hour regional level-of-service standard. Safety projects are identified as high accident locations and locations with geometric design problems such as inadequate sight distance or extreme curvature. Reconstruction projects consist of those facilities that need to be brought up to County design standards without the construction of additional travel lanes.

Additional discussion of these definitions is provided in Appendix A, Table A-1.

Tier 2 Criteria

Tier 2 criteria account for the greatest share of total points within the ranking system. There are two sets of Tier 2 criteria, (1) Ranking Criteria for Auto, Transit, or Multi-modal Projects, and (2) Ranking Criteria for Bicycle, Pedestrian, or Combined Bicycle/Pedestrian Projects.

Tier 2 criteria have been developed around goals and objectives related to safety, opportunity to use a variety of travel options, mobility and/or accessibility, and equity of project impacts. The goal of preservation of environmental and cultural resources is also included, however no points have been assigned for this goal. It is assessed on a qualitative basis to be used in adjusting final project rankings. In both sets of Tier 2 criteria, safety criteria have the greatest emphasis, accounting for approximately 45 percent of the total points available in Tier 2.

Tier 2 Ranking Criteria for Auto, Transit, or Multi-Modal Projects consist of the following criteria (more detailed descriptions of the criteria and point weightings are contained in Appendix A, Table A-2):

Safety:

(A) SPIS accident ratings for motorized vehicles, based on accident frequency, rate, and severity data.

(B) Hazardous Conditions Potential based on a combination of outside lane and paved shoulder width and posted speed.

Opportunity:

(C) Transit Access to light rail stations, bus routes, and park and ride lots.

(D) Network Connectivity of the bicycle and pedestrian systems.

Mobility and Efficiency:

(E) Congestion Relief and Land Use Designation measured by the reduction in congestion and intensity of land use.

(F) Freight and Goods Movement potential based on truck route designations.

Equity:

(G) Socioeconomic Equity measured by the number of households and employment in the project area.

Tier 2 Ranking Criteria for Bicycle, Pedestrian, or Combined Bicycle and Pedestrian projects contain many of the same criteria described above, with the following exceptions: safety is measured using only the Hazardous Conditions Potential criterion, and mobility is measured using the Access to Existing and Proposed Activity Centers criterion. More detailed descriptions of these criteria are contained in Appendix A, Table A-3.

Tier 3 Criteria

Tier 3 ranking is based on a simplified benefit/cost ratio, defined as a project's Tier 2 point score (i.e. benefit), divided by the project cost. Cost estimates for Committed projects which have undergone some preliminary engineering, typically include right-of-way acquisition costs. Uncommitted project costs, however do not include estimates for right-of-way. Construction cost estimates are based on unit cost data compiled over the past several years shown in Appendix E.

Not all projects are ranked in Tier 3. Because the total cost of projects on the auto, transit, or multi-modal project list far exceeds projected funding within the CIP time period, only the top 40 projects through Tier 1 and 2 were ranked in Tier 3. All bicycle and pedestrian projects on county facilities, however are ranked through Tier 3.

Bridge Criteria

Rankings of Washington County bridges are determined by the Department of Land Use and Transportation Operations Division. Rankings are based upon width and load deficiencies, detour time, traffic volumes, functional classification, and cost of repair or replacement.

Ranking Adjustment Criteria

Recognizing that the ranking criteria do not always work equally well for all projects (e.g., new road facilities where existing data for ranking is unavailable), Ranking Adjustment Criteria have been developed to allow the CPC some flexibility in ranking projects. To be eligible for a ranking adjustment, a project must meet all of the following criteria:

- The project must be recognized by the committee to be worthy of different ranking than similarly ranked project(s), and
- Specific elements of the point ranking system must be determined not to perform adequately for the project, and
- Project ranking adjustments must be significant, resulting in the movement of the re-ranked project two or more priority positions, and
- Project re-scoring for ranking adjustment purposes cannot exceed the maximum established point value for than particular criterion.

III. FUNDING SOURCES, REVENUES AND EXPENDITURES

This section contains information about existing and potential funding sources for capital projects, projected program revenues and expenditures, and proposed project expenditures.

County Funding Sources

County funding programs are those programs in which the County controls decisions concerning where and when these funds will be spent. Many of these programs are funded by locally generated revenues and their use is restricted to specific projects or projects in certain geographic areas. The two primary types of county funding programs are the Major Streets Transportation Improvement Programs and the Traffic Impact Fee programs. Many of the Committed projects scheduled in the CIP are funded through these programs.

Major Streets Transportation Improvement Programs

The Major Streets Transportation Improvement Programs (MSTIP) funds are obtained from serial tax levies for use on specified transportation projects which have been approved by voters.

Two MSTIP programs are currently in effect: MSTIP-1 approved by voters in 1986 for the collection of $27 million dollars over a three year period to be spent on 15 specific projects including a bridge and small cities program, and MSTIP-2 approved in 1989 calling for the collection of $60 million over a six year period to be spent on 17 specific projects as well as a bikeway program and small cities program. In 1995 a third MSTIP, MSTIP-3, was approved by voters with collection of revenues scheduled to begin in the fall of 1996 and continue through 2002. MSTIP-3 will collect $130.2 million to fund 27 auto, bike, transit, and pedestrian projects throughout Washington County.

Traffic Impact Fee Programs

Traffic impact fees are also important county funding sources for capital projects. There are two Traffic Impact Fee (TIF) programs which provide for the collection of fees from new development, and use these funds to provide additional capacity on the transportation system. TIF-1, approved by voters in 1986, involved the collection of fees only in unincorporated areas of the county. Fees are no longer being collected through TIF-1, however there are still some remaining projects that are being completed with TIF-1 funds. In 1990 the TIF program was expanded countywide to include cities, and a separate TIF-2 fund was created.

To be eligible for TIF expenditures, projects must (1) provide additional capacity to a roadway or transit project (bike and pedestrian facilities are eligible only in conjunction with the provision of additional auto capacity), and (2) be an arterial or collector road identified in the current TIF Base Report, and (3) be located in the jurisdiction where the tax is collected or directly benefit that jurisdiction. TIF projects must be authorized by the applicable city council or County Board of Commissioners, and approved by the Washington County Coordinating Committee.

County Road Fund

The Minor Betterment, Bikeway, and Bridge programs derive their revenues from the County Road Fund. These programs receive funding from the State Apportionment and County Gas Tax. The State Apportionment consists of gas tax revenues, vehicle registration and licensing fees, and weight-mile taxes placed on

freight carriers. The County Gas Tax revenues, based on a 1 cent per gallon tax, are allocated to the county and cities according to population. The majority of these funds, however are used for road preservation and maintenance in Washington County. Minor Betterment (also called the Road Capital Program), the Bikeway/Pedestrian, and the Bridge Program funds can be expended on road right-of-way purchases and improvements within the right-of-way. Bikeway/Pedestrian Program rules, as stipulated by state statute, require that a minimum of 1 percent of the annual State Apportionment monies be expended on bikeway or pedestrian projects.

Federal and State Funding Sources

The original source of many federal and state funding programs is the federal *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*. ISTEA is a $155 billion program, in effect through 1997, which is designed to provide state, regional, and local governments more flexibility in determining solutions to transportation problems. Programs of ISTEA which are relevant to the CIP include the Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and the Bridge Replacement and Rehabilitation Program.

Surface Transportation Program

Approximately 20 percent of the total Surface Transportation Program (STP) funds that are allocated to the state are taken and reserved for the Hazard Elimination (HES) and Enhancement programs dealing with safety improvements and projects that enhance the cultural and environmental value of the state's transportation system. Of the remaining STP funds, a portion are allocated to the Portland region (i.e., Portland, Washington County, Multnomah County and Clackamas County) and the rest are allocated to the state for use in any area of the state. STP funds may be used for bridge, transit capital, alternate mode (i.e., bicycle or pedestrian), Transportation System Management, or Transportation Demand Management projects. The major restriction on the use of STP funds is that they can only be used on roads that are *not* classified as a local or rural minor collector roads (bridge projects excluded). The determination as to which projects receive regional STP funding is coordinated through the regional Metropolitan Planning Organization, Metro. The Oregon Transportation Commission (OTC) selects projects to be funded with state STP funding. The awarding of STP funds is extremely competitive, with many projects competing for a very limited amount of funding.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program provides funding for transportation projects that contribute toward the attainment of national air quality standards specified in the *Clean Air Act of 1990*. The Portland area has been designated as a non-attainment area for ozone and carbon monoxide standards associated with traffic congestion. All CMAQ funds currently authorized under ISTEA, however have been allocated to projects in the Portland region and the availability of additional funding for air quality will be dependent upon reauthorization of ISTEA and future air quality attainment status within the region.

Highway Bridge Replacement and Rehabilitation Program

The Highway Bridge Replacement and Rehabilitation (HBRR) Program provides funding for any bridge on a public road that is structurally deficient or physically deteriorated.

Projected Five-Year Program Revenues

The top portion of Table 2 describes projected revenue amounts

and sources over the CIP time period. Because many of the programs are countywide, revenues shown on Table 2 reflect more than just those revenues pertaining to the unincorporated areas of Washington County.

A projected total of $158,936,000 in revenue is anticipated to be available over the CIP period. These revenues come from various county, federal, state, and other sources.

County Revenues

County funding programs provide approximately 82 percent of the projected total revenues, consisting of $27,275,000 in fund balances within existing County programs and $103,536,000 in projected new revenues over the five-year period. In keeping with administrative procedures of reserving MSTIP and TIF funds for any approved project eligible for these funds, these revenues reflect countywide projected revenues available for projects inside as well as outside incorporated areas of the county. The primary source of county funding is MSTIP-3 with $83,420,000 over the five-year period.

Federal and State Revenues

State and federal revenues of $20,993,000 account for approximately 13 percent of the projected total revenues. These funds consist mainly of various state and federal funds already committed to specific projects and $1,600,000 in projected State STP Rural and HES funds that have not been designated for specific projects.

Other Revenues

Various other revenue sources totalling $7,132,000 constitute approximately 5 percent of projected total revenues. These funds primarily consist of reimbursements to the County for payments made to Tri-Met on behalf of the cities under the Regional Compact and other agreements for funding Westside Light Rail. Other sources include $3,000,000 in revenue bonds for the 112th/113th Avenue project to be repaid by the Road Fund, and $500,000 from a modified TIF agreement with Forest Heights subdivision. Additional revenue sources include $1,000,000 in estimated revenues from the sale of surplus right-of-way from the 112th/113th (Cedar Hills Blvd. extension) project.

Projected Five-Year Program Expenditures

The lower part of Table 2 describes total projected program expenditures for Committed projects and funds projected to be available for expenditures on, as yet Uncommitted projects.

Committed Program Expenditures

Total countywide projected expenditures for Committed projects over the five-year period are $151,178,000. These expenditures for Committed projects reflect those funds allocated to projects that are already under design or construction. They include $43,272,000 in MSTIP and Road Fund expenditures for Committed projects outside the scope of the CIP, and $107,906,000 in projected expenditures for Committed projects scheduled in Table 3 of the CIP. Included in the MSTIP expenditure outside the CIP is a $5,615,000 contingency for possible cost overruns within the MSTIP-1 and 2 programs. Funds, however cannot be committed to projects outside the MSTIP programs until all projects within these programs are completed.

Uncommitted Program Expenditures

Table 2 shows a projected total of $7,758,000 in uncommitted funds available for expenditure on Uncommitted projects over the five-year period. These uncommitted funds are projected to come from projected revenues of $600,000 in State STP Rural funds, $1,000,000

TABLE 2. PROJECTED REVENUES AND EXPENDITURES, FY1995/96 - 1999/2000

FUND BALANCES AND REVENUES	
BEGINNING FUND BALANCES	
TIF-1	$3,268,000
TIF-2	$3,913,000
MSTIP-1	$8,825,000
MSTIP-2	$11,269,000
SUBTOTAL	$27,275,000
REVENUES-COUNTY SOURCES	
MSTIP-2	$10,885,000
MSTIP-3	$83,420,000
TIF-2	$7,500,000
FUNDING FROM ROAD FUND	$1,731,000
SUBTOTAL	$103,536,000
REVENUES-STATE AND FEDERAL SOURCES	
STATE STP RURAL	$600,000
STATE HES	$1,000,000
STATE 1% BIKEWAY	$650,000
REMAINING STATE FUNDS COMMITTED TO PROJECTS	$13,286,000
FEDERAL FUNDS COMMITTED TO PROJECTS	$5,457,000
SUBTOTAL	$20,993,000
REVENUES-OTHER SOURCES	
LIGHT RAIL REGIONAL COMPACT FROM CITIES	$2,110,000
LIGHT RAIL AGREEMENTS FROM TRI-MET	$269,000
REVENUE BONDS REPAID FROM ROAD FUND	$3,000,000
MODIFIED TIF FROM FOREST HEIGHTS	$500,000
OTHER REVENUE SOURCES	$1,233,000
SUBTOTAL	$7,132,000
TOTAL SOURCES OF FUNDING	**$158,936,000**
EXPENDITURES	
COMMITMENTS OUTSIDE CIP BY CITIES	
MSTIP-1	$2,789,000
MSTIP-2	$902,000
MSTIP-3	$33,542,000
MSTIP-1 & 2 CONTINGENCY	$5,615,000
ROAD FUND COMMITMENTS	$424,000
SUBTOTAL	$43,272,000
COMMITMENTS IN CIP (FY1995/96 - FY1999/2000)	$107,906,000
TOTAL EXPENDITURES	**$151,178,000**
PROJECTED UNCOMMITTED FUNDS (1)	**$7,758,000**

(1) FUNDS ESTIMATED TO BE AVAILABLE OVER 5-YEAR PERIOD

SOURCE: WASHINGTON COUNTY DEPARTMENT OF LAND USE AND TRANSPORTATION, CAPITAL PROJECTS MANAGEMENT DIVISION.

in State Hazard Elimination System funds, $650,000 in State Bikeway funds, and $5,158,000 in projected uncommitted TIF revenues. The projected uncommitted TIF revenues reflect the total projected TIF revenues of $7,500,000 less existing commitments against these projected revenues of $2,342,000. These existing commitments against projected revenues are expected to absorb any TIF revenues collected over the next two years. As such, the $5,158,000 in projected uncommitted TIF revenues may start to become available in 1998, but availability is dependent on the cost of existing TIF projects not increasing and the continued collection of TIF revenues at the current rate.

Scheduled Project Expenditures

Table 3 shows scheduled expenditures over the five-year CIP time period for Committed and Uncommitted projects by funding program and by individual project. Committed projects are grouped by funding program and information is provided for total project cost, total projected expenditures within the FY1995-1999 CIP time period, and post-FY1999 projected expenditures beyond the CIP time period. Committed project descriptions are contained in Section IV of the CIP, and are referenced by page number on Table 3.

Following the Committed project information, is a listing of potential Uncommitted projects for consideration, should the projected $7,758,000 in uncommitted funds become available over the five-year CIP period. Uncommitted projects are grouped by CIP project type, and include project cost estimates and project priorities from Appendix B. Uncommitted project descriptions are contained in Appendix C of the CIP, where they are arranged in numerical/alphabetical order by project name.

Committed Project Expenditures

Most of the $107,906,000 that is projected to be expended for Committed projects over the CIP time period will come from the MSTIP-3 program. MSTIP-3 is projected to account for $49,878,000 or approximately 46 percent of the total expenditures. These expenditures, however represent less than half of the total projected MSTIP-3 expenditures, because many projects are projected to be completed in the post-FY1999 period. Only two projects within the MSTIP-3 program have projected expenditures over $5,000,000 within the CIP time period. These projects are the widening of Baseline Rd. from 177th Av. to 231st Av. with projected expenditures of $7,068,000, and the widening of 219th Av. from T.V. Hwy. to Baseline Rd. at $6,304,000.

MSTIP-2 is another significant area of program expenditures. Projected CIP expenditures of $25,589,000 in this program represent approximately 24 percent of the overall projected program expenditures. Significant expenditures of $8,617,000 are projected to occur on the Forest Grove North Arterial, and $5,461,000 for the widening of Main St. (Baseline) from 10th Av. to Brookwood Avenue.

Other high-cost project expenditures occur within smaller funding programs. The largest projected expenditures within these programs are $9,468,000 for the widening of Farmington Rd. from Murray Blvd. to 172nd Av., and $8,588,000 for the construction of 112th/113th Av. from Cornell Rd. to Barnes Road.

Uncommitted Project Expenditures

It is anticipated that $7,758,000 in uncommitted funds will become available over the five-year CIP period. Although there is no certainty that these funds will be available, projects have been identified for consideration of funding based on their high priority on the ranking lists.

TABLE 3. PROJECTED COMMITTED AND UNCOMMITTED PROJECT EXPENDITURES BY PROGRAM (1)

PROJECT I.D. NO.	SECTION IV PAGE NO.	PROJECT/PROGRAM NAME	PROJECT LIMITS	TOTAL FUNDING	TOTAL FY95-99	TOTAL POST FY99	PRIORITY (2)
		COMMITTED PROJECTS					
		TIF-1					
614	20	112TH AV/113TH AV	@ CORNELL	$7,300,000	$6,588,000	$0	
627	28	BARNES RD	117TH AV TO 119TH AV	$2,002,000	$548,000	$0	
625	49	JOHNSON CREEK WETLANDS		$789,000	$668,000	$0	
		SUBTOTAL		$10,091,000	$7,804,000	$0	
		TIF-2					
614	20	112TH AV/113TH AV	@ CORNELL	$3,200,000	$2,000,000	$0	
261,312	26	216TH/219TH AV	@ BASELINE RD	$3,473,000	$2,407,000	$0	
709	65	WEST SIDE LRT		$6,912,000	$3,526,000	$0	
621	24	185TH AV	@ WEST UNION RD	$425,000	$274,000	$0	
676	21	143RD AV	WEST UNION RD TO KAISER RD	$300,000	$34,000	$0	
		SUBTOTAL		$14,310,000	$8,241,000	$0	
		MSTIP-1					
701	44	FARMINGTON RD	MURRAY BL TO 172ND AV	$11,987,000	$9,468,000	$1,000	
705	64	WESTERN BYPASS STUDY		$600,000	$427,000	$0	
633	66	216TH AV @ ROCK CREEK	BRIDGE #1325	$503,000	$175,000	$0	
703	33	BEAVERTON-HILLSDALE HWY	@ OLESON RD/SCHOLLS FERRY RD	$100,000	$100,000	$0	
634	70	GOLF COURSE RD	BRIDGE #1244	$675,600	$600,000	$0	
		SUBTOTAL		$13,865,600	$10,770,000	$1,000	
		MSTIP-2					
620	52	MAIN ST (HILLSBORO)	10TH AV TO BROOKWOOD AV	$5,769,000	$5,461,000	$0	
695	39	CORNELL RD	153RD TO MURRAY BLVD	$3,106,000	$817,000	$0	
616	42	DURHAM RD	HALL BL TO UPPER BOONES FERRY RD	$3,096,000	$2,502,000	$0	
622	30	BASELINE RD	158TH AV TO 177TH AV	$2,886,000	$10,000	$0	
615	32	BASELINE RD	BROOKWOOD AV TO 231ST AV	$2,869,000	$2,386,000	$0	
342	45	FOREST GROVE NORTH ARTERIAL	QUINCE ST TO HWY 47	$9,047,000	$8,617,000	$0	
694	34	BEEF BEND RD	HWY 99W TO KING ARTHUR	$2,528,000	$1,589,000	$0	
45	46	GARDEN HOME RD	@ OLESON RD	$2,070,000	$1,088,000	$0	
677	48	HWY 217	@ GREENBURG RD	$2,005,000	$2,003,000	$0	
669	47	GLENCOE RD	@ ZION CHURCH	$1,773,000	$175,000	$0	
710	72	185TH AV	T.V. HWY TO KINNAMAN RD	$500,000	$500,000	$0	
707	74	CEDAR HILLS BL	BUTNER RD TO PARKWAY AV	$441,000	$441,000	$0	
		SUBTOTAL		$36,090,000	$25,589,000	$0	
		MSTIP-3					
352	31	BASELINE RD	177TH AV TO 231ST AV	$19,906,000	$7,068,000	$12,838,000	
696	22	170TH AV	RIGERT RD TO ALEXANDER ST	$12,381,000	$3,611,000	$8,770,000	
691	35	BEEF BEND/ELSNER RD	HWY 99W TO SCHOLLS FERRY RD	$11,496,000	$3,077,000	$8,419,000	
682	38	BROOKWOOD AV	BASELINE RD TO AIRPORT RD	$7,654,000	$2,238,000	$5,416,000	
684	43	EVERGREEN RD	25TH AV TO GLENCOE RD	$6,335,000	$2,202,000	$4,133,000	
359	27	219TH AV	T.V. HWY TO BASELINE RD	$6,304,000	$6,304,000	$0	
687	63	WALNUT ST	121ST AV TO 135TH AV	$4,960,000	$536,000	$4,424,000	
686	54	MARTIN RD/CORNELIUS SCHEFFLIN RD	COUNCIL CREEK TO ROY RD	$4,184,000	$4,183,000	$1,000	
679	58	OREGON ST	TUALATIN-SHERWOOD RD TO MURDOCK RD	$4,176,000	$545,000	$3,631,000	

TABLE 3. PROJECTED COMMITTED AND UNCOMMITTED PROJECT EXPENDITURES BY PROGRAM (1)

PROJECT I.D. NO.	SECTION IV PAGE NO.	PROJECT/PROGRAM NAME	PROJECT LIMITS	TOTAL FUNDING	TOTAL FY95-99	TOTAL POST FY99	PRIORITY (2)
681	36	BEEF BEND RD	KING ARTHUR TO 131ST AV	$3,404,000	$3,404,000	$0	
680	23	170TH/173RD AV	BASELINE RD TO WALKER RD	$3,092,000	$3,092,000	$0	
688	41	CORNELL RD	MURRAY BL TO SALTZMAN RD	$3,078,000	$3,078,000	$0	
16	56	OLESON RD	GARDEN HOME RD TO HALL BL	$2,806,000	$663,000	$2,143,000	
356	29	BARNES RD	119TH TO SALTZMAN RD	$2,518,000	$2,518,000	$0	
683	51	LOWER BOONES FERRY RD	BOONES FERRY RD TO BRIDGEPORT RD	$2,021,000	$1,157,000	$864,000	
698	67	BRIDGE PROGRAM	UNINCORPORATED COUNTY	$2,000,000	$1,600,000	$400,000	
689	57	OLESON RD	FANNO CREEK TO GARDEN HOME RD	$1,961,000	$387,000	$1,574,000	
699	73	BIKE/PEDESTRIAN PROGRAM	UNINCORPORATED COUNTY	$1,059,000	$668,000	$391,000	
712	25	216TH AV	BASELINE RD TO CORNELL RD	$602,000	$602,000	$0	
685	55	OAK ST	HALL BL TO 80TH AV	$550,000	$550,000	$0	
690	75	FISCHER RD & 131ST AV	BEEF BEND RD TO HWY 99W	$305,000	$305,000	$0	
700	61	TRAFFIC FLOW PROGRAM	UNINCORPORATED COUNTY	$250,000	$200,000	$50,000	
697	60	SAFETY PROGRAM	UNINCORPORATED COUNTY	$250,000	$150,000	$100,000	
35	54	OAK ST	BEAVERTON CITY LIMITS TO 170TH AV	$1,740,000	$1,740,000	$0	
		SUBTOTAL		$101,292,000	$49,878,000	$53,154,000	
		MINOR BETTERMENT					
622	30	BASELINE RD	158TH AV TO 177TH AV	$181,000	$178,000	$0	
558	53	MARTIN RD	24TH AV TO VERBOORT RD	$317,000	$0	$0	
692	59	RIVER ROAD MASTER PLAN	OPERATIONS RIVER ROAD LOCATION	$658,000	$642,000	$0	
630	40	CORNELL RD	CORNELIUS PASS RD TO JOHN OLSEN AV	$1,722,000	$1,233,000	$0	
702	37	BEEF BEND RD	@ SCHOLLS FERRY RD	$1,935,000	$1,902,000	$0	
272	62	WALKER RD	@ MAYFIELD AV	$695,000	$522,000	$0	
693	76	PEDESTRIAN ACCESS TO TRANSIT	198TH, 209TH AV	$250,000	$221,000	$0	
		SUBTOTAL		$5,758,000	$4,698,000	$0	
		BRIDGE					
634	70	GOLF COURSE RD	BRIDGE #1244	$38,400	$0	$0	
704	69	GERMANTOWN RD	BRIDGE #1342	$294,000	$280,000	$0	
708	71	GREENVILLE RD @ DAIRY CREEK	BRIDGE #1286	$431,000	$431,000	$0	
642	68	CEDAR CANYON RD @ DAIRY CREEK	BRIDGE #1288	$222,000	$215,000	$0	
		SUBTOTAL		$985,400	$926,000	$0	
		TOTAL COMMITTED PROJECT COST		$182,392,000	$107,906,000	$53,155,000	
		UNCOMMITTED PROJECTS AUTO, TRANSIT, OR MULTI-MODAL					
360	DNA (4)	MURRAY BL	SCIENCE PARK DR TO CORNELL RD	$428,727			1
358	DNA	170TH AV	ALEXANDER ST TO MERLO DR	$1,999,144			2
394	DNA	185TH AV	TAMARACK DR TO SPRINGVILLE RD	$576,004			4
157	DNA	185TH AV	BANY TO FARMINGTON RD	$515,214			5
396	DNA	WALKER RD	HWY 217 TO CEDAR HILLS BL	$895,147			6
51	DNA	BETHANY BL	BRONSON RD TO WEST UNION RD	$775,481			7
34	DNA	185TH AV	FARMINGTON RD TO BLANTON ST	$3,292,108			7
		BICYCLE PROJECTS					
143	DNA	CORNELIUS PASS RD	HWY 26 TO WEST UNION RD	$344,200			1

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TABLE 3. PROJECTED COMMITTED AND UNCOMMITTED PROJECT EXPENDITURES BY PROGRAM (1)

PROJECT I.D. NO.	SECTION IV PAGE NO.	PROJECT/PROGRAM NAME	PROJECT LIMITS	TOTAL FUNDING	TOTAL FY95-99	TOTAL POST FY99	PRIORITY (2)
406	DNA	158TH AV	WALKER RD TO JENKINS RD	$270,640			2
57	DNA	BARNES RD	MILLER RD TO LEAHY RD	$198,520			2
52	DNA	185TH AV	WEST UNION RD TO SPRINGVILLE RD	$126,440			4
		PEDESTRIAN PROJECTS					
109	DNA	SALTZMAN RD	MARSHALL RD TO DOGWOOD ST	$30,615			1
193	DNA	170TH AV	ALEXANDER ST TO MERLO DR	$235,125			2
191	DNA	CORNELL RD	BETHANY BL TO 173RD AV	$57,510			3
199	DNA	198TH/197TH AV	FARMINGTON RD TO BASELINE RD	$429,840			3
137	DNA	WEST UNION RD	174TH AV TO 185TH AV	$51,360			5
197	DNA	185TH AV	BANY RD TO FARMINGTON RD	$54,330			5
		COMBINED BICYCLE/PEDESTRIAN PROJECTS					
207	DNA	POWERLINE PATHS	FROM T.V. HWY. ALONG 213TH/214TH TO HWY 26	$887,404			1
206	DNA	POWERLINE PATHS	DIVISION RD @ 160TH AV TO HWY 26	$768,625			2
160	DNA	185TH AV	TAMARACK DR TO WEST UNION RD	$50,878			3
		BRIDGE PROJECTS (3)					
636	DNA	CORNELIUS-SCHEFFLIN RD	#1304	$258,300			6
637	DNA	STRINGTOWN RD	#1259	$163,800			7
711	DNA	CEDAR CANYON RD	#1287	$134,400			9

(1) FUNDING DATA ARE BASED ON INFORMATION AVAILABLE AT THE TIME OF PUBLICATION. DATA MAY CHANGE SIGNIFICANTLY AS PROJECTS CONTINUE TO DEVELOP.
(2) SEE APPENDIX B
(3) HIGHER PRIORITY PROJECTS ARE ON THE COMMITTED LIST OR HAVE ALREADY BEEN COMPLETED.
(4) DOES NOT APPLY

For the purpose of determining the percentages of the uncommitted $7,758,000 to be allocated to project categories (e.g., auto, transit, multi-modal, bicycle, etc.), it is assumed that these modal shares will be similar to those that exist for Committed project categories over the five-year period. These shares show that 94 percent of the total Committed project expenditures are for auto, transit, or multi-modal projects, 3 percent for bicycle and pedestrian projects, and 3 percent for bridge projects.

For the purposes of illustrating which Uncommitted projects should be considered for scheduling if funds become available, the project modal shares were rounded to 90 percent auto, transit, multi-modal, 5 percent bike/pedestrian, and 5 percent bridge. These shares, however do not constitute a recommendation, and may be adjusted by the Board of County Commissioners. Applying these modal shares to the $7,758,000 in uncommitted funds, resulted in Uncommitted project cost thresholds of roughly $6,500,000 for auto, transit, multi-modal projects, $500,000 for bicycle and pedestrian projects, and $500,000 for bridge projects.

Using the cost thresholds as a guide, projects have been selected by proceeding down the project ranking lists in Appendix B, and selecting the highest priority projects that fall within the cost threshold. For bicycle and pedestrian projects, the desired mix of projects has not been determined at this time. Therefore, approximately $500,000 from each of the bicycle, pedestrian, and combined bicycle/pedestrian lists are shown for consideration. In some situations the cost threshold is reached with the first or second project on the ranking list, however there are other slightly lower priority projects with significantly lower costs that could result in more projects being developed under the cost threshold. In these cases a reasonable number of additional projects have been added to the list for consideration. This allows optimal flexibility for eventually selecting the appropriate combination of bicycle and pedestrian projects that meet the projected $500,000 cost threshold.

Given the uncertainty of projected revenues for Uncommitted projects over the next two years, it is recommended that no Uncommitted projects be scheduled at this time. Rather, it is recommended that the $7,758,000 in projected uncommitted TIF, STP Rural, HES, and 1% Bikeway funds be scheduled in the CIP as funding availability becomes more certain, with consideration given to the Uncommitted projects listed in Table 3 and the ranking lists in Appendix B, and in accordance with the Funding Allocation Principle and Operating and Programming Guidelines that follow.

Funding Allocation Principle

To provide the Board of Commissioners with guidance on the allocation of uncommitted funds, the following general Funding Allocation Principle was established by the Board of County Commissioners:

> Funding Allocation Principle
> When discretion can be exercised in the allocation of funds to projects, that discretion shall be exercised so as to optimize the use of County resources to ensure equitable development of all transportation modes.

This principle establishes policy guidance on the allocation of uncommitted funds while maintaining the high degree of flexibility necessary to accommodate a variety of situations. It is intended that this general allocation principle be used in determining an appropriate mix of projects from the ranking lists for scheduling in the CIP. More specific guidance on use of the project ranking lists is provided by the Operating and Programming Guidelines.

Operating and Programming Guidelines

The Operating and Programming Guidelines generally deal with how the project ranking lists are to be used in the programming of projects. In doing this, the guidelines establish procedures for

addressing programming issues related to ranked project priorities, project readiness, and funding availability. An additional overriding concept contained in these guidelines is the exemption of Committed projects from the ranking process applied to all other submitted projects. These Committed projects are exempt from the ranking process to protect existing funding commitments, approved by the Board of Commissioners prior to the adoption of the CIP.

Operating and Programming Guidelines 1, 2, and 3 below relate to use of the project ranking lists and are especially important. These guidelines state that projects are to be programmed according to the priority order established on the ranking lists, *unless* the project is not ready to proceed, appropriate funding is not available, or a special opportunity arises that provides significant documentable benefits to the County. If a project has been delayed and is not ready to proceed, a lower ranking project on the project ranking list may be selected in its place. Similarly, if a high priority project is ready to proceed but the project does not meet the specific program eligibility requirements attached to the available funds, then the project may be passed over in favor of a lower ranking project which meets the funding requirements. Also, to take advantage of special opportunities that may suddenly arise, ranked projects may be scheduled out of ranked order or a project may be scheduled that is not on the ranking lists. The complete set of Operating and Programming Guidelines are as follows.

Operating and Programming Guidelines

1. Projects will be undertaken in priority order in accordance with their respective CIP Project Ranking Lists as appropriate funding becomes available and the project is ready to proceed.

2. Projects that are not ready to proceed may be passed over in favor of the next highest priority on the ranking list which is ready to proceed and for which funding is available.

3. Subject to Board approval, projects appearing lower on the Project Ranking Lists, or projects which do not appear on the ranking lists, may be undertaken ahead of higher ranking projects if a special opportunity arises to provide significant, documentable benefits to the County, such as improved safety, enhanced opportunity, increased mobility/efficiency, greater equity and cost effectiveness, and/or better preservation of environmental and cultural resources.

4. Staff may alter the scope of a ranked project to improve its technical performance or reduce projects costs to the County. For example, the limits of a project may be extended to provide a safer transition to the existing road segment, or a project may have additional work performed in conjunction with another project, resulting in overall cost savings.

5. Projects under design, construction, or approved by the Board of Commissioners prior to adoption of the CIP are included in the CIP as programmed, and are not subject to the CIP project ranking process.

6. To assist staff in identifying and nominating projects for state Hazard Elimination System (HES) funding, projects on the Safety Priority Indexing System (SPIS) list will be ranked in the CIP through Tier 1 and 2. HES funding, however, is competitively awarded by the state according to separate HES evaluation criteria.

7. Bridge projects in the CIP will be ranked using the Bridge Prioritization Scheme.

8. Developers, as a condition of approval for a land development application, may be required to construct all or part of a project that is included on the CIP list.

9. Current rules requiring approval by the County Administrator or the Board of County Commissioners at various stages of project development will not be superseded by CIP rules.

IV. PROJECT DESCRIPTIONS AND SCHEDULES

This section contains individual Project Description and Schedule sheets for all Committed projects appearing in Table 3. The sheets include a project identification number, project location, description of the improvement, estimated project cost, funding source, and an anticipated schedule for completing major phases of the project. Specific locations for projects in the MSTIP-3 Safety, Traffic Flow, Bridge, and Bike/Pedestrian Program are to be determined as MSTIP-3 continues to develop.

Two types of project schedules are presented in this document. The first type of schedule, used for all non-MSTIP3 projects, shows a timeline indicating the estimated duration of a particular task. Schedules for recently approved MSTIP3 projects are less certain, so an earliest projected task start date rather than an estimate of duration is indicated. Also, many of the MSTIP3 projects are split into Phase 1 and Phase 2 segments with each phase having a separate schedule. Project information is current as of July 1, 1995, however this information is constantly changing as projects continue to develop.

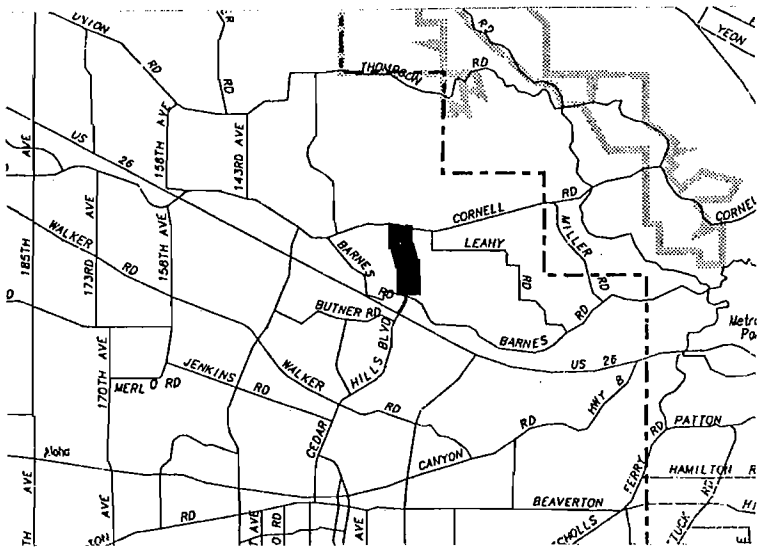
The Project Description and Schedule sheets are arranged in numerical/alphabetical order by project name and grouped by project category as follows:

Auto, Transit, or Multi-Modal Projects

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 614

PROJECT LOCATION



PROJECT INFORMATION

NAME: 112th/113th Av. from Barnes Rd. to Cornell Rd.

ESTIMATED PROJECT COST: $10,500,000

FUNDING SOURCE(S): TIF1, TIF2, Other, Federal

DESCRIPTION: Widen and realign roadway to three lanes, add bike lanes, signal and new linear park.

PROJECT SCHEDULE

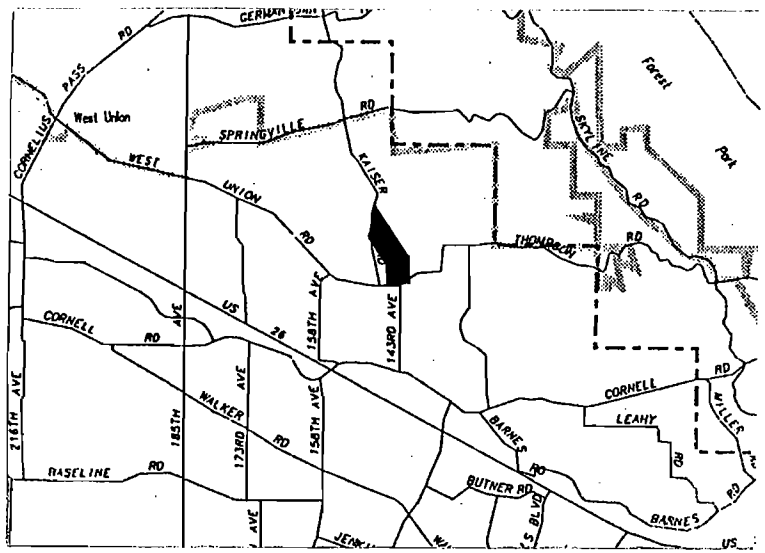
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY	■	■				
CONSTRUCTION		■	■			

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 676

PROJECT LOCATION



PROJECT INFORMATION

NAME: 143rd Av. from West Union to Kaiser Rd.

ESTIMATED PROJECT COST: $300,000

FUNDING SOURCE(S): TIF2

DESCRIPTION: Construct new two-lane road with 14 foot outside lanes, turn lanes, sidewalks on both sides, and a traffic signal at 143rd and West Union.

PROJECT SCHEDULE

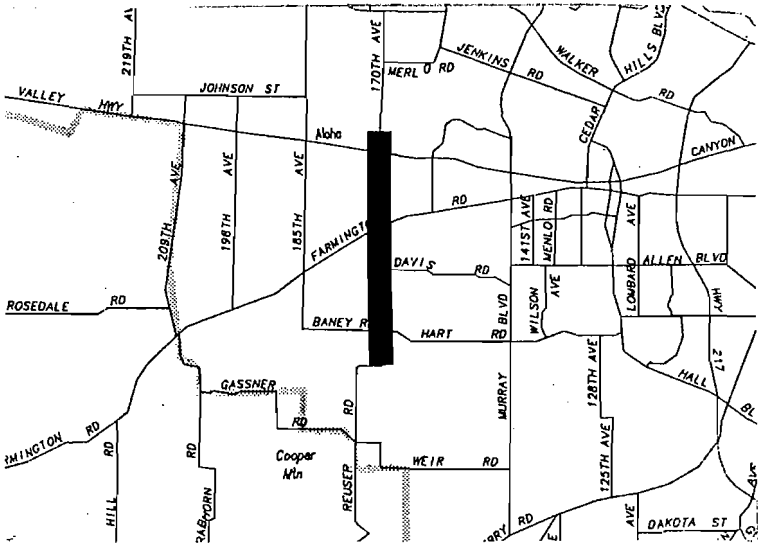
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 696

PROJECT LOCATION



PROJECT INFORMATION

NAME: 170th Av. from Rigert Rd. to Alexander St.

ESTIMATED PROJECT COST: $12,381,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to three lanes with sidewalks and bikeway from Rigert to Blanton. Widen to five lanes from Blanton to Alexander. Add and modify traffic signals.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●		■			
RIGHT-OF-WAY		●			■	
CONSTRUCTION		●				

Earliest Task Start Date:

● = Phase 1, Blanton to Alexander

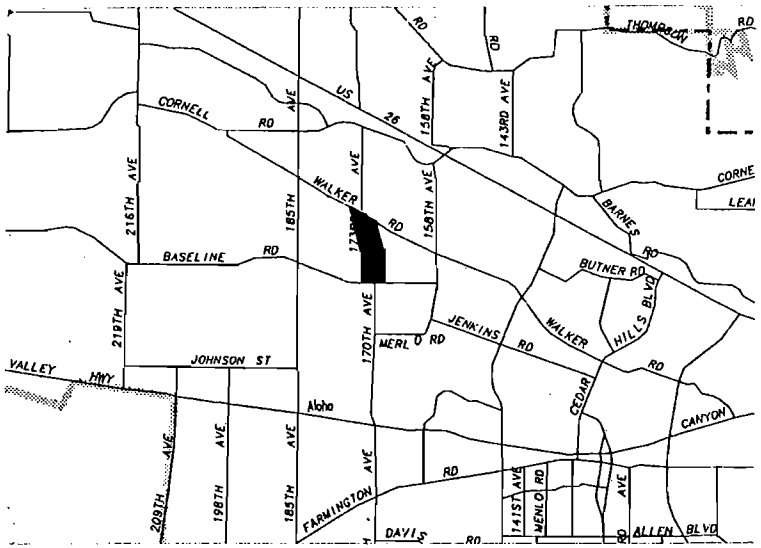
■ = Phase 2, Rigert to Blanton

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 680

PROJECT LOCATION



PROJECT INFORMATION

NAME: 170th/173rd Av. from Baseline Rd. to Walker Rd.

ESTIMATED PROJECT COST: $3,092,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Construct new road and widen existing road to three lanes with sidewalks and bikeway.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●■	●				
RIGHT-OF-WAY		■	■			
CONSTRUCTION		●				

Earliest Task Start Date:

● = Phase 1, Steele Park TOD

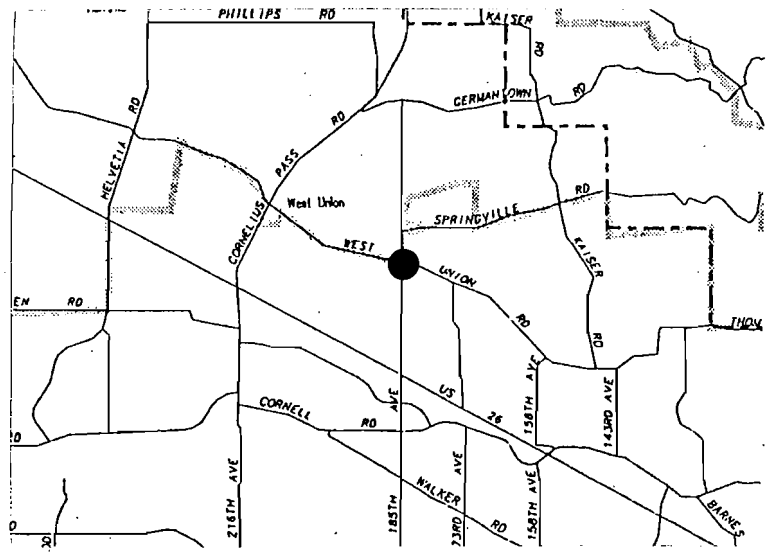
■ = Phase 2, North of Steele Park

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 621

PROJECT LOCATION



PROJECT INFORMATION

NAME: 185th at West Union Rd.

ESTIMATED PROJECT COST: $425,000

FUNDING SOURCE(S): TIF2, Other

DESCRIPTION: Construct northbound right turn lane at the intersection.

PROJECT SCHEDULE

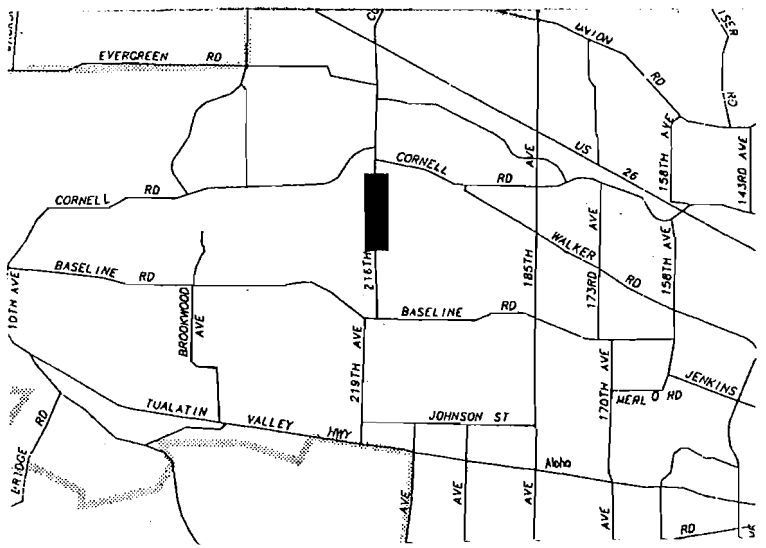
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION	▬					

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 518

PROJECT LOCATION



PROJECT INFORMATION

NAME: 216th Av. from Baseline Rd. to Cornell Rd.

ESTIMATED PROJECT COST: $602,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Straighten road at two existing railroad crossings that are being removed.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●					
RIGHT-OF-WAY	●					
CONSTRUCTION		●				

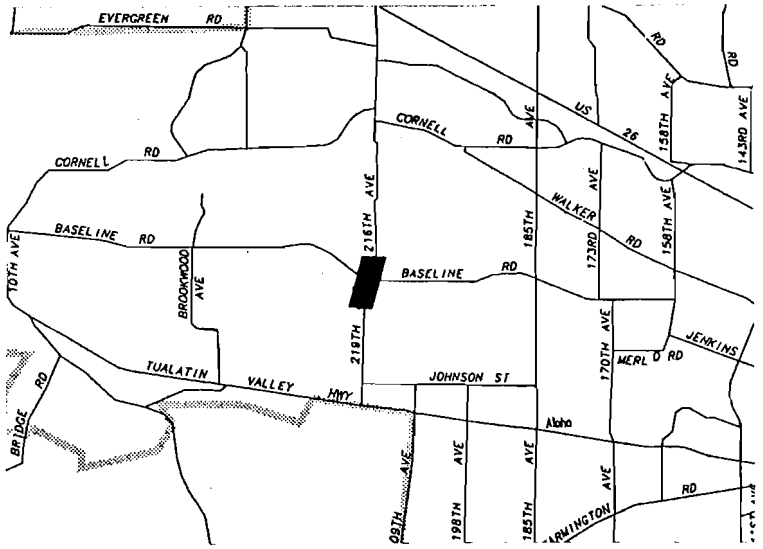
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 261, 312

PROJECT LOCATION



PROJECT INFORMATION

NAME: 216th/219th Av. at Baseline Rd.

ESTIMATED PROJECT COST: $3,473,000

FUNDING SOURCE(S): TIF2, Other

DESCRIPTION: Realign 216th and 219th with Baseline Road as a two lane road with left turn lanes, bike lanes, sidewalks, signal and illumination.

PROJECT SCHEDULE

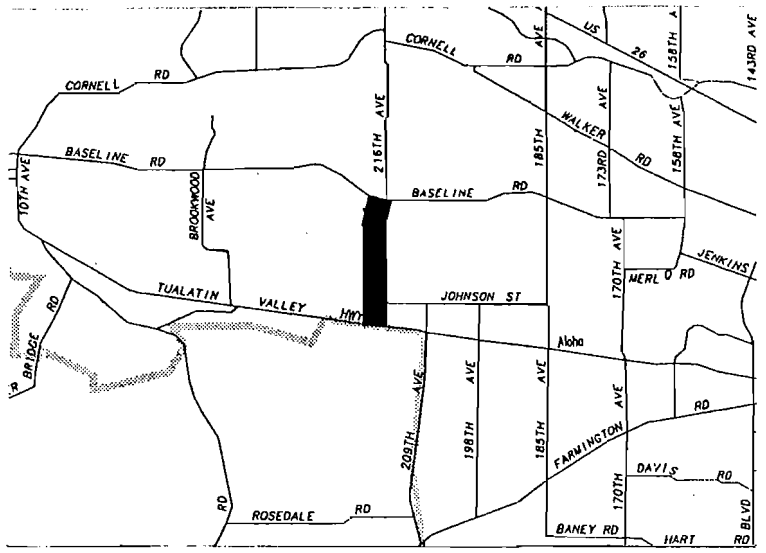
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 359

PROJECT LOCATION



PROJECT INFORMATION

NAME: 219th Av. from T.V. Hwy. to Baseline Rd.

ESTIMATED PROJECT COST: $6,304,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to three lanes, add traffic signals at Francis and Johnson, interconnect signals, and add sidewalks and bikeway.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●		■			
RIGHT-OF-WAY		●		■		
CONSTRUCTION		●			■	

Earliest Task Start Date:

● = Phase 1, T.V. Highwaty to Johnson

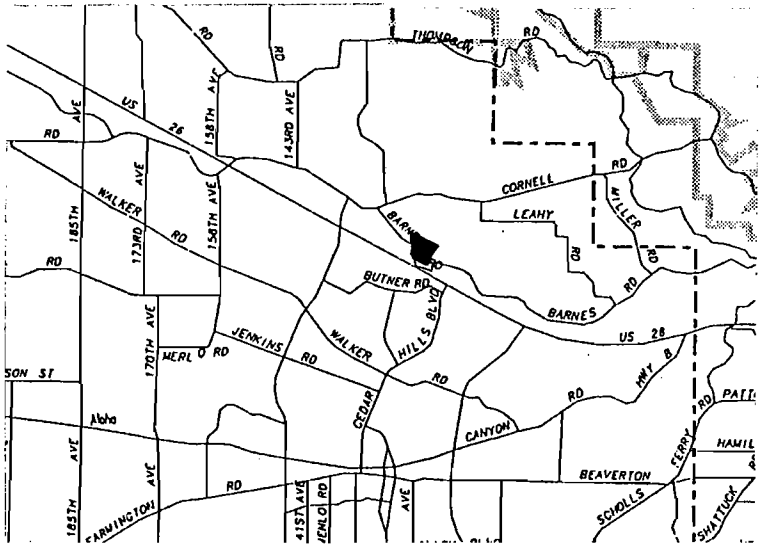
■ = Phase 2, Johnson to Baseline

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 627

PROJECT LOCATION



PROJECT INFORMATION

NAME: Barnes Rd. from 117th Av. to future 119th Av.

ESTIMATED PROJECT COST: $2,002,000

FUNDING SOURCE(S): TIF1

DESCRIPTION: Construct new four lane road with turn lanes, bike lanes, and signals.

PROJECT SCHEDULE

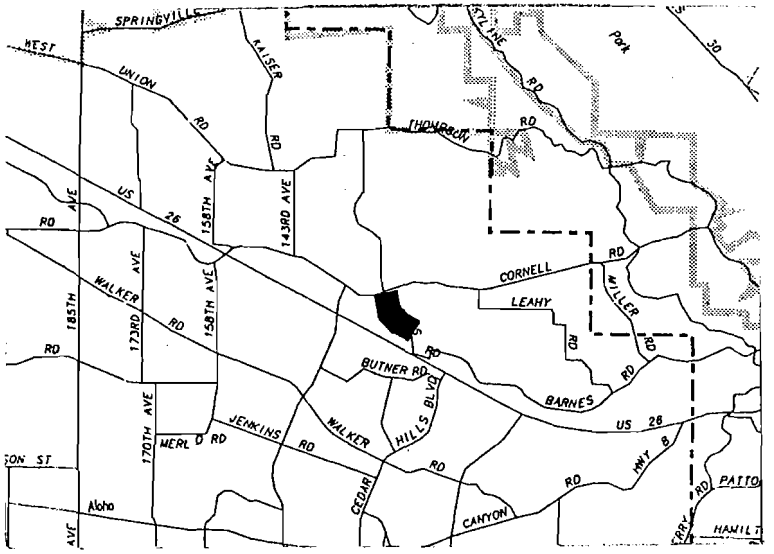
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 356

PROJECT LOCATION



PROJECT INFORMATION

NAME: Barnes Rd. from future 119th Av. to Saltzman Rd. Av.

ESTIMATED PROJECT COST: $2,518,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to five lanes with sidewalks and bikeway.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN		●				
RIGHT-OF-WAY			●			
CONSTRUCTION				●		

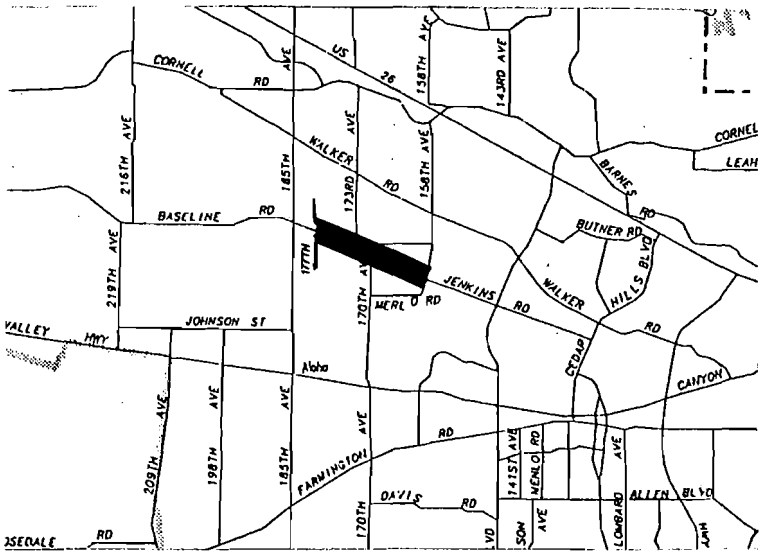
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 622

PROJECT LOCATION



PROJECT INFORMATION

NAME: Baseline Rd. from 158th Av. to 177th Av.

ESTIMATED PROJECT COST: $3,067,000

FUNDING SOURCE(S): MSTIP2, Minor Betterment

DESCRIPTION: Tri-Met will widen section to five lanes from 158th Av. to 170th Av. adding bike lanes and sidewalks. County will widen to five lanes from 170th Av. to 177th Av. with bike lanes and sidewalks.

PROJECT SCHEDULE

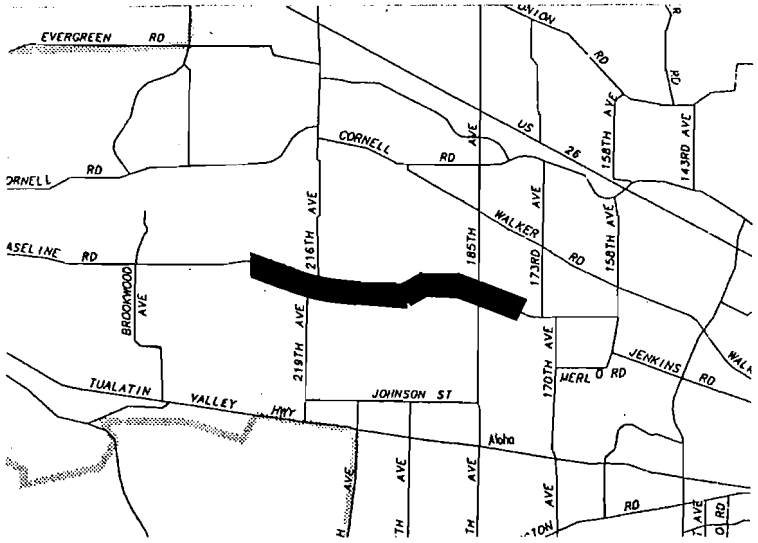
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 352

PROJECT LOCATION



PROJECT INFORMATION

NAME: Baseline Rd. from 177th Av. to 231st Av.

ESTIMATED PROJECT COST: $19,906,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to five lanes from 177th to 185th, and widen to three lanes from 185th to 231st. Replace three bridges, add/modify traffic signals, interconnect signals, construct sidewalk and bikeway.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●		■			
RIGHT-OF-WAY	■	●			■	
CONSTRUCTION			●			

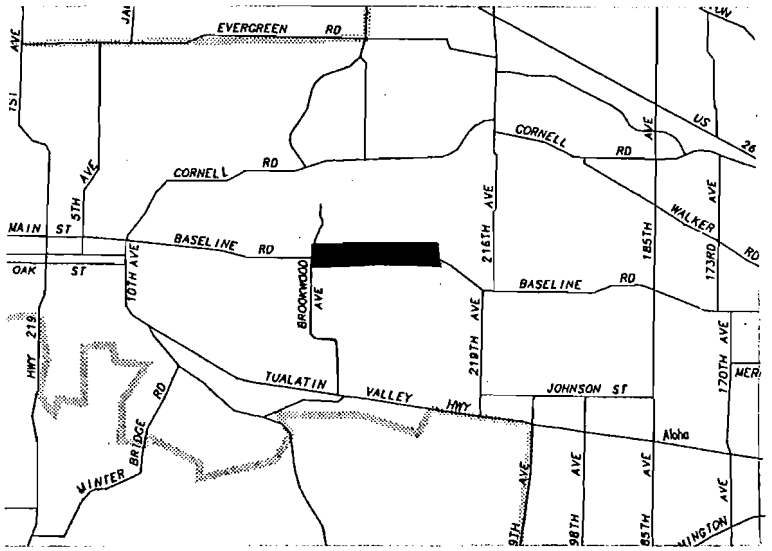
Earliest Task Start Date:
● = Phase 1, 177th to 187th
■ = Phase 2, 187th to 231st

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 615

PROJECT LOCATION



PROJECT INFORMATION

NAME: Baseline Rd. from Brookwood Av. to 231st Av.

ESTIMATED PROJECT COST: $2,869,000

FUNDING SOURCE(S): MSTIP2

DESCRIPTION: Reconstruct existing two-lane arterial to an interim two-lane arterial at ultimate alignment with bike lanes, a new signal at Brookwood, and turn lanes at major intersections.

PROJECT SCHEDULE

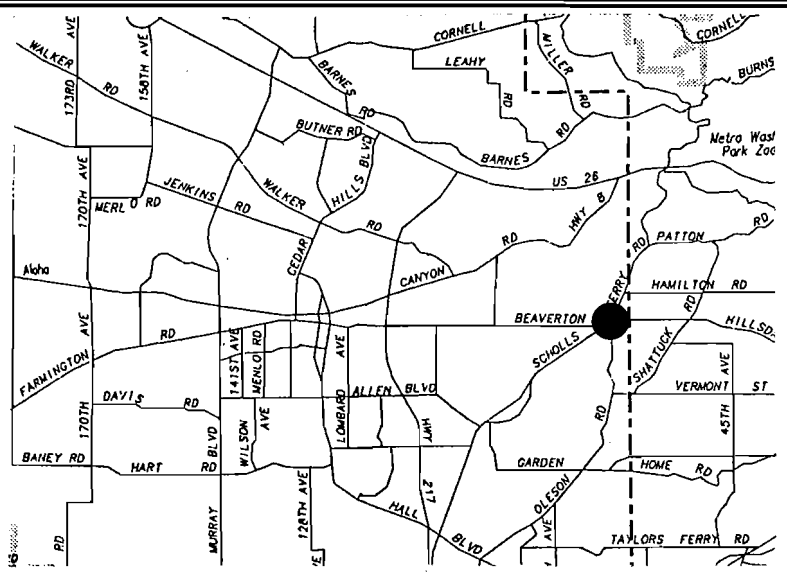
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 357

PROJECT LOCATION



PROJECT INFORMATION

NAME: Beaverton-Hillsdale @ Oleson and Scholls Ferry Rd.

ESTIMATED PROJECT COST: $100,000

FUNDING SOURCE(S): MSTIP1

DESCRIPTION: Conduct study of transportation needs and alternatives.

PROJECT SCHEDULE

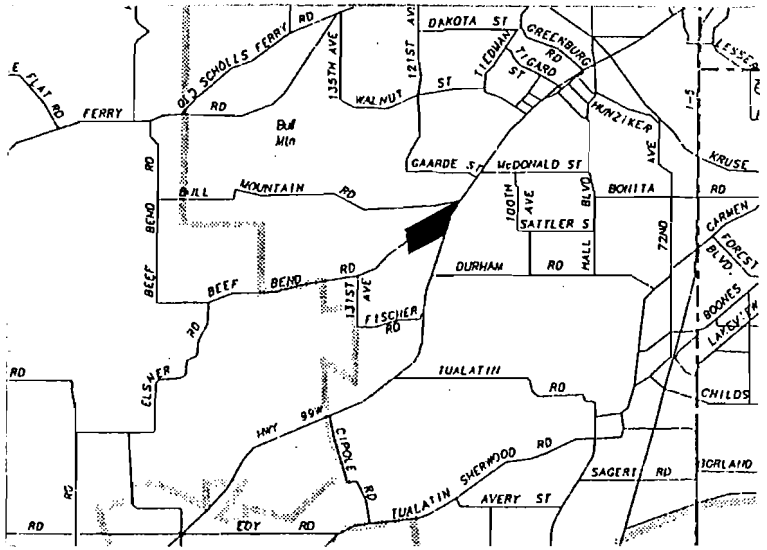
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION	■	■				
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 694

PROJECT LOCATION



PROJECT INFORMATION

NAME: Beef Bend Rd. from 99W to King Arthur

ESTIMATED PROJECT COST: $2,528,000

FUNDING SOURCE(S): MSTIP2

DESCRIPTION: Reconstruct with two 14 foot through-travel lanes and turn lanes. Construct sidewalks on the north side only, except from 99W to 116th where sidewalks will be on both sides.

PROJECT STATUS

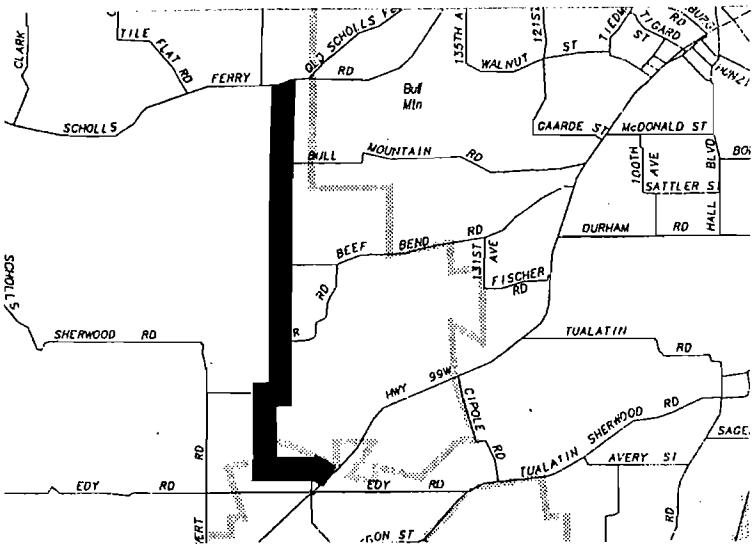
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 691

PROJECT LOCATION



PROJECT INFORMATION

NAME: Beef Bend/Elsner Rd. from 99W to Scholls Ferry Rd.

ESTIMATED PROJECT COST: $11,496,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Reconstruct road to two lanes with paved shoulders, improve alignment at corners, and correct vertical and horizontal sight distance problems.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●■					
RIGHT-OF-WAY		●			■	
CONSTRUCTION			●			

Earliest Task Start Date:

● = Phase 1, Hwy. 99W to Chicken Creek

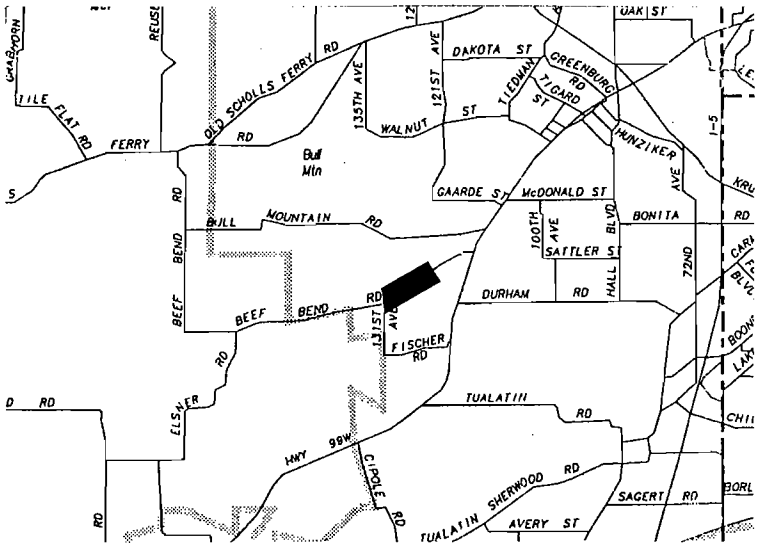
■ = Phase 2, Chicken Creek to Scholls Ferry Rd.

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 681

PROJECT LOCATION



PROJECT INFORMATION

NAME: Beef Bend Rd. from King Arthur Rd. to 131st Av.

ESTIMATED PROJECT COST: $3,404,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to three lanes with sidewalks.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●					
RIGHT-OF-WAY		●				
CONSTRUCTION			●			

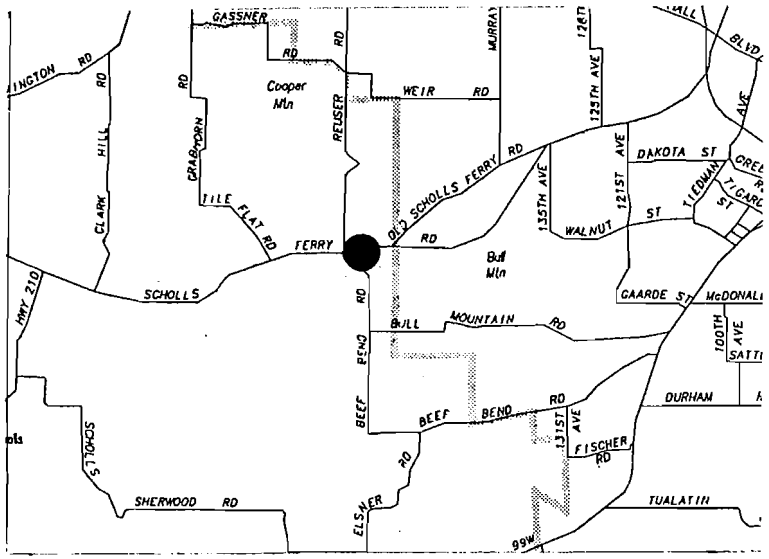
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 702

PROJECT LOCATION



PROJECT INFORMATION

NAME: Beef Bend @ Scholls Ferry Rd.

ESTIMATED PROJECT COST: $1,935,000

FUNDING SOURCE(S): Minor Betterment, Federal, State, Private

DESCRIPTION: Add turn lanes and bike lanes to Scholls Ferry/Old Scholls Ferry from east of the Beaverton city limits to 175th Avenue. Realign the Scholls Ferry/Old Scholls Ferry and the Scholls Ferry/Beef Bend intersections, adding turn lanes and traffic signals.

PROJECT SCHEDULE

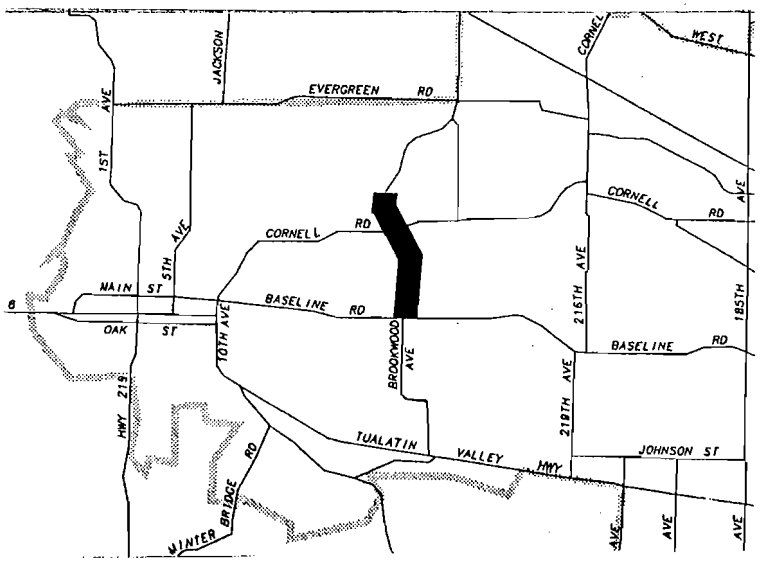
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 682

PROJECT LOCATION



PROJECT INFORMATION

NAME: Brookwood Av., Baseline Rd. to Airport Rd.

ESTIMATED PROJECT COST: $7,654,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Construct new three lane road with sidewalks and bikeway from Baseline to Cornell, widen to five lanes from Cornell to Airport Rd., and add traffic signal

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●■					
RIGHT-OF-WAY	■					
CONSTRUCTION	●					

Earliest Task Start Date:

● = Phase 1, Light Rail Overpass

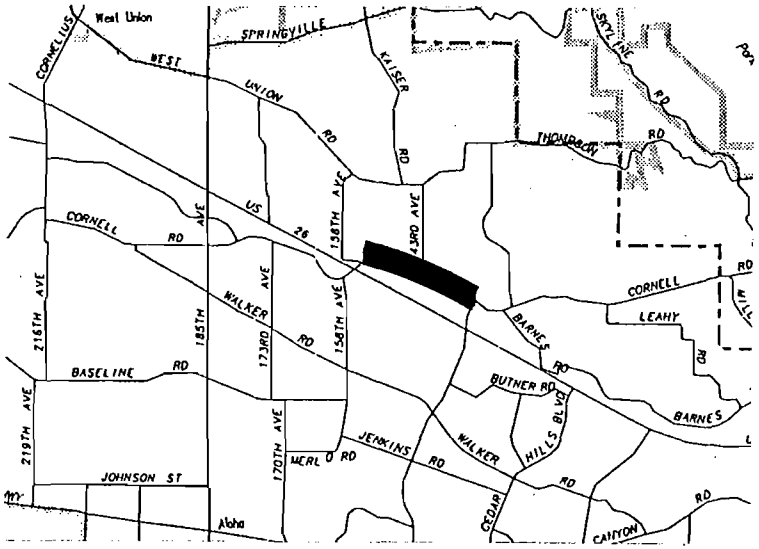
■ = Phase 2, Remainder of project

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 695

PROJECT LOCATION



PROJECT INFORMATION

NAME: Cornell Rd. from 153rd Av. to Murray Blvd.

ESTIMATED PROJECT COST: $3,106,000

FUNDING SOURCE(S): MSTIP2, Other

DESCRIPTION: Widen to three lanes with bike lanes and sidewalk on the south side.

PROJECT SCHEDULE

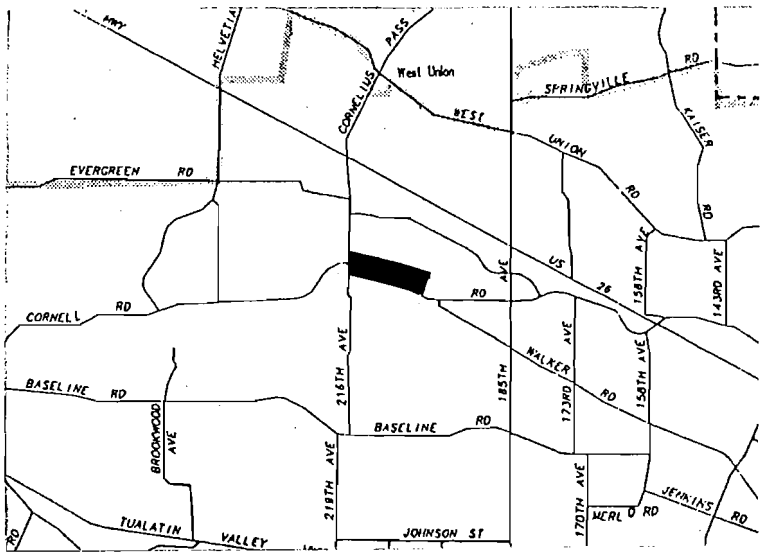
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION	▬					

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 630

PROJECT LOCATION



PROJECT INFORMATION

NAME: Cornell Rd. from Cornelius Pass Rd. to John Olsen Av.

ESTIMATED PROJECT COST: $1,722,000

FUNDING SOURCE(S): Minor Betterment, Federal, City

DESCRIPTION: Construct new five lane roadway with bike lanes, sidewalks, signals, and illumination.

PROJECT SCHEDULE

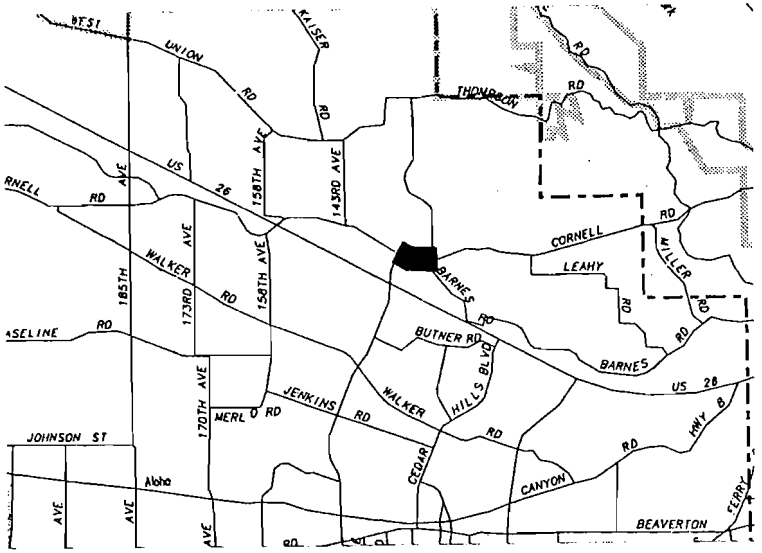
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 688

PROJECT LOCATION



PROJECT INFORMATION

NAME: Cornell Rd. from Murray Blvd. to Saltzman Rd.

ESTIMATED PROJECT COST: $3,078,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to three lanes with sidewalk and bikeway.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN		●				
RIGHT-OF-WAY			●			
CONSTRUCTION				●		

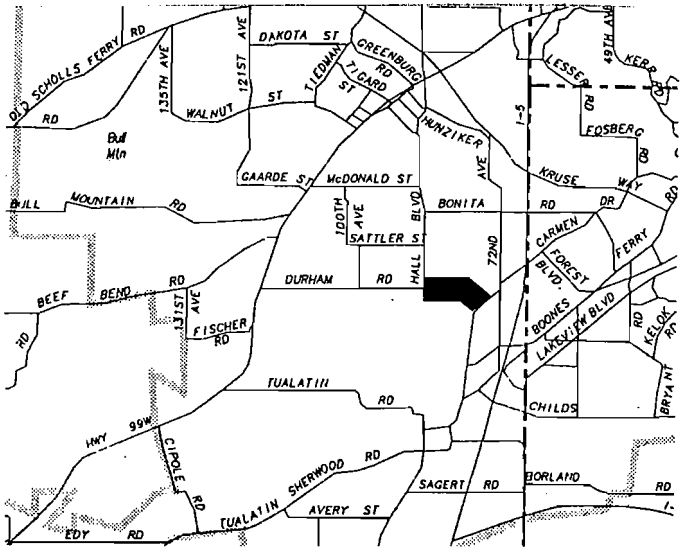
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 616

PROJECT LOCATION



PROJECT INFORMATION

NAME: Durham Rd. from Hall Blvd. to Upper Boones Ferry Rd.

ESTIMATED PROJECT COST: $3,096,000

FUNDING SOURCE(S): MSTIP2, State

DESCRIPTION: Widen to three lanes, with bike lanes, sidewalks, signals, and illumination. Reconstruct the bridge over Fanno Creek and construct a new crossing at the Burlington Northern tracks.

PROJECT SCHEDULE

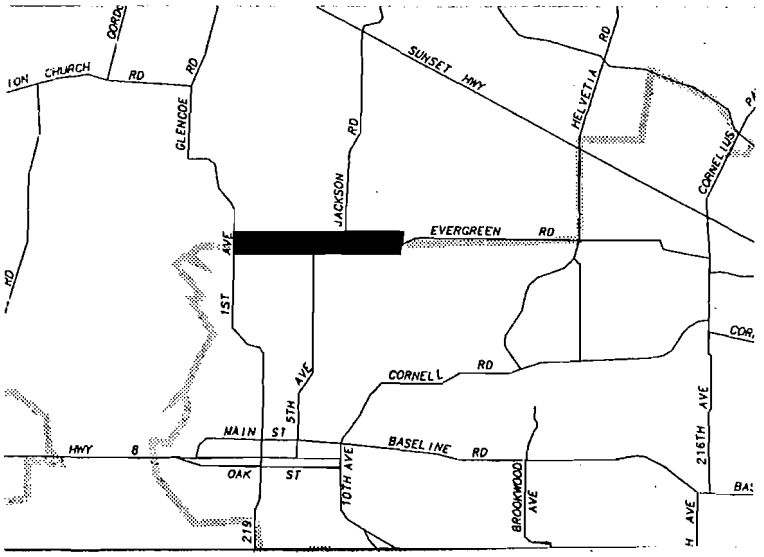
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY	■					
CONSTRUCTION		■				

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 684

PROJECT LOCATION



PROJECT INFORMATION

NAME: Evergreen Rd. from 25th Av. to Glencoe Rd.

ESTIMATED PROJECT COST: $6,335,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to 3 lanes with sidewalks and bikeway.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●			■		
RIGHT-OF-WAY	●				■	
CONSTRUCTION		●				

Earliest Task Start Date:

● = Phase 1, Evergreen/Glencoe Intersection

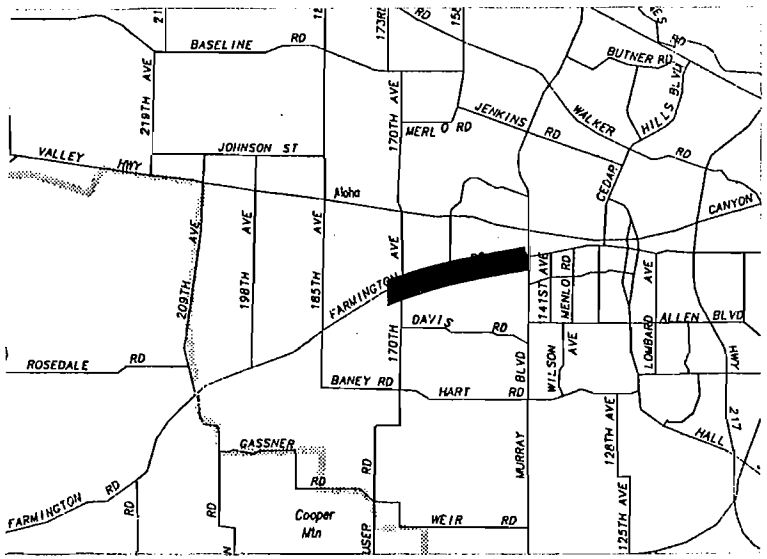
■ = PHASE 2, Remainder of project

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 701

PROJECT LOCATION



PROJECT INFORMATION

NAME: Farmington Rd. from Murray Blvd. to 172nd Av.

ESTIMATED PROJECT COST: $11,987,000

FUNDING SOURCE(S): MSTIP1, Federal, State

DESCRIPTION: Widen to four lanes with continuous center turn lane and bike lanes.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY	●					
CONSTRUCTION		●				

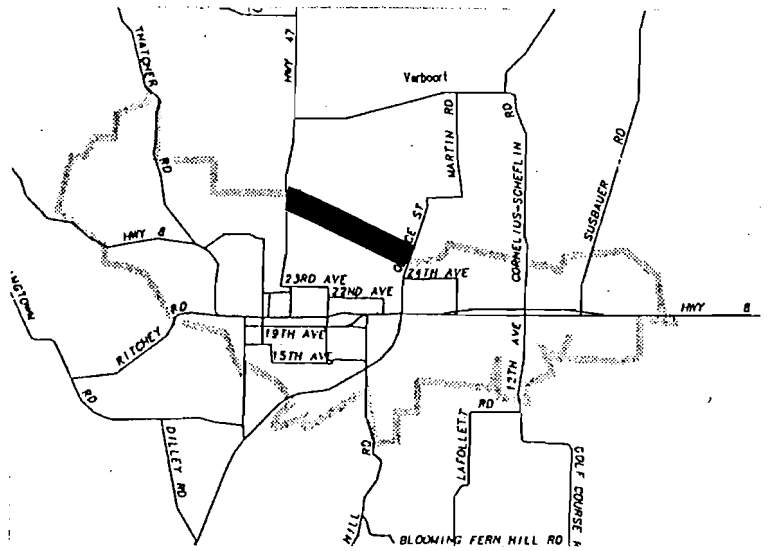
● = Earliest Task Start Date:

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 342

PROJECT LOCATION



PROJECT INFORMATION

NAME: Forest Grove North Arterial

ESTIMATED PROJECT COST: $9,047,000

FUNDING SOURCE(S): MSTIP2, State

DESCRIPTION: Construct a new road with paved shoulders from Highway 47 (south of Beal Road) southeast along the northern Forest Grove city limits to Quince Street. Improve the railroad crossing on Quince and intersection with Highway 8.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION	▬	▬	▬			
DESIGN AND RIGHT-OF-WAY			▬	▬	▬	
CONSTRUCTION					▬	▬►

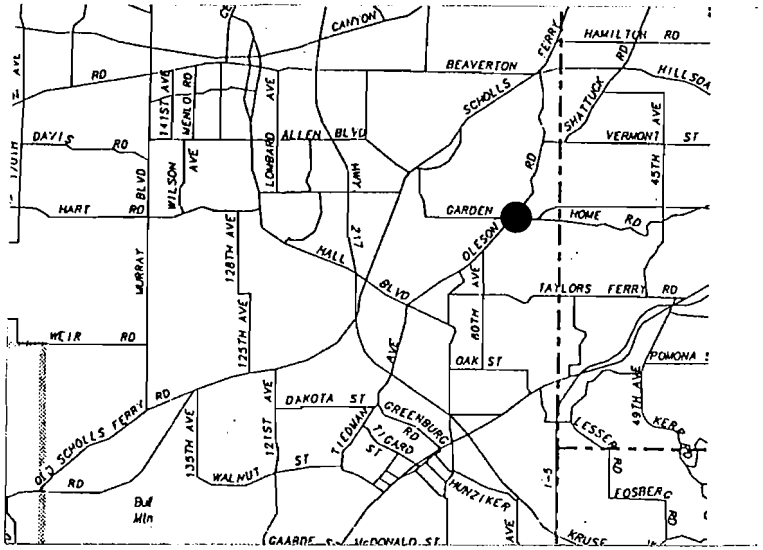
►= Task Expected to Continue Beyond Program Period

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 45

PROJECT LOCATION



PROJECT INFORMATION

NAME: Garden Home Rd. at Oleson Rd.

ESTIMATED PROJECT COST: $2,070,000

FUNDING SOURCE(S): MSTIP2

DESCRIPTION: Improve intersection with left turn lanes on all four legs, a new signal, bike lanes and sidewalks.

PROJECT SCHEDULE

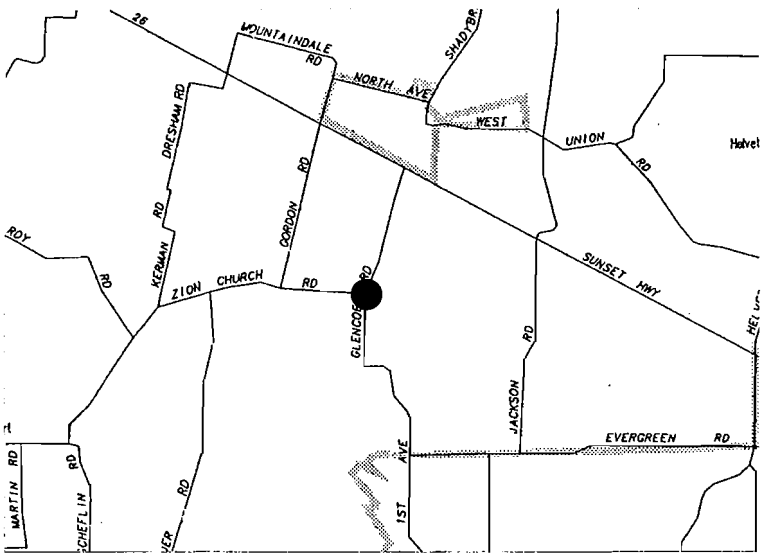
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 669

PROJECT LOCATION



PROJECT INFORMATION

NAME: Glencoe Rd. at Zion Church Rd.

ESTIMATED PROJECT COST: $1,773,000

FUNDING SOURCE(S): MSTIP2, Federal

DESCRIPTION: Construct left turn lanes on all four legs and southbound right turn from Glencoe to Zion Church. Add bike lanes and new signal.

PROJECT SCHEDULE

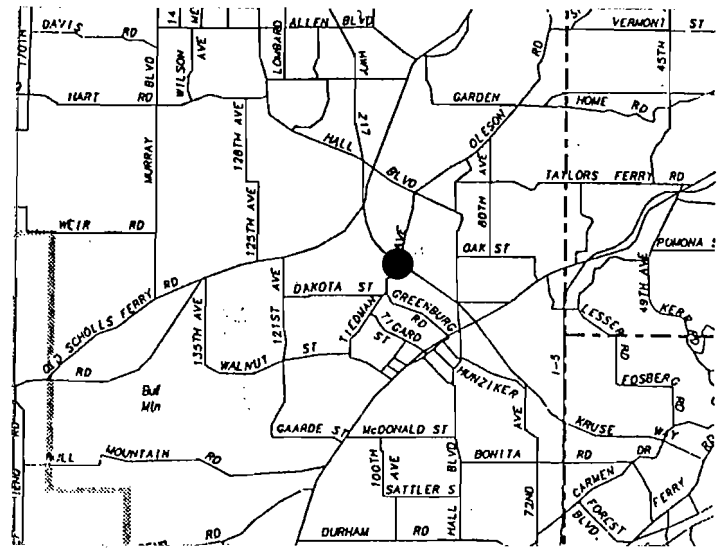
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 677

PROJECT LOCATION



PROJECT INFORMATION

NAME: Hwy. 217 @ Greenburg Rd.

ESTIMATED PROJECT COST: $2,005,000

FUNDING SOURCE(S): MSTIP2

DESCRIPTION: Widen bridge to add one southbound travel lane and bike lanes. Project will also widen northbound off-ramp, modify signals, and make other incidental improvements.

PROJECT SCHEDULE

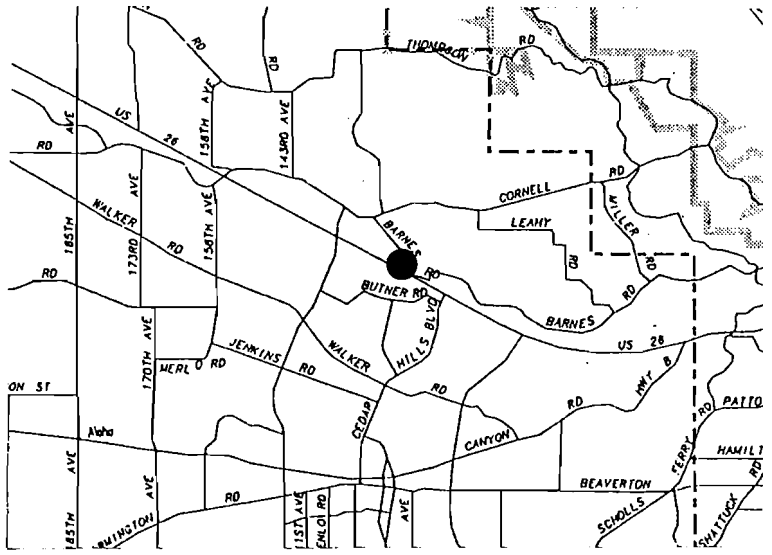
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION	■					
DESIGN AND RIGHT-OF-WAY		■	■			
CONSTRUCTION			■	■		

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 625

PROJECT LOCATION



PROJECT INFORMATION

NAME: Johnson Creek Wetlands

ESTIMATED PROJECT COST: $789,000

FUNDING SOURCE(S): TIF1

DESCRIPTION: Construct wetland area north of Barnes Rd. near Cedar Hills Blvd. for detention and water quality.

PROJECT SCHEDULE

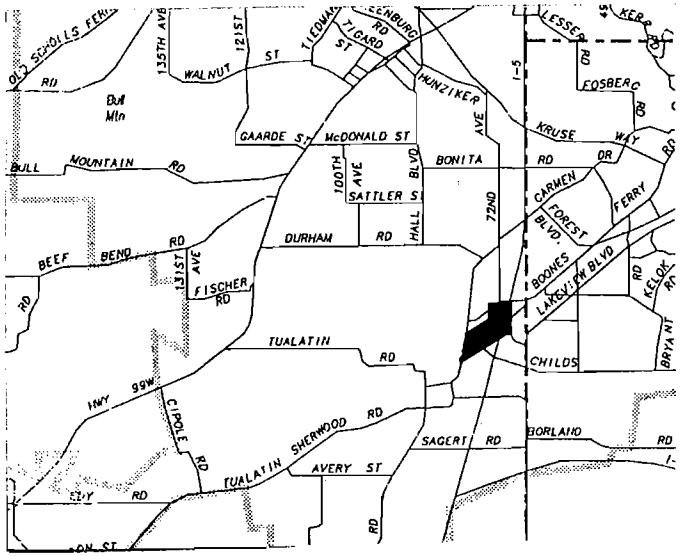
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 683

PROJECT LOCATION



PROJECT INFORMATION

NAME: Lower Boones Ferry from Boones Ferry to Bridgeport

ESTIMATED PROJECT COST: $2,021,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Perform incidental widening and overlays, construct sidewalks, bikeway, and interconnect signals.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN				●		
RIGHT-OF-WAY					●	
CONSTRUCTION						

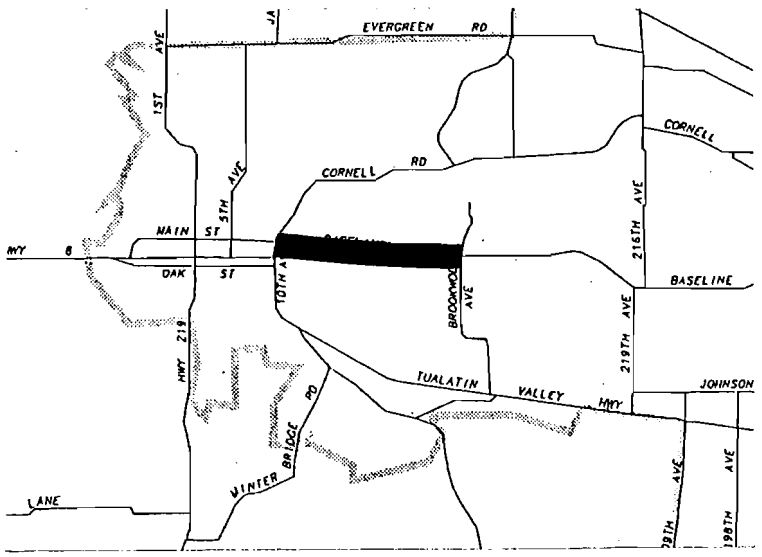
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 620

PROJECT LOCATION



PROJECT INFORMATION

NAME: Main St. from 10th Av. to Brookwood Av.

ESTIMATED PROJECT COST: $5,769,000

FUNDING SOURCE(S): MSTIP2

DESCRIPTION: Widen to 3 lanes, with bike lanes, sidewalks, and new signals at 24th and 28th Avenue.

PROJECT SCHEDULE

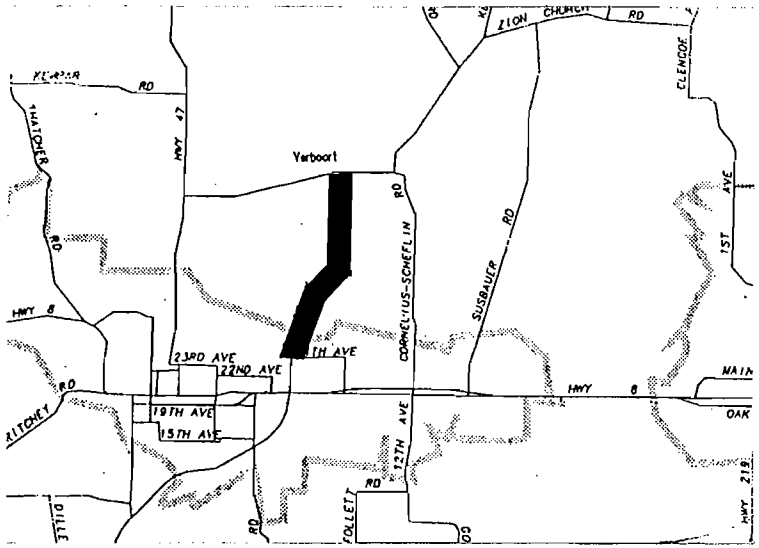
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY	■	■				
CONSTRUCTION			■			

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 558

PROJECT LOCATION



PROJECT INFORMATION

NAME: Martin Rd. from 24th Av. to Verboort Rd.

ESTIMATED PROJECT COST: $317,000

FUNDING SOURCE(S): Minor Betterment

DESCRIPTION: Realign two lane road eliminating two 90 degree curves. Add bike lanes.

PROJECT SCHEDULE

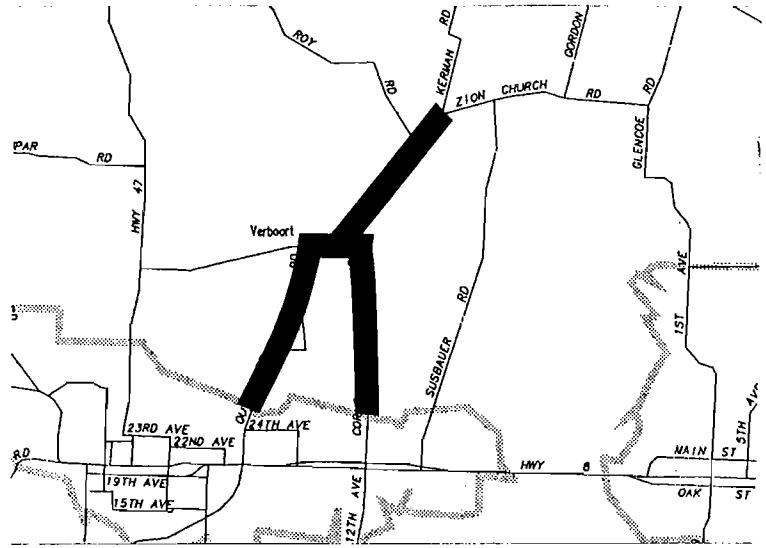
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY	■					
CONSTRUCTION		■	■			

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 686

PROJECT LOCATION



PROJECT INFORMATION

NAME: Martin Rd./Cornelius Scheffiln Rd.

ESTIMATED PROJECT COST: $4,184,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Improve two-lane road by widening shoulders from proposed Northern Arterial to Zion Church/Kerkman Intersection, Improving Intersections, and realigning Martin Rd.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●	■				
RIGHT-OF-WAY		●	■			
CONSTRUCTION		●		■		

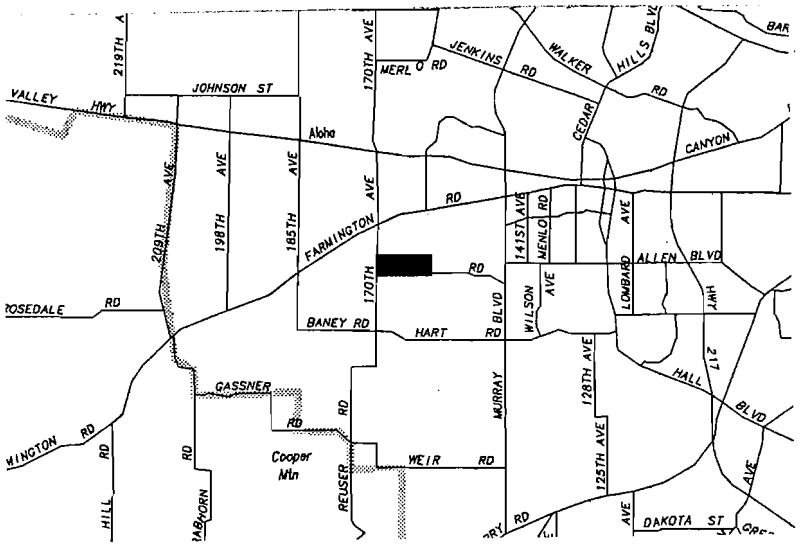
Earliest Task Start Date:
● = Phase 1, Realign Martin Rd.
■ = Phase 2, Remainder of project

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 35

PROJECT LOCATION



PROJECT INFORMATION

NAME: Oak St. from Beaverton City Limits to 170th Av.

ESTIMATED PROJECT COST: $1,740,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen road, add bike and pedestrian facilities (more specific project scope is unavailable at this time pending Beaverton's design for Davis Rd. section).

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN			●			
RIGHT-OF-WAY				●		
CONSTRUCTION					●	

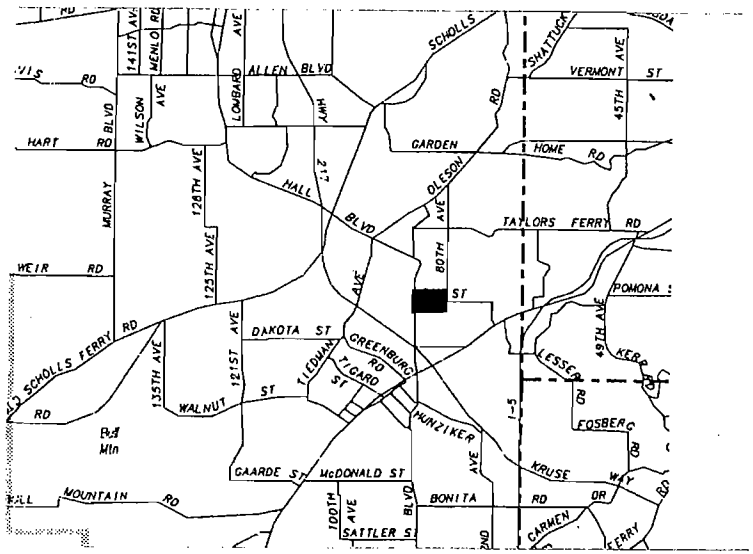
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 685

PROJECT LOCATION



PROJECT INFORMATION

NAME: Oak St. from Hall Blvd. to 80th Av.

ESTIMATED PROJECT COST: $550,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Perform incidental widening, construct sidewalks, bikeway, and interconnect signals.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●					
RIGHT-OF-WAY						
CONSTRUCTION		●				

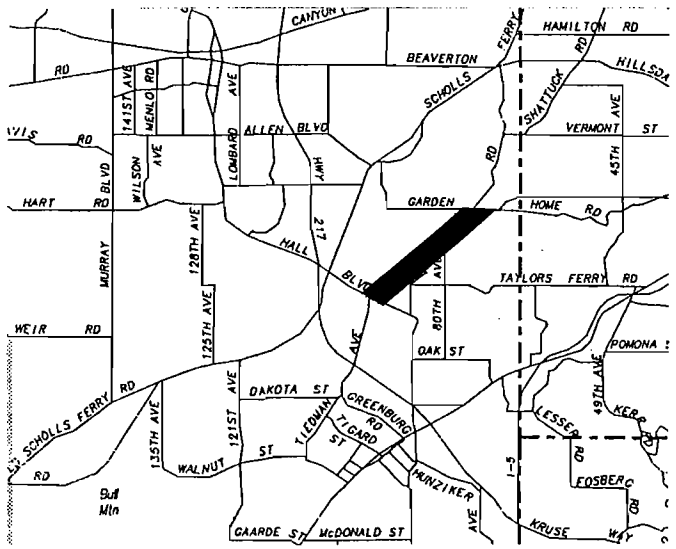
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 16

PROJECT LOCATION



PROJECT INFORMATION

NAME: Oleson Rd. from Garden Home Rd. to Hall Blvd.

ESTIMATED PROJECT COST: $2,806,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Construct bike lanes, sidewalks and signal at 80th Avenue.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●				■	
RIGHT-OF-WAY						
CONSTRUCTION		●				

Earliest Task Start Date:

● = Phase 1, Widening at Taylor's Ferry

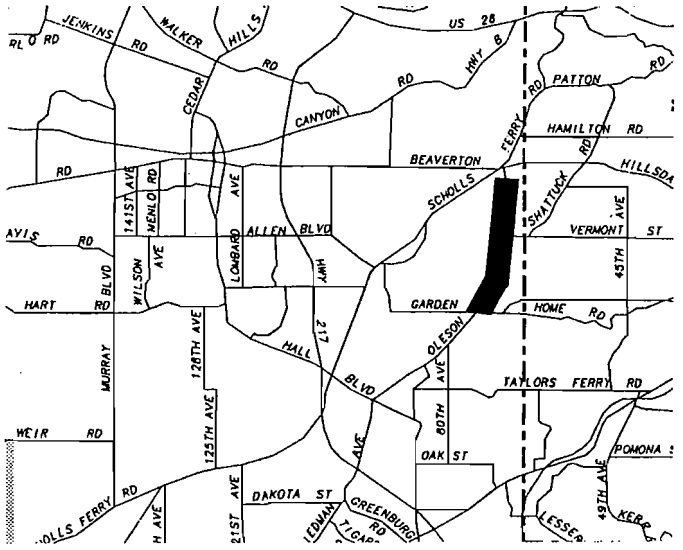
■ = Phase 2, Remainder of project

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 689

PROJECT LOCATION



PROJECT INFORMATION

NAME: Oleson Rd. from Fanno Creek to Garden Home Rd.

ESTIMATED PROJECT COST: $1,961,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Construct bike lanes and sidewalks.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN					●	
RIGHT-OF-WAY						
CONSTRUCTION						

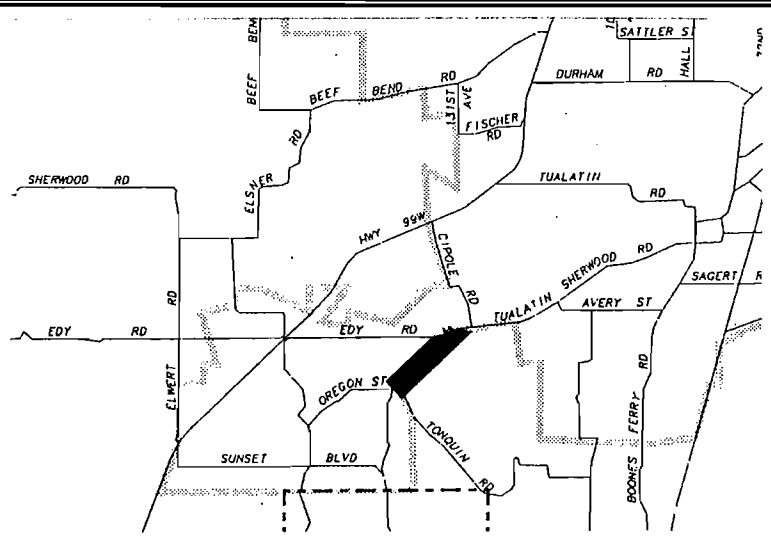
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 679

PROJECT LOCATION



PROJECT INFORMATION

NAME: Oregon St. from Tualatin Sherwood Rd. to Murdock

ESTIMATED PROJECT COST: $4,176,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to three lanes with sidewalks and bikeway. Install traffic signal at Tualatin-Sherwood Road.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN		●			■	
RIGHT-OF-WAY						
CONSTRUCTION			●			

Earliest Task Start Date:

● = Phase 1, signal at Tualatin-Sherwood

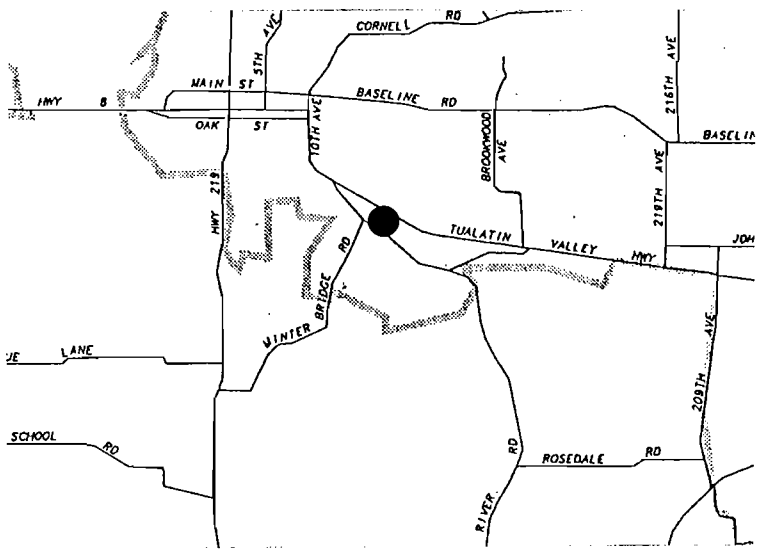
■ = Phase 2, Tualatin-Sherwood to Murdock

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND LOCATION

Project I.D. No. 692

PROJECT LOCATION



PROJECT INFORMATION

NAME: River Road Master Plan

ESTIMATED PROJECT COST: $658,000

FUNDING SOURCE(S): Minor Betterment

DESCRIPTION: Construct site access improvements at Operations River Road location on TV Hwy. including signal alignment, sidewalks, illumination, fuel facility demolition and replacement, and sanitary line installation.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION	■					

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 697

PROJECT LOCATION

To be determined

PROJECT INFORMATION

NAME: Safety Program

ESTIMATED PROJECT COST: $250,000 (county allocation)

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Local matching funds for federal Hazard Elimination System (HES) program funds.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY			●			
CONSTRUCTION			●			

● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 700

PROJECT LOCATION

To be determined

PROJECT INFORMATION

NAME: Traffic Flow Program

ESTIMATED PROJECT COST: $250,000 (county allocation)

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Funds to interconnect signals and enhance traffic flow.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY		●				
CONSTRUCTION		●				

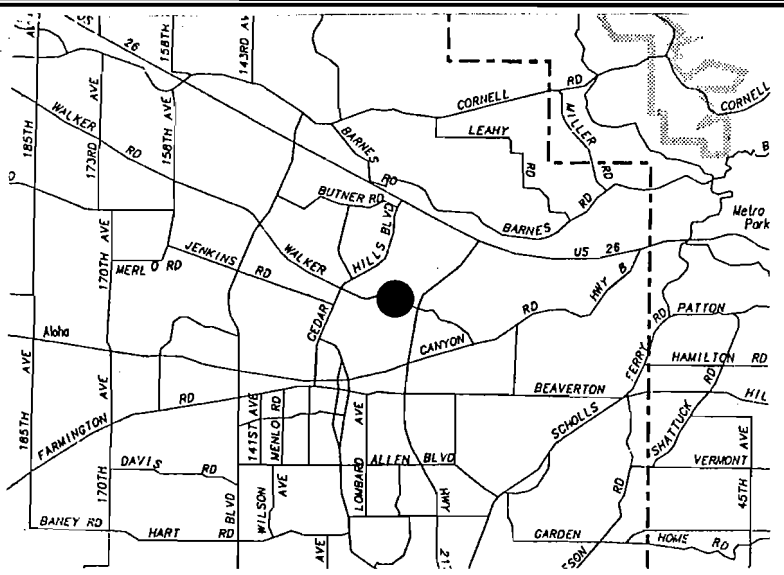
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 272

PROJECT LOCATION



PROJECT INFORMATION

NAME: Walker Rd. @ Mayfield Av.

ESTIMATED PROJECT COST: $695,000

FUNDING SOURCE(S): Minor Betterment, State

DESCRIPTION: Construct eastbound left turn lane from Walker to Mayfield, Install traffic signal and illumination.

PROJECT SCHEDULE

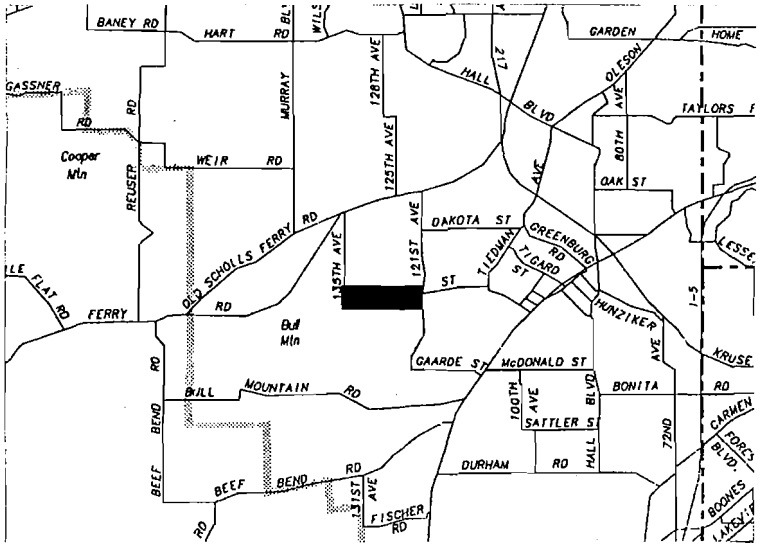
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION	■					

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 687

PROJECT LOCATION



PROJECT INFORMATION

NAME: Walnut St. from 121st Av. to 135th Av.

ESTIMATED PROJECT COST: $4,960,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Widen to three lanes with sidewalks and bikeway.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN				●		
RIGHT-OF-WAY						
CONSTRUCTION						

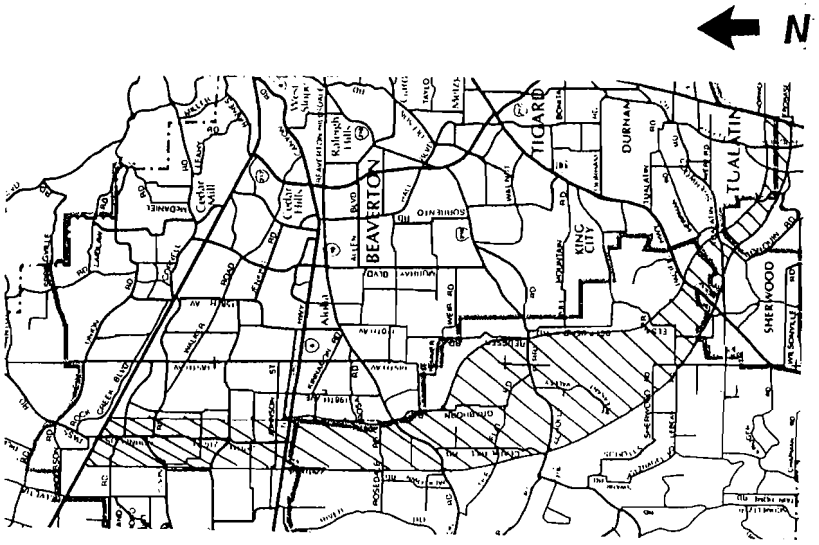
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 705

PROJECT LOCATION



PROJECT INFORMATION

NAME: Western Bypass Study

ESTIMATED PROJECT COST: $600,000

FUNDING SOURCE(S): MSTIP1, State

DESCRIPTION: Complete Western Bypass and Major Investment studies. Evaluate alignment and financing options for recommendations in the preferred alternative, including but not limited to, development of a limited-access facility connecting I-5 and OR99W in the Tualatin area.

PROJECT SCHEDULE

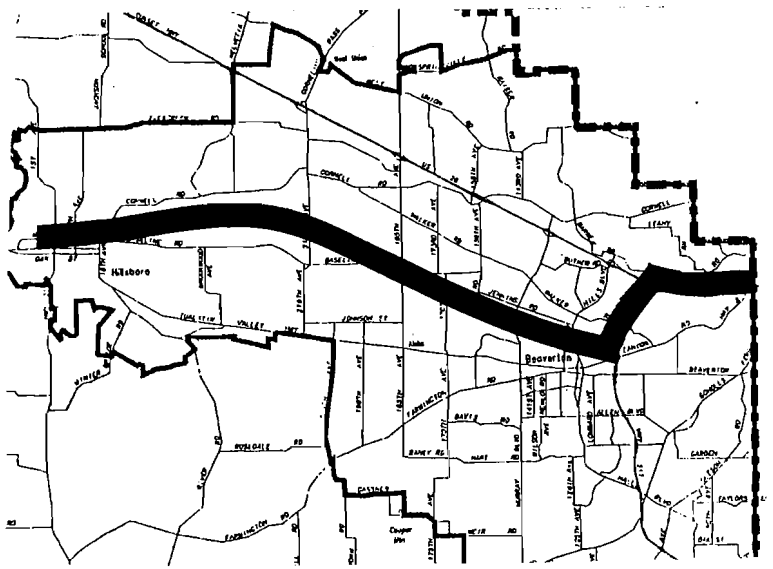
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 709

PROJECT LOCATION



PROJECT INFORMATION

NAME: Westside Light Rail Transit

ESTIMATED PROJECT COST: $6,912,000

FUNDING SOURCE(S): TIF2, State, City, Other

DESCRIPTION: Payments for light rail related improvements according to Regional Compact agreement between Washington County, Hillsboro, Beaverton, Tri-Met, Metro, and the City of Portland.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

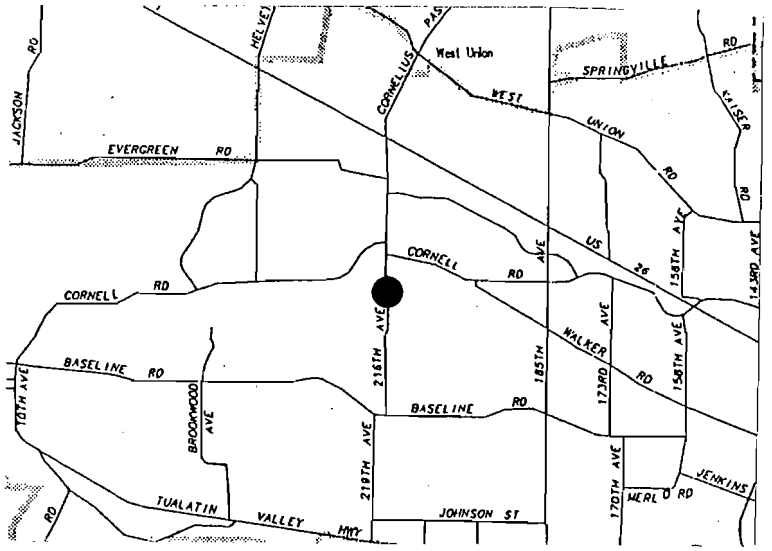
PROJECT DATA SUBJECT TO CHANGE

Bridge Projects

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 633

PROJECT LOCATION



PROJECT INFORMATION

NAME: 216th Av. at Rock Creek Bridge #1325

ESTIMATED PROJECT COST: $503,000

FUNDING SOURCE(S): MSTIP1, Federal, State

DESCRIPTION: Bridge replacement

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION	■					

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 698

PROJECT LOCATION

To be determined

PROJECT INFORMATION

NAME: Bridge Program

ESTIMATED PROJECT COST: $2,000,000 (county allocation)

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Various bridge improvements.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY	●					
CONSTRUCTION	●					

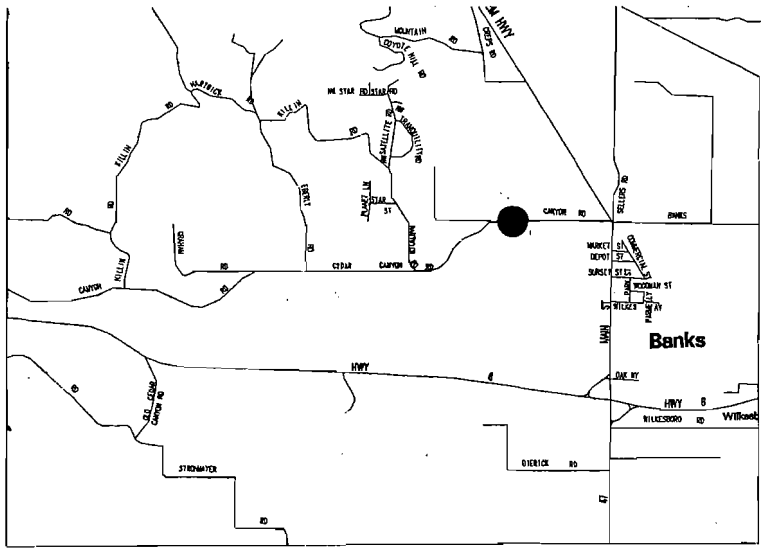
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 642

PROJECT LOCATION



PROJECT INFORMATION

NAME: Cedar Canyon Rd./Dairy Creek Bridge #1288

ESTIMATED PROJECT COST: $222,000

FUNDING SOURCE(S): Federal, State, Bridge

DESCRIPTION: Bridge replacement

PROJECT SCHEDULE

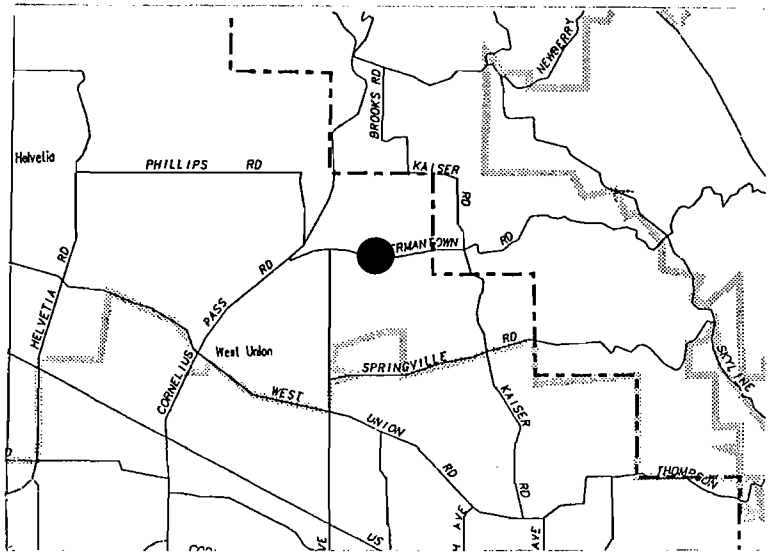
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION	▬					
DESIGN AND RIGHT-OF-WAY		▬	▬			
CONSTRUCTION			▬			

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 704

PROJECT LOCATION



PROJECT INFORMATION

NAME: Germantown Bridge #1342

ESTIMATED PROJECT COST: $294,000

FUNDING SOURCE(S): Bridge

DESCRIPTION: Replace bridge.

PROJECT SCHEDULE

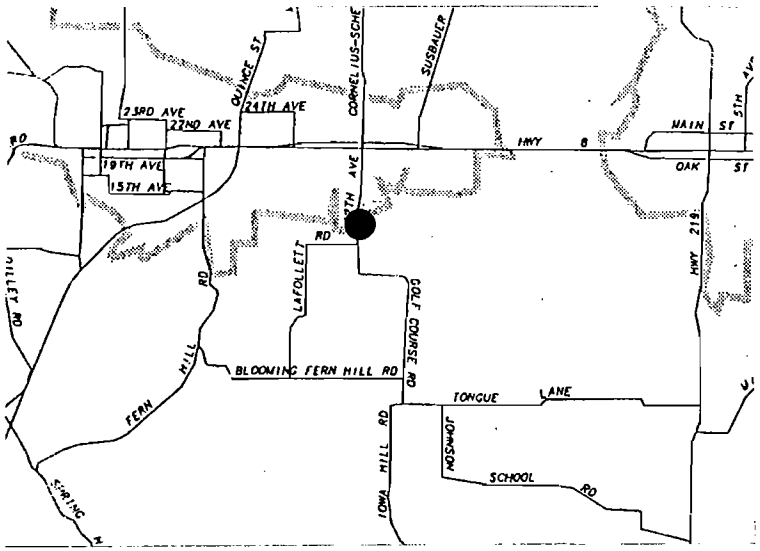
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 634

PROJECT LOCATION



PROJECT INFORMATION

NAME: Golf Course Rd. Bridge #1244

ESTIMATED PROJECT COST: $714,000

FUNDING SOURCE(S): MSTIP1, Federal, State, Bridge

DESCRIPTION: Bridge Replacement

PROJECT SCHEDULE

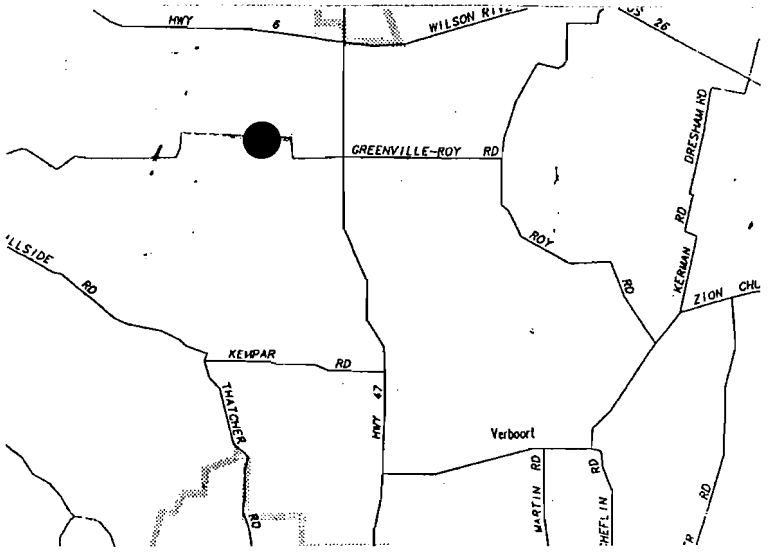
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 708

PROJECT LOCATION



PROJECT INFORMATION

NAME: Greenville Rd. @ Dairy Creek Bridge #1286

ESTIMATED PROJECT COST: $431,000

FUNDING SOURCE(S): Federal, State, Bridge

DESCRIPTION: Replace bridge.

PROJECT SCHEDULE

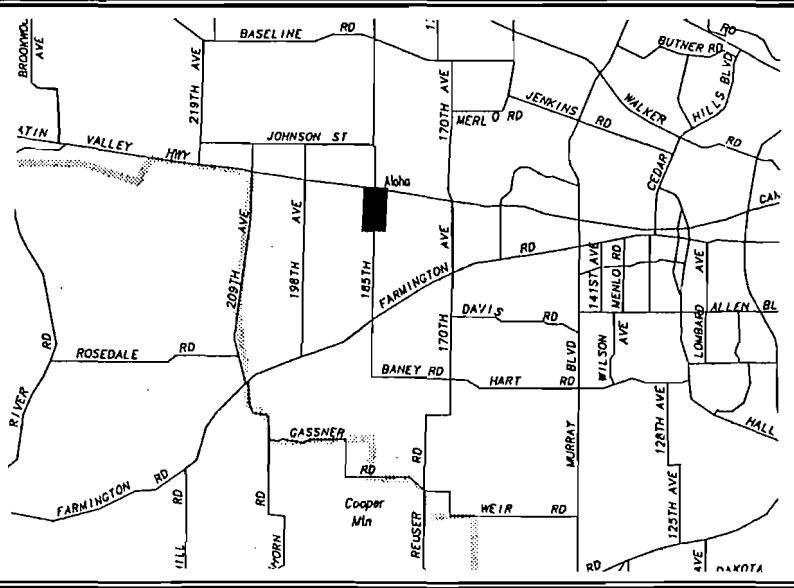
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 710

PROJECT LOCATION



PROJECT INFORMATION

NAME: 185th Av. from T.V. Hwy. to Kinnaman Rd.

ESTIMATED PROJECT COST: $500,000

FUNDING SOURCE(S): MSTIP2, Federal

DESCRIPTION: Complete bike lanes on both sides and sidewalks on one side.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 699

PROJECT LOCATION

To be determined

PROJECT INFORMATION

NAME: Bike/Pedestrian Program

ESTIMATED PROJECT COST: $1,059,000 (county allocation)

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Various improvements to the bicycle and pedestrian systems.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY		●				
CONSTRUCTION		●				

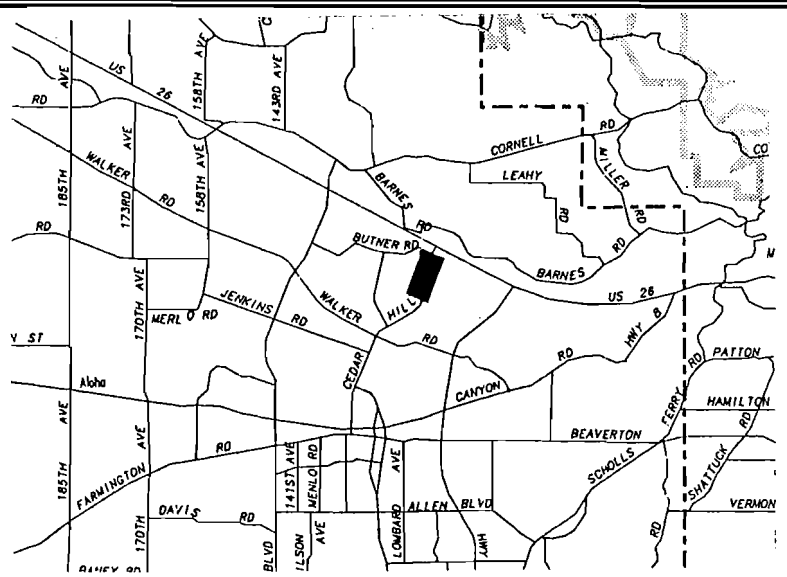
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 400

PROJECT LOCATION



PROJECT INFORMATION

NAME: Cedar Hills Blvd. from Butner Rd. to Parkway Av.

ESTIMATED PROJECT COST: $441,000

FUNDING SOURCE(S): MSTIP2, Federal

DESCRIPTION: Complete sidewalks and bike lanes on both sides from Parkway to Butner. Extend sidewalks on west side of Cedar Hills from Parkway to Huntington.

PROJECT SCHEDULE

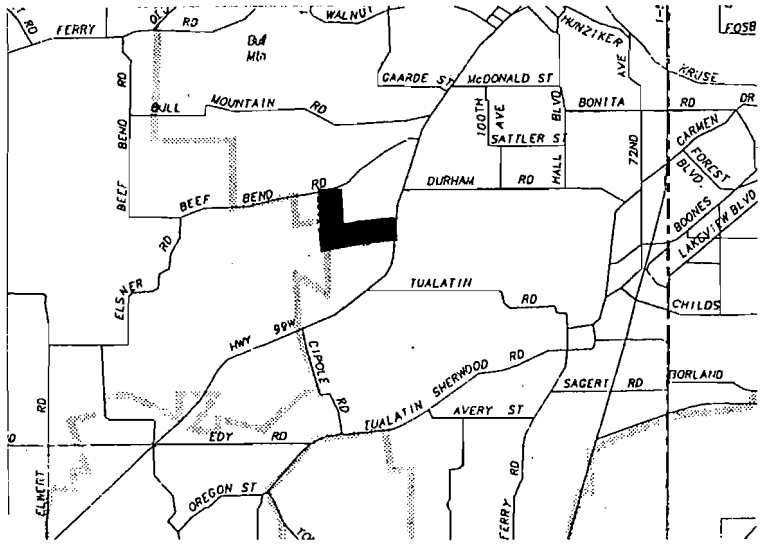
TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY						
CONSTRUCTION						

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 690

PROJECT LOCATION



PROJECT INFORMATION

NAME: Fischer Rd. and 131st Av. sidewalk

ESTIMATED PROJECT COST: $305,000

FUNDING SOURCE(S): MSTIP3

DESCRIPTION: Construct sidewalk along 131st Av. and Fischer Rd. from Beef Bend Rd. to Hwy. 99W.

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
DESIGN	●					
RIGHT-OF-WAY		●				
CONSTRUCTION		●				

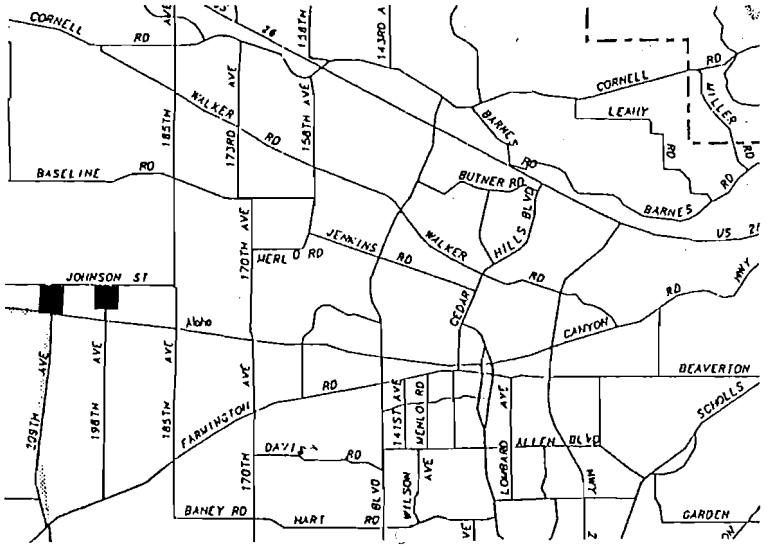
● = Earliest Task Start Date

PROJECT DATA SUBJECT TO CHANGE

PROJECT DESCRIPTION AND SCHEDULE

Project I.D. No. 693

PROJECT LOCATION



PROJECT INFORMATION

NAME: Pedestrian Access to Transit

ESTIMATED PROJECT COST: $250,000

FUNDING SOURCE(S): Minor Betterment, Federal

DESCRIPTION: Construct pedestrian walks in the following areas:
198th Av. - Alexander St. to Johnson St., west side
209th Av. - TV Hwy. to Reedville School, west side

PROJECT SCHEDULE

TASK	YEAR					
	1995	1996	1997	1998	1999	2000
LOCATION						
DESIGN AND RIGHT-OF-WAY	■	■				
CONSTRUCTION		■				

PROJECT DATA SUBJECT TO CHANGE

V. Glossary

Average Daily Traffic (ADT): The average number of vehicles passing a point over a specified time period (usually 24 hours or 1 hour).

Bikeway: Any road, path, or way which is open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes.

Bridge Load Rating: An assessment of bridge carrying capacity based on detailed analysis of structural components.

Bridge Prioritization Scheme: An evaluation and rating system used by the Washington County Operations Division to rank and prioritize bridge improvement projects.

Capital Projects Committee (CPC): A 14 member citizen/staff committee which oversees development of the Transportation Capital Improvement Program.

Committee for Citizen Involvement (CCI): An umbrella organization for citizen participation in Washington County which acts as a communications link between County government and local citizen participation organizations.

Community Plan: An element of the Washington County Comprehensive Plan that applies the policies and plan designations of the Comprehensive Framework Plan in site specific manner to a designated planning area.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): An ISTEA program that funds projects contributing to the attainment of national air quality standards in areas with poor air quality.

County Gas Tax: A one cent per gallon tax collected by the County on gas sales within the County.

Enhancement Program: A sub-program of the Surface Transportation Program to fund projects that enhance the environmental, scenic or cultural quality of an area impacted by a transportation facility.

Federal Highway Administration (FHWA): A branch of the U.S. Department of Transportation which is responsible for administering all federal-aid highway funds and programs, and is also involved in highway related research.

Functional Classification: A system of classifying roads according to their intended function of providing mobility and land access. Road functional classifications are identified in the Transportation Plan and form the basis for roadway design.

Hazard Elimination System (HES): A federal funding program for safety improvement projects on public roads.

Highway Bridge Replacement (HBRR) Program: A federal funding program for the replacement and rehabilitation of state, county, and city controlled bridge structures.

Household: An occupied housing unit.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): A federal bill providing authorizations for highways, highway safety, and transit funding through 1997.

Level-of-Service: A qualitative measure of prevailing traffic flow

ranging from "A" to "F" (best to worst) on a roadway section or through an intersection during peak travel hours.

Major Streets Transportation Improvement Program (MSTIP): An ongoing program identifying transportation improvements in Washington County which are funded through multi-year serial tax levies approved by voters.

Metro: The Portland area regional planning agency and MPO charged with administering the distribution of state funds allocated to the region.

Metropolitan Planning Organization (MPO): An agency designated to carry out federal transportation planning requirements in metropolitan areas.

Multi-Modal Project: A project designed to accommodate more than one travel mode, such as a road widening project with sidewalks which serves both automobile and pedestrian travel modes.

Operations Division: A division of the Washington County Department of Land Use and Transportation that is responsible for road maintenance and non-capital improvements that correct or improve operational deficiencies in the transportation system.

Ordinance No. 382: A law enacted by the County Commission adopting project descriptions, maps and written descriptions of project locations and public facilities coordination strategies in the Public Facility Plan.

Oregon Revised Statutes (ORS) 197.712: A state law requiring cities and counties to develop and adopt public facility plans for areas within urban growth boundaries containing populations exceeding 2,500 persons.

Oregon Transportation Commission (OTC): A six-member commission appointed by the Governor to develop and maintain a state transportation policy and a statewide comprehensive long-range plan for a multi-modal transportation system.

Posted Speed: The signed speed of a roadway. Posted speeds may be lower than actual operating speeds observed on the road.

Project Eligibility Criteria: Specific requirements that must be met before a capital project submittal can be included in the Transportation Capital Improvement Program.

Regional Compact: A set of inter-governmental funding agreements between Metro, Portland, Washington County and Tri-Met, providing for contributions by local government to the costs of Westside Corridor project.

Resolution and Order (R&O) 91-026: An action by the County Commission adopting portions of the Public Facility Plan for informational purposes.

Right-of-way: A general term denoting publicly owned land, typically found adjacent to paved roadways, which has been devoted to or acquired for transportation purposes.

Road Fund: A Washington County fund consisting of the county's share of State Highway funds and County gas tax revenues.

Safety Priority Indexing System (SPIS): An accident rating system used by Washington County to identify and rank county intersections for possible safety improvements.

Shoulder: A paved or unpaved area adjacent to roadway travel lanes, which is intended to be used by bicyclists, pedestrians, or as an emergency stopping area for motorized vehicles.

State Apportionment: A county's share of state gas tax, vehicle registration and licensing, and freight weight-mile tax revenues.

Statewide Transportation Improvement Program (STIP): The project scheduling document for all ODOT transportation projects. The STIP is updated every two years with the next major STIP update covering the time period 1998 to 2001.

Surface Transportation Program (STP): Federal ISTEA funds which are allocated to the state and suballocated to cities and counties for improvements to any road that is not functionally classified as a local road or rural minor collector.

Traffic Impact Fee Program (TIF): A program, adopted by the Washington County Board of Commissioners, to collect fees from new development based on the development's projected impact on the transportation system.

Transportation Plan: An element of the County Comprehensive Plan which establishes general policies and strategies to meet existing and future travel needs.

Transportation Capital Improvement Program (CIP): A short-range (usually five or fewer years) plan which identifies and programs capital transportation projects characterized by having relatively high, non-recurring costs, resulting in a fixed asset.

Transportation Demand Management (TDM): Transportation strategies such as ridesharing and flexible work hour programs which seek to reduce the demand for additional road capacity.

Transportation System Management (TSM): Transportation strategies designed to reduce traffic congestion by utilizing low-cost improvements to the existing system, such as signal re-timing and signal interconnections.

Travel lane: A traffic lane serving through-travel as opposed to turning movements.

Tri-County Metropolitan Transportation District of Oregon (Tri-Met): The Portland area regional transit agency.

Truck Route: A road designated in the Washington County Transportation as the preferred route for through-truck movements. Routes not identified as truck routes may be used by trucks for local pickup and delivery.

Uniform Road Improvement Design Standards: A uniform set of technical engineering design standards, approved by the Board of County Commissioners, that are intended to meet the transportation needs identified in the Transportation Plan.

Urban Growth Boundary (UGB): A mapped boundary between designated rural and urban lands which identifies the future planned limits of the urban growth area that is to receive urban-level facilities and services.

Volume/Capacity (V/C) Ratio: A measure of traffic congestion based upon the relationship of existing or projected peak-hour (i.e. busiest) traffic volume to directional road capacity. The accepted regional standard for V/C is 0.9.

VI. APPENDIX A - PROJECT RANKING CRITERIA

Table A-1. Tier 1 Ranking Criteria for Auto, Transit, or Multi-Modal Projects

Plan Functional Class	Plan Project Type	Plan Priority/Tier 1 Points
Principal Arterial[1]	Capacity & Safety[2]	32
Major Arterial[3]	Capacity & Safety	31
Minor Arterial[4]	Capacity & Safety	30
Principal Arterial	Safety	29
Major Arterial	Safety	28
Minor Arterial	Safety	27
Major Collector[5]	Capacity & Safety	26
Major Collector	Safety	25
Principal Arterial	Capacity	24
Major Arterial	Capacity	23
Minor Arterial	Capacity	22
Principal Arterial	Reconstruction[6]	21
Major Arterial	Reconstruction	20
Minor Arterial	Reconstruction	19
Major Collector	Capacity	18
Major Collector	Reconstruction	17

1. Principal routes are intended to move traffic and not provide direct access to land use activities. Access to principal routes will be managed to minimize the degradation of capacity while providing access to abutting land uses.

2. Capacity projects are defined as segments having peak hour level of service (LOS) greater than the regional standard of LOS D with 20 minutes of E. At this level there is moderate traffic congestion, and motorists are likely to stop for one signal cycle at each signalized intersection. Safety projects are degined as those intersections or road segments having a high accident location that is above the 50th percentile on the 1991-93 Safety Priority Indexing System, or have a geometric design problem such as inadequate sight distance, extreme curvature, or other inadequate roadway design characteristics.

3. Major arterials are intended to serve as primary routes for travel between areas of principal traffic generation and major activity centers, and for trips between non-adjacent areas.

4. Minor arterials are intended to serve as primary routes for travel within and between community subareas and to augument the major arterial system.

5. Major collectors are intended to serve traffic from local streets or minor collectors to arterials.

6. Reconstruction means rebuilding substandard or deteriorated roads to county design standards. Dimensions of the road either remain unchanged or are only slightly modified in reconstruction projects, and no additional travel lanes are added.

Table A-2. Tier 2 Ranking Criteria for Auto, Transit, or Multi-Modal Projects

Goal: Safety (45 points maximum)
Ensure that the transportation system reduces the threat of danger, harm, or loss to present and potential users of the system.

Objectives
1. Safety hazard locations identified through analysis of accident records shall be corrected.
2. Unsafe conditions which present a perceived safety risk and possibly discourage travelers from using the system shall be examined and corrected.

Safety Ranking Criteria

A. Accidents (25 pts max)
Detailed accident data for intersections and road links is compiled annually and monitored by Washington County and ODOT.
1. More than one location with 50th percentile or greater Safety Priority Indexing System (SPIS) rank or state accident rate greater than 1992 state average for comparable facility. SPIS rankings are based on a combined measure of accident frequency, rate, and severity for intersections having 3 or more accidents or a fatality over a 3 year period. (25 pts)
2. One location with 50th percentile or greater Safety Priority Indexing System rank or state accident rate greater than 1992 state average for comparable facility (20 pts)

B. Hazardous Conditions Potential (20 pts max)
Existing road conditions such as road width and posted speed limits are used to evaluate potentially hazardous conditions that can create conflicts between autos, bicyclists and pedestrians sharing the outside lane and paved shoulder. Generally, higher speeds and narrow pavement were deemed to be more hazardous and received the most points. Projects must qualify for points under both Outside Lane and Paved Shoulder Width and Posted Speed to receive points in matrix below:

Outside lane and paved shoulder width	Posted Speed		
	greater than 45 mph (10 pts)	40 or 45 mph (6 pts)	30 or 35 mph (2 pts)
Less than 10 ft. (10 pts)	(20 pts)	(16 pts)	(12 pts)
10 to 11 ft. (6 pts)	(16 pts)	(12 pts)	(8 pts)
12 to 13 ft. (2 pts)	(12 pts)	(8 pts)	(4 pts)

Goal: Opportunity (30 points maximum)
Ensure adequate access to travel destinations through a transportation system that contains a variety of travel options.

Objectives

1. Transportation facilities shall accommodate all modes where appropriate and reduce reliance on any single mode.
2. Transportation facilities shall provide opportunities for users who have transportation needs that cannot be accommodated by the automobile.

Opportunity Ranking Criteria

C. Transit Access (20 pts max) - Projects can receive points only for 1 and 3, or 2 and 3 below:
Projects which support the regional investment in light rail transit without providing additional east/west auto capacity receive the highest number of points.

1. Provides direct access via north/south arterial or major collector route to proposed light rail transit station (17 pts)
2. Provides direct access via east/west arterial or major collector route to proposed light rail transit station, or provides access from any direction to Tri-Met maintained park and ride lot or existing bus transit center (10 pts)
3. Provides access to within 0.25 miles of existing bus transit route (3 pts)

D. Network Connectivity for Bicycle and Pedestrian Systems (10 pts max)
Proposed project closes gap in, extends, or is isolated from bicycle and pedestrian systems as indicated below. Greater emphasis is given to closing gaps that complete the system.

Bicycle Component	Pedestrian Component		
	Closes	Extends	Isolated
Closes	(10 pts)	(8 pts)	(6 pts)
Extends	(8 pts)	(4 pts)	(2 pts)
Isolated	(6 pts)	(2 pts)	(1 pt)

Goal: Mobility and Efficiency (20 points maximum)
Ensure adequate access to travel destinations and reduce delay

Objectives

1. Direct access to important travel destinations shall be provided.
2. Roadway capacity deficiencies associated with system design shall be corrected.

Mobility and Efficiency Ranking Criteria

E. Congestion Relief and Land Use Designation (15 pts max)
Projects that provide access to the greatest variety of existing or planned employment, shopping, and institutional land uses while providing the highest degree of traffic congestion relief through reductions in the volume/capacity (v/c) ratio, receive the most points. Projects must qualify for points under both Congestion Relief and Community Plan Land Use Designation to receive points in the

following matrix:

Congestion Relief	Community Plan Land Use Designation			
	Office or Industrial, and Commercial or Institutional Plan Designation (5 pts)	Office or Industrial Plan Designation only (3 pts)	Commercial or Institutional Plan Designation (2 pts)	Other Plan Designation(0 pts)
Reduce year 2000 peak hour, peak direction v/c from greater than 1.0 to less than or equal to 0.9 (10 pts)	(15 pts)	(13 pts)	(12 pts)	(10 pts)
Reduce year 2000 peak hour, peak direction v/c greater than 0.9 but less than or equal to 1.0 to less than or equal to 0.9 (6 pts)	(11 pts)	(9 pts)	(8 pts)	(6 pts)
Reduce year 2000 peak hour, peak direction v/c greater than 0.9 that does <u>not</u> receive points above (2 pts)	(7 pts)	(5 pts)	(4 pts)	(2 pts)

F. <u>Freight and Goods Movement (5 pts max)</u>

Projects that improve existing truck routes designated in the Washington County Transportation Plan improve mobility and efficiency of the freight system, and receive the most points.

1. Project located on existing truck route (5 pts)
2. Project located on proposed truck route (3 pts)
3. Project located on interim truck route (1 pt)

Goal: Equity (5 points maximum)
Ensure that project resources are fairly distributed among residents and employers in Washington County.

Objective
1. Preference shall be given to those projects that serve a greater number of households and employees

Socioeconomic Equity Ranking Criteria

G. Socioeconomic Equity (5 pts max)
Projects which serve the greatest number of potential users (i.e., households and employees) in the area of a project receive the most points.
   1. Project is in top quarter of all projects in terms of number of year 2000 households plus employment in traffic analysis zones touched by project (5 pts)
   2. Project is in second highest quarter of all projects in terms of year 2000 households plus employment in traffic analysis zones touched by project (3 pts)
   3. Project is in third highest quarter of all projects in terms of year 2000 households plus employment in traffic analysis zones touched by project (1 pt)
   4. Project is in bottom quarter of all projects in terms of number of year 2000 households plus employment traffic analysis zones touched by project (0 pts)

Goal: Preservation of Environmental and Cultural Resources (no criteria or points defined)
Ensure that significant natural and cultural resources are protected from undue negative impacts resulting from development of transportation facilities.

Because of the unique nature and difficulty in determining specific project impacts on environmental and cultural resources, attainment of this goal may be assessed on a case by case basis, and used in adjusting final project rankings.

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Table A-3. Tier 2 Ranking Criteria for Bicycle, Pedestrian, or Combined Bicycle/Pedestrian Projects

Goal: Safety (44 points maximum)
Ensure that the transportation system reduces the threat of danger, harm, or loss to present and potential users of the system.

Objective
1. Unsafe conditions which present a perceived safety risk and possibly discourage travelers from using the system shall be examined and corrected.

Safety Ranking Criteria
A. Hazardous Conditions Potential (44 pts max)
Existing road conditions such as lane width and posted speed limits are used to evaluate potentially hazardous conditions that can create conflicts between autos, bicyclists and pedestrians sharing the outside lane and paved shoulder. Generally, higher speeds and narrow pavement were deemed to be more hazardous, and received the most points. To receive points in matrix below, projects must qualify for points under Outside Lane and Paved Shoulder Width and Posted Speed and not have existing continuous bike lanes or sidewalks on both sides

Outside lane and paved shoulder width	Posted Speed		
	greater than 45 mph (22 pts)	40 or 45 mph (13 pts)	30 or 35 mph (4 pts)
Less than 10 ft. (22 pts)	(44 pts)	(35 pts)	(26 pts)
10 to 11 ft. (13 pts)	(35 pts)	(26 pts)	(17 pts)
12 to 13 ft. (4 pts)	(26 pts)	(17 pts)	(8 pts)

Goal: Opportunity (30 points maximum)
Ensure adequate access to travel destinations through a transportation system that contains a variety of travel options.

Objective
1. Transportation facilities shall provide opportunities for users who have transportation needs that cannot be accommodated by the automobile

Opportunity Ranking Criteria
B. Transit Access (10 pts max)

Projects which support the regional investment in light rail transit receive the highest number of points.

1. Provides for direct access to proposed light rail station for pedestrian project primarily located within 0.5 mile radius of station, or within 3 mile radius for bicycle or combined bicycle/pedestrian project (7 pts)
2. Provides for direct access to bus transit route for pedestrian project primarily located within 0.25 mile radius of bus route, or within 3 mile radius for bicycle or combined bicycle/pedestrian project (3 pts)

C. Network Connectivity for Bicycle and Pedestrian Systems (20 pts max) Proposed project closes gap in, extends, or is isolated from bicycle, pedestrian, or combined bicycle/pedestrian systems as indicated below. Greater emphasis is given to closing gaps that complete the system.

Bicycle Component	Pedestrian Component		
	Closes	Extends	Isolated
Closes	(20 pts)	(16 pts)	(12 pts)
Extends	(16 pts)	(8 pts)	(4 pts)
Isolated	(12 pts)	(4 pts)	(2 pts)

Note: For stand-alone bicycle or pedestrian projects use highlighted scores.

Goal: Mobility (15 points maximum)
Ensure adequate access to important travel destinations.

Objective
1. Direct access to important existing and proposed activity centers shall be provided.

Mobility Ranking Criteria
D. Access to Existing and Proposed Activity Centers (15 pts max)
Projects that provide bicycle and pedestrian access to the greatest variety of existing or planned employment, shopping, and institutional land use designations receive the most points.

1. Access to within 0.25 miles of Community Plan designations for office or industrial, and commercial or institutional uses (15 pts)
2. Access to within 0.25 miles of Community Plan designations for office or industrial uses (10 pts)
3. Access to within 0.25 miles of Community Plan designations for commercial or institutional uses (5 pts)

Goal: Equity (10 points maximum)
Ensure that project resources are fairly distributed among residents and employers in Washington County.

Objective
1. Preference shall be given to those projects that serve a greater number of households and employees.

Equity Ranking Criteria

E. Socioeconomic Equity (10 pts max)

Projects which serve the greatest number of potential users (i.e., households and employees) in the area of a project receive the most points.

1. Project is in the top quarter of all projects in terms of the number of year 2000 households plus employment in traffic anlaysis zones touched by the project (10 pts)
2. Project is in the second highest quarter of all projects in terms of the number of year 2000 households plus employment in traffic analysis zones touched by the project (6 pts)
3. Project is in the third highest quarter of all projects in terms of the number of year 2000 households plus employment in traffic analysis zones touched by the project (2 pts)
4. Project is in the bottom quarter of all projects in terms of the number of year 2000 households plus employment in traffic analysis zones touched by the project (0 pts)

Goal: Preservation of Environmental and Cultural Resources (no criteria or points defined)

Ensure that significant natural and cultural resources are protected from undue negative impacts resulting from development of transportation facilities.

Because of the unique nature and difficulty in determining specific project impacts on environmental and cultural resources, attainment of this goal may be assessed on a case by case basis, and used in adjusting final project rankings.

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Table A-4. Tier 3 Ranking Criteria

Goal: Cost Effectiveness (45 or 27 points maximum)

Ensure that funds are spent in a fiscally responsible manner.

Objective

1. Low cost solutions shall be selected over more expensive solutions which do not provide more benefit.

Ranking Criteria

A simplified project benefit/cost score is calculated and points are assigned to the project based on the project's benefit/cost ranking on the list of all benefit/cost scores. The simplified benefit/cost score is calculated as follows:

- Divide the project's Tier 2 score or benefit by the project cost, and
- Multiply by the constant 10,000 to reduce the number of decimal places

Projects are then assigned Tier 3 points as shown below:

	Project is In:		Tier 3 Points Assigned
Lowest	0 - 10%	of all projects	0 (0)
	11 - 20		5 (3)
	21 - 30		10 (6)
	31 - 40		15 (9)
	41 - 50		20 (12)
	51 - 60		25 (15)
	61 - 70		30 (18)
	71 - 80		35 (21)
	81 - 90		40 (24)
	91 - 100		45 (27)

Note: ( ) indicates points for bicycle or pedestrian project

WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
OPERATIONS AND MAINTENANCE DIVISION

BRIDGE REPLACEMENT PRIORITIZATION

The system uses a benefit-cost approach and relies on the load rating, bridge width, traffic volume, detour time and functional class designation as input variables for the analysis. It takes the allowable load rating for an HS truck (standard design vehicle) and compares that tonnage with the desired 36 tons. If the structure is limited to an HS vehicle weighing 24 tons, then 12 points (36 minus 24) are allocated. Next, the width is considered. The actual width is subtracted from the required width (a FHWA guideline) and multiplied by three. For example, if a bridge is 20 feet wide and is required to be 24 feet, the points given are 12 (three times four feet).

Next, the detour time is estimated for a route around the structure and is multiplied by the average daily traffic (ADT). If this product is greater than 50,000, the multiplier is five. Refer to the table for the detour multipliers. Similarly, a functional class multiplier is used and these values are also contained within a table.

The sum of the load deficiency points and width deficiency points is then multiplied by the detour and functional class points, arriving at the "raw priority". This is then divided by the cost to replace (desired width * length * $150.00 per sq.ft.), resulting in the "B/C" ratio. The B/C ratios for the database is then sorted to arrive at a ranking for all of the bridges.

This method lends itself to analysis by spreadsheet. The use of tables is helpful in testing the effect of varying the parameters such as functional class, detour and unit cost.

VII. APPENDIX B - PROJECT RANKING LISTS

TABLE B-7. BRIDGE PROJECT PRIORITIES (1)

ID (2)	ROAD NAME	BRIDGE NO.	ESTIMATED COST TO REPLACE	PRIORITY (3)
	DAIRY CREEK RD (4)	1366	$74,000	1
633	216TH AV (5)	1325	$410,400	2
	GREENVILLE RD (4)	1285	$84,000	3
634	GOLF COURSE RD (5)	1244	$786,000	4
704	GERMANTOWN RD (5)	1342	$205,800	5
636	CORNELIUS-SCHEFFLIN RD	1304	$258,300	6
637	STRINGTOWN RD	1259	$163,800	7
	FISHER RD (4)	1380	$88,200	8
711	CEDAR CANYON RD	1287	$134,400	9
641	PADGETT RD	1311	$134,400	10
613	TIMBER RD	1388	$495,600	11
642	CEDAR CANYON RD (5)	1288	$193,200	12
	NICOL RD	1202	$79,200	13
611	MINTER BRIDGE RD	1234	$634,200	14
	CONZELMAN RD	1222	$39,600	15
612	GALES CREEK RD	1275	$478,800	16
	CORNELL RD	1324	$409,500	17
	EVERS RD	1294	$165,600	18
647	LAFOLLETT RD	1245	$378,000	19
	OLD HWY. 47	1404	$323,400	20
	GREENVILLE RD	1284	$298,200	21
	BASELINE RD (6)	1322	$995,400	22
610	MINTER BRIDGE RD	1233	$831,600	23
	CEDAR CANYON RD	1289	$88,200	24
	229TH AV	1237	$239,400	25
	OLESON RD	1201	$315,000	26
	SODA SPRING RD	1273	$133,200	27
656	ROOD BRIDGE RD	1235	$2,772,000	28
657	GLENCOE RD	1316	$504,000	29
	HOBBS RD	1309	$260,400	30
	ROY RD	1298	$193,200	31
	205TH AV	1327	$260,400	32

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TABLE B-7. BRIDGE PROJECT PRIORITIES (1)

ID (2)	ROAD NAME	BRIDGE NO.	ESTIMATED COST TO REPLACE	PRIORITY (3)
	ROY RD	1302	$340,200	33
	SPIESSCHAERT RD	1305	$147,600	34
708	GREENVILLE RD (5)	1286	$403,200	35
	MURTAUGH	1365	$72,000	36
	SCOTCH CHURCH RD	1314	$382,200	37
	227TH AV	1323	$382,200	38
	SPRINGHILL RD	1255	$823,200	39
	LAFOLLETT PAIR	1888	$684,600	40
	MEACHAM	1364	$244,800	41
	CLAPSHAW HILL RD	1276	$466,200	42
	SOUTH RD	1266	$363,600	43
	FERN FLAT	1372	$75,600	44
	FERN FLAT	1369	$104,400	45
	OLD HWY. 47	1269	$230,400	46
	NORTHRUP	1357	$277,200	47
	MINTER BRIDGE	1232	$216,000	48
	FERN FLAT	1371	$116,000	49
	MT. RICHMOND	1265	$216,000	50
	MT. RICHMOND	1263	$223,200	51
	JARRELL RD	1354	$90,000	52
	OLD CORNELIUS PASS	1344	$194,400	53
159	GREENER	1367	$244,800	54

(1) BRIDGE PRIORITIES ASSIGNED USING BRIDGE PRIORITIZATION SCHEME.
(2) PROJECTS WITH ID HAVE BEEN SUBMITTED FOR CIP. PROJECTS WITHOUT ID ARE INCLUDED FOR REFERENCE.
(3) ONLY FIRST 54 PRIORITIES SHOWN. CONSULT DLUT OPERATIONS FOR REMAINING PRIORITIES.
(4) PROJECT COMPLETED
(5) COMMITTED PROJECT (SEE TABLE 3)
(6) PROJECT INCLUDED IN COMMITTED PROJECT #352 ON TABLE 3

SOURCE: DLUT OPERATIONS AND MAINTENANCE DIVISION, 1995 BRIDGE REPORT

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VIII. APPENDIX C - PROJECT SUBMITTALS (ELIGIBLE AND INELIGIBLE PROJECTS)

This section contains descriptions of all projects submitted for the CIP. Projects that are eligible for the CIP are listed on the Project Eligibility List whereas ineligible projects appear on the Project Ineligibility List at the end of the section. All projects are listed in numeric/alpha order.

To facilitate locating a project on the ranking or other lists in the CIP document, each project on the Eligibility List has been coded to the following project categories and can be located on the following tables:

ATM = Auto, Transit, or Multi-Modal category on Table B-1
BI = Bicycle category on Table B-2
BP = Combined Bicycle and Pedestrian category on Table B-4
BR = Bridge category on Table B-7
CO = Committed project category on Table 3
IS = Intersection Safety category on Table B-5
O = ODOT category on Table E-2
ST = State Facility category on Table B-6

Each project has also been assigned a unique identification number (ID) that serves to distinguish between projects that have similar descriptions.

WASHINGTON COUNTY TRANSPORTATION
CAPITAL IMPROVEMENT PROGRAM

PROJECT ELIGIBILITY LIST

CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
ST	515	10TH ST	SHUTE PARK TO BASELINE RD	STAFF	INCREASE CAPACITY.
ST	131	19TH AV	@ YEW ST	DALE C CHAMBERS	SIGNALIZE INTERSECTION.
ST	100	19TH ST	@ PACIFIC AVE	KATHLEEN HITCHBORN	CONSTRUCT PEDESTRIAN PATH ON NORTH SIDE (HANDICAP ACCESSIBLE); BIKE LANES; IMPROVE INTERSECTION WITH CROSSWALKS AND PEDESTRIAN CROSSING SIGNALS.
BP	112	78TH AV	B-H HWY TO CANYON DR	BRUCE MCCRACKEN	ADD BIKE PATHS AND SIDEWALKS.
ATM	375	80TH AV	@ CEDARCREST ST	STAFF	ADD TURN LANES.
PED	40	87TH AV	BIRCHWOOD RD TO CANYON RD	ROBERT M BROWN	RECLASSIFY AS MINOR COLLECTOR; REDUCE SPEED LIMIT TO 25 MPH; RESTRICT TRUCK TRAFFIC; ADD SIDEWALKS, STREET LIGHTS, SPEED BUMPS, AND TURN RESTRICTORS AT CONNECTING STREETS.
ATM	453	87TH AV	FAIRWAY DR TO BRENTWOOD DR	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
BP	111	91ST AV	B-H HWY TO CANYON RD	BRUCE MCCRACKEN	ADD BIKE PATHS AND SIDEWALKS.
CO	614	112TH/113TH AV	@ CORNELL RD	STAFF	WIDEN AND REALIGN ROAD TO 3 LANES, ADD SIGNAL, LINEAR OPEN SPACE.
BP	139	113TH AV	CORNELL TO RAINMONT	IRMA TROMMLITZ	IMPROVE WITH BICYCLE/PEDESTRIAN FACILITIES.
BP	47	113TH/RAINMONT/111TH	CORNELL RD TO MCDANIEL RD	JAMES TRUMPER	PEDESTRIAN AND BIKE SAFETY IMPROVEMENTS; RECOMMENDS SEPARATE PAVED PATH.
BP	182	119TH AV	CORNELL RD TO MCDANIEL RD	ELAINE O'KEEFE/ NEIL J HAGERTY	PROVIDE BIKE AND PEOESTRIAN FACILITIES.
PED	50	119TH AV	CORNELL TO MCDANIEL	RODNEY BELL	CONSTRUCT SIDEWALK ON WEST SIDE.
IS	84	143RD AV	@ BURTON RD/OAK HILLS DR	DOUG NORVAL	PROVIDE LEFT TURN REFUGES.
BP	29	143RD AV	CORNELL RD TO WEST UNION RD	MARC SAN SOUCIE	ADD PEDESTRIAN AND BIKE FACILITIES.
BI	56	143RD AV	CORNELL RD TO WEST UNION RD	NEIL SOIFFER	ADD BIKE LANES.
CO	676	143RD AV	WEST UNION RD TO KAISER RD	STAFF	CONSTRUCT NEW TWO-LANE ROAD WITH TURN LANES, SIDEWALKS ON BOTH SIDES, AND A TRAFFIC SIGNAL AT 143RD AND WEST UNION.
BI	406	158TH AV	WALKER RD TO JENKINS RD	STAFF	ADD BIKE LANES.
IS	588	160TH AV	@ BLANTON ST	STAFF	INTERSECTION IMPROVEMENTS
PED	201	160TH AV	BLANTON ST TO TV HWY	JUDY SKINNER/ LESLIE A PETERSON	COMPLETE SIDEWALKS/PATHS.
IS	248	170TH AV	@ BLANTON ST	STAFF	INTERSECTION IMPROVEMENTS.

WASHINGTON COUNTY TRANSPORTATION
CAPITAL IMPROVEMENT PROGRAM

PROJECT ELIGIBILITY LIST

CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
IS	256	170TH AV	@ OAK ST	STAFF	INTERSECTION IMPROVEMENTS.
ATM	358	170TH AV	ALEXANDER ST TO MERLO DR	STAFF/ BRUCE THOMSON/ ROY SCHOLL	WIDEN TO 5 LANES BLANTON TO ALEXANDER, REST TO 3 LANES; 8 PHASE SIGNALS @ BLANTON, TV HWY; RECONSTRUCT RR XING; REPLACE 1 BRIDGE; ADD SIDEWALKS & BIKEWAYS.
PED	193	170TH AV	ALEXANDER ST TO MERLO DR	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
CO	696	170TH AV	RIGERT RD TO ALEXANDER ST	STAFF/ DOUG NORVAL/ ROY SCHOLL/ BRUCE THOMSON	WIDEN TO THREE LANES WITH SIDEWALKS AND BIKEWAY FROM RIGERT TO BLANTON. WIDEN TO FIVE LANES FROM BLANTON TO ALEXANDER. ADD AND MODIFY TRAFFIC SIGNALS.
CO	680	170TH/173RD AV	BASELINE RD TO WALKER RD	STAFF/ JUDY SKINNER	CONSTRUCT NEW ROAD AND WIDEN EXISTING ROAD TO THREE LANES WITH SIDEWALKS AND BIKEWAY.
ATM	438	174TH AV	@ PARK VIEW DR	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
IS	427	175TH AV	@ RIGERT RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
IS	321	180TH AV	@ KINNAMAN RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	183	185TH AV	@ ALEXANDER ST	MASSOUD SABERIAN/ STAFF	RESTRICT TURN MOVEMENTS; INSTALL RAISED MEDIAN ON 185TH; AND/OR SIGNALIZE.
IS	203	185TH AV	@ BLANTON ST (BOTH LEGS)	JUDY SKINNER/ MASSOUD SABERIAN/ STAFF	INTERSECTION IMPROVEMENTS.
IS	569	185TH AV	@ GERMANTOWN RD	STAFF	INTERSECTION IMPROVMENTS
IS	673	185TH AV	@ KINNAMAN RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	370	185TH AV	@ MONTE VERDE	STAFF	INTERSECTION IMPROVEMENTS.
IS	245	185TH AV	@ ROSA RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	78	185TH AV	@ WEST UNION	DOUG NORVAL/ MARK D WILSON/ STAFF	SIGNALIZE; ADD LEFT TURN LANES ON ALL APPROACHES.
CO	621	185TH AV	@ WEST UNION RD	STAFF	CONSTRUCT RIGHT TURN LANE
ATM	157	185TH AV	BANY RD TO FARMINGTON RD	ROY SCHOLL	IMPROVE TO STANDARD WITH BIKE AND PEDESTRIAN FACILITIES.
PED	197	185TH AV	BANY RD TO FARMINGTON RD	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
ATM	34	185TH AV	FARMINGTON RD TO BLANTON ST	BRUCE THOMSON/ STAFF	RECONSTRUCT TO COUNTY STANDARDS WITH BIKE/PED ACCESS.
PED	189	185TH AV	KINNAMAN RD TO BLANTON ST	JUDY SKINNER	COMPLETE SIDEWALKS.

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PED	71	185TH AV	NEW HIGH SCHOOL TO WEST UNION RD	MARK D WILSON	ADD PEDESTRIAN WALKWAYS.
CO	710	185TH AV	T.V. HWY TO KINNAMAN RD	STAFF/ JAMES DOANE	COMPLETE BIKELANES ON BOTH SIDES AND SIDEWALKS ON ONE SIDE.
ATM	394	185TH AV	TAMARACK DR TO SPRINGVILLE RD	STAFF/ SUNSET CORRIDOR ASSOC	WIDEN TO 3 LANE ULTIMATE SECTION.
BI	160	185TH AV	TAMARACK TO WEST UNION	EVELYN DUNLAP/ JAMES DOANE	ADD BIKE LANES.
BI	52	185TH AV	WEST UNION RD TO SPRINGVILLE RD	NEIL SOIFFER/ JAMES DOANE	ADD BIKE LANES.
BP	20	185TH AV	WEST UNION RD TO SPRINGVILLE RD	MARC SAN SOUCIE	ADD PEDESTRIAN AND BIKE FACILITIES.
IS	587	188TH AV	@ BLANTON ST	STAFF	INTERSECTION IMPROVEMENTS
BP	113	190TH AV	KEMMER RD TO GASSNER RD	R S CARLSON	ADD BIKE AND PEDESTRIAN FACILITES.
PED	213	192ND AV	FARMINGTON RD TO ROSA RD	JESSICA J LAZUR	PEDESTRIAN FACILITIES/ACCESS.
PED	212	192ND/191ST AV	ROSA RD TO KINNAMAN RD	JESSICA J LAZUR	PEDESTRIAN FACILITIES/ACCESS.
ATM	464	197TH AV	ROCK RD TO BASELINE RD	STAFF	INCREASE CAPACITY.
ATM	376	198TH AV	@ BUTTERNUT ST	STAFF	ADD TURN LANES.
IS	593	198TH AV	@ JOHNSON ST	STAFF	INTERSECTION IMPROVEMENTS
IS	594	198TH AV	@ KINNAMAN RD	STAFF	INTERSECTION IMPROVEMENTS
ATM	389	198TH AV	@ OAK ST	STAFF	ADD TURN LANES.
ATM	130	198TH AV	FARMINGTON RD TO TV HWY	RAY WHITFORD	WIDEN ROADWAY; ADD SIDEWALKS, BIKE LANES AND LEFT TURN LANES AT INTERSECTIONS.
BI	398	198TH AV	FARMINGTON RD TO TV HWY	STAFF	ADD BIKE LANES.
BI	399	198TH AV	TV HWY TO ROCK RD	STAFF	ADD BIKE LANES.
ATM	38	198TH/197TH AV	FARMINGTON RD TO BASELINE RD	BRUCE THOMSON	WIDEN TO 3 LANES WITH BIKE/PED ACCESS.
PED	199	198TH/197TH AV	FARMINGTON RD TO BASELINE RD	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
ATM	204	205TH/206TH AV	@ QUATAMA RD & RR TRACKS	JUDY SKINNER	INTERSECTION IMPROVEMENTS.
IS	311	209TH AV	@ CARLIN BL	STAFF	INTERSECTION IMPROVEMENTS.
ATM	426	209TH AV	@ FARMINGTON RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
PED	196	209TH AV	FARMINGTON RD TO JOHNSON ST	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
BI	401	209TH AV	FARMINGTON RD TO JOHNSON ST	STAFF	ADD BIKE LANES.
ATM	91	209TH AV	FARMINGTON RD TO TV HWY	LINDA GRAY/ AL GIRARD	PROVIDE PEDESTRIAN FACILITIES; IMPROVE INTERSECTIONS AT FARMINGTON RD, MURPHY LN AND TV HWY.
BI	74	209TH AV	FARMINGTON RD TO TV HWY	MITCH SHULTS	ADD PAVED SHOULDERS AND BIKE LANES.
IS	262	216TH AV	@ QUATAMA ST	STAFF	INTERSECTION IMPROVEMENTS.

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ATM	518	216TH AV	BASELINE RD TO CORNELL RD	STAFF/ HILLSBORO C OF C/ HILLSBORO	CURVE REALIGNMENTS; WIDEN TO 3 LANES; SIGNALS; REPLACE 1 BRIDGE; ADD SIDEWALKS & BIKEWAYS.
CO	712	216TH AV	BASELINE RD TO CORNELL RD	STAFF	STRAIGHTEN ROAD AT TWO RAILROAD CROSSINGS.
CO	633	216TH AV	BRIDGE # 1325	STAFF	REPLACE BRIDGE
ATM	359	216TH/219TH AV	TV HWY TO BASELINE RD	STAFF/ HILLSBORO C OF C/ HILLSBORO/ ELAINE O'KEEFE/ MITCH SHULTS/ HILLSBORO UNION HIGH SCHOOL	WIDEN TO 3 LANES; SIGNALS; ADD SIDEWALKS & BIKEWAYS.
PED	208	219TH AV	@ JAY ST	HILLSBORO UNION HIGH	PEDESTRIAN SIGNAL.
CO	200	219TH/216TH AV	TV HWY TO CORNELL RD	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
BI	408	87TH/BIRCHWOOD/82ND	CANYON RD TO SCHOLLS FERRY RD	STAFF	ADD BIKE LANES.
ATM	377	ALEXANDER ST	@ 174TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	247	ALEXANDER ST	@ 187TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	671	ALEXANDER ST	@ 198TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	251	ALEXANDER ST	@ 202ND AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	601	ANTHONY DR	@ ROCK RD	STAFF	INTERSECTION IMPROVEMENT
ST	357	B-H HWY	@ OLESON RD/SCHOLLS FERRY RD	STAFF/ LOIS CHARTIER	MODIFY INTERSECTION; ADD BIKE & PEDESTRIAN FACILITIES.
PED	187	B-H HWY	MULTNOMAH CO L TO HWY 217	JUDY SKINNER	COMPLETE SIDEWALKS.
ST	27	B-H HWY	MULTNOMAH CO L TO HWY 217	MARC SAN SOUCIE	ADD BIKE FACILITIES.
ST	499	B-H HWY	WESTERN AVE TO 110TH AVE	STAFF	INCREASE CAPACITY.
IS	571	BADERTSCHER RD	@ HELVETIA RD	STAFF	INTERSECTION IMPROVMENTS
IS	597	BALD PEAK RD	@ LAUREL RD	STAFF	INTERSECTION IMPROVEMENTS
ATM	154	BANY RD	170TH AV TO 185TH AV	ROY SCHOLL/ BRUCE THOMSON	IMPROVE TO STANDARD WITH BIKE AND PEDESTRIAN FACILITIES; SIGNALIZE 170TH/BANY.
IS	607	BARNES	@ VIEWMONT DR	STAFF	INTERSECTION IMPROVEMENT
CO	627	BARNES RD	117TH AV TO 119TH AV	STAFF	CONSTRUCT NEW 34' ROADWAY
IS	264	BARNES RD	@ BARNES-PARKWAY LINK	STAFF	INTERSECTION IMPROVEMENTS.
IS	590	BARNES RD	@ CEDAR HILLS BL	STAFF	INTERSECTION IMPROVEMENTS
IS	255	BARNES RD	@ CORNELL RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	540	BARNES RD	@ MILLER RD	STAFF	RIGHT TURN LANE FOR WB; SEPARATE SIGNAL PHASE FOR SB.

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
IS	300	BARNES RD	@ MONTEREY PL	STAFF	INTERSECTION IMPROVEMENTS.
IS	275	BARNES RD	@ SALTZMAN RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	298	BARNES RD	@ STARK ST	STAFF	INTERSECTION IMPROVEMENTS.
BI	541	BARNES RD	BURNSIDE ST TO LEAHY RD	STAFF	ADD BIKE LANES.
ATM	82	BARNES RD	MILLER RD TO 87TH AV	DOUG NORVAL/ STAFF	WIDEN TO 5 LANES; PROVIDE SIGNAL INTERCONNECT FROM HWY 26 TO MILLER RD.
BI	57	BARNES RD	MILLER RD TO LEAHY RD	NEIL SOIFFER	ADD BIKE LANES.
ATM	380	BARNES RD	MULTNOMAH CO L TO MILLER RD	STAFF	WIDEN TO 5 LANE ULTIMATE SECTION.
ATM	356	BARNES RD	SALTZMAN RD TO 119TH AV	STAFF	WIDEN TO 5 LANE ULTIMATE SECTION; 5 PHASE SIGNAL BARNES @ SALTZMAN, 8 PHASE SIGNAL BARNES @ 119TH; ADD BIKE LANES AND SIDEWALKS.
BP	543	BARNES RD EXT	HWY 217 TO 112TH AV	STAFF	ADD BICYCLE/PED LANES.
IS	291	BARNES-PARKWAY LINK	@ PARK WAY	STAFF	INTERSECTION IMPROVEMENTS.
CO	352	BASELINE RD	177TH AV TO 231ST AV	STAFF/ MARC SAN SOUCIE/ JIM & CAROL BATTAN/ NEIL SOIFFER/ MRS LAPP/ JUDY SKINNER	CURVE REALIGNMENTS; WIDEN TO 5 LANES (170TH TO 219TH), 3 LANES REST; 5 PHASE SIGNAL @ 197TH; MODIFY SIGNAL @ 205TH; REPLACE 3 BRIDGE TO SEISMIC STANDARD; INSTALL 1 RETAINING WALL; SIDEWALKS, BIKE LANES.
ATM	117	BASELINE RD	185TH AV TO 216TH AV (5 LANES)	MRS RALPH THOMAS/ STAFF	WIDEN BASELINE ROAD; INSTALL SIGNAL AT LISA ST (ENTRANCE TO WILLOW CREEK)
CO	615	BASELINE RD	231ST AV TO BROOKWOOD AV	STAFF	WIDEN ROADWAY TO INCLUDE LEFT TURN LANES, SIDEWALKS, BIKE LANES, ADD SIGNAL
IS	674	BASELINE RD	@ 170TH	STAFF	INTERSECTION IMPROVEMENTS.
IS	331	BASELINE RD	@ 173RD AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	675	BASELINE RD	@ 185TH AV	STAFF	INTERSECTION IMPROVEMENTS
IS	670	BASELINE RD	@ 197TH AV	STAFF	INTERSECTION IMPROVEMENTS.
CO	312	BASELINE RD	@ 216TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	261	BASELINE RD	@ 219TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	249	BASELINE RD	@ 231ST AV	STAFF	INTERSECTION IMPROVEMENTS.
CO	622	BASELINE/JENKINS RD	158TH AV TO 185TH AV	STAFF	CONSTRUCT/WIDEN TO FIVE LANES WITH BIKE LANES AND SIDEWALKS.
CO	703	BEAVERTON-HILLSDALE	@OLESON AND SCHOLLS FERRY RDS	STAFF	CONDUCT STUDY OF TRANSPORTATION NEEDS AND

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
					ALTERNATIVES.
IS	589	BEEF BEND RD	@ BULL MOUNTAIN RD	STAFF	INTERSECTION IMPROVMENTS
IS	252	BEEF BEND RD	@ ELSNER LN	STAFF	INTERSECTION IMPROVEMENTS.
CO	702	BEEF BEND RD	@ SCHOLLS FERRY RD	STAFF/ AL GIRARD	ADD TURN LANES AND BIKE LANES TO SCHOLLS FERRY/OLD SCHOLLS FERRY FROM EAST OF BEAVERTON CITY LIMITS TO 175TH AVENUE. REALIGN THE SCHOLLS FERRY/OLD SCHOLLS FERRY AND THE SCHOLLS FERRY/BEEF BEND INTERSECTIONS, ADDING TURN LANES AND TRAFFIC SIGNALS.
CO	694	BEEF BEND RD	HWY 99W TO KING ARTHUR RD	STAFF	RECONSTRUCT WITH TOW THROUGH-TRAVEL LANES AND TURN LANES. CONSTRUCT SIDEWALKS ON THE NORTH SIDE ONLY, EXCEPT FROM HWY 99W TO 116TH AV WHERE SIDEWALKS WILL BE ON BOTH SIDES.
CO	681	BEEF BEND RD	KING ARTHUR RD TO 131ST AV	STAFF/ BUD HILLMAN	WIDEN TO THREE LANES WITH SIDEWALKS.
CO	691	BEEF BEND/ELSNER RD	HWY 99W TO SCHOLLS FERRY RD	STAFF/ GREG CLEMMONS	RECONSTRUCT ROAD TO TWO LANES WITH PAVED SHOULDERS, IMPROVE ALIGNMENT AT CORNERS, AND CORRECT VERTICAL AND HORIZONTAL SIGHT DISTANCE PROBLEMS.
ATM	51	BETHANY BL	BRONSON RD TO WEST UNION RD	CHRIS CORTON/ ROBERT C BUEERMANN/ DIANA RENN	ADD 3RD LANE, CURBS, SIDEWALKS AND BIKE LANES.
CO	699	BIKE/PEDESTRIAN PROGRAM	UNINCORPORATED COUNTY	STAFF	VARIOUS IMPROVEMENTS TO THE BICYCLE AND PEDESTRIAN SYSTEMS.
PED	41	BIRCHWOOD RD	LAURELWOOD RD TO 87TH AV	ROBERT M BROWN	RECLASSIFY AS MINOR COLLECTOR; REDUCE SPEED LIMIT TO 25 MPH; RESTRICT TRUCK TRAFFIC; ADD SIDEWALKS, STREET LIGHTS, SPEED BUMPS, TURN RESTRICTORS AT CONNECTING STREETS.
ST	536	BOONES FERRY RD	NORWOOD RD TO IBACH ST	STAFF	INCREASE CAPACITY.
ST	353	BOONES FERRY RD	TUAL-SHRWD RD TO LWR BOONES FY RD	STAFF	WIDEN TO 3 LANES WITH RT TURN LANES, DUAL LEFT & 5 PHASE SIGNAL @ TUALATIN RD; RECONSTRUCT BRIDGE OVER TUALATIN RIVER; ADD BIKEWAYS AND SIDEWALKS.
ST	511	BOONES FERRY RD	TUALATIN-SHERWOOD RD TO AVERY ST	STAFF	INCREASE CAPACITY.
IS	598	BRENTWOOD ST	@ LAURELWOOD AV	STAFF	INTERSECTION IMPROVEMENTS

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
CO	698	BRIDGE PROGRAM	UNINCORPORATED COUNTY	STAFF	VARIOUS BRIDGE IMPROVEMENTS
IS	564	BRONSON RD	@ 174TH AV	STAFF	INTERSECTION IMPROVEMENTS
IS	666	BRONSON RD	@ 185TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	567	BRONSON RD	@ BETHANY BL	STAFF	INTERSECTION IMPROVEMENTS
BP	22	BRONSON RD	BETHANY BL TO 185TH AV	MARC SAN SOUCIE	ADD PEDESTRIAN AND BIKE FACILITIES.
CO	682	BROOKWOOD AV	BASELINE RD TO AIRPORT RD	STAFF/ HILLSBORD C OF C/ HILLSBORO	CONSTRUCT NEW THREE LANE ROAD WITH SIDEWALKS AND BIKEWAY FROM BASELINE TO CORNELL, WIDEN TO FIVE LANES FROM CORNELL TO AIRPORT RD, AND ADD TRAFFIC SIGNAL.
ATM	368	BROOKWOOD AV	TV HWY TO BASELINE RD	STAFF/ HILLSBORO C OF C/ HILLSBORO	WIDEN TO 3 LANES WITH SIDEWALKS & BIKE LANES; SEISMIC RETROFIT 1 BRIDGE.
IS	580	BULL MOUNTAIN RD	@ 141ST AV	STAFF	INTERSECTION IMPROVEMENT
IS	561	BULL MOUNTAIN RD	@ 144TH AV	STAFF	INTERSECTION IMPROVEMENTS
PED	128	BULL MOUNTAIN RD	HWY 99W TO BEEF BEND RD	BUD HILLMAN	ADD SIDEWALKS.
ATM	442	BUTNER RD	EAST OF MURRAY BL	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
BP	1	CANYON DR	SUNSET HWY TO 86TH AV	BLAIR CRUMPACKER	PROVIDE SIDEWALKS, BIKE PATHS, AND/DR WIDEN SHOULDERS.
IS	239	CANYON LN	@ WEST SLOPE DR	STAFF	INTERSECTION IMPROVEMENTS.
ST	59	CANYON RD	87TH AV TO CEDAR HILLS BL	NEIL SOIFFER	ADD BIKE LANES.
PED	19	CANYON RD	87TH AV TO 110TH AV	BOB BOTHMAN	CONSTRUCT SIDEWALKS.
ST	103	CANYON RD	CANYON DR TO 110TH AV	MARK SCHWYHART	ADD BICYCLE LANES.
ATM	496	CANYON RD	HWY 26 TO CANYON DR	STAFF	INCREASE CAPACITY.
ST	538	CANYON RD	WALKER RD TO 117TH AV	STAFF	INCREASE CAPACITY.
CO	642	CEDAR CANYON RD	BRIDGE # 1288	STAFF	REPLACE BRIDGE
BR	711	CEDAR CANYON RD	BRIDGE #1287	STAFF	REPLACE BRIDGE
IS	279	CEDAR HILLS BL	@ BUTNER RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	600	CEDAR HILLS BL	@ PARK WAY	STAFF	INTERSECTION IMPROVEMENTS
CO	707	CEDAR HILLS BL	BUTNER RD TO PARKWAY AV	STAFF	COMPLETE SIDEWALKS AND BIKE LANES ON BOTH SIDES FROM PARKWAY TO BUTNER. EXTEND SIDEWALKS ON WEST SIDE OF CEDAR HILLS FROM PARKWAY TO HUNTINGTON.

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IS	605	CLARK HILL RD	@ TILE FLAT RD	STAFF	INTERSECTION IMPROVEMENT
IS	237	CLUTTER RD	@ GRAHAMS FERRY RD	STAFF	INTERSECTION IMPROVEMENTS.
ATM	85	CORNELIUS PASS RD	@ ROCK CREEK BL	DOUG NORVAL	PROVIDE LEFT TURN REFUGE ON CORNELIUS PASS SB; SIGNALIZE.
ATM	437	CORNELIUS PASS RD	@ WEST UNION RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
ATM	379	CORNELIUS PASS RD	HWY 26 TO WEST UNION RD	STAFF	WIDEN TO 5 LANES WITH BIKE LANES.
BI	143	CORNELIUS PASS RD	HWY 26 TO WEST UNION RD	BRAD JONES	ADD BIKE LANES.
BI	124	CORNELIUS PASS RD	WEST UNION RD TO COUNTY LINE	FRANK BUEHLER	ADD BIKE PATHS.
IS	314	CORNELIUS-SCHEFFLIN RD	@ ROY RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	576	CORNELIUS-SCHEFFLIN RD	@ VERBOORT RD	STAFF	INTERSECTION IMPROVEMENT
BR	636	CORNELIUS-SCHEFFLIN RD	BRIDGE # 1304	STAFF	REPLACE BRIDGE.
ATM	533	CORNELL RD	114TH AV TO MURRAY BL	STAFF	INCREASE CAPACITY.
CO	695	CORNELL RD	153RD AV TO MURRAY BL	STAFF	WIDEN TO THREE LANES WITH BIKE LANES AND SIDEWALK ON THE SOUTH SIDE.
IS	80	CORNELL RD	@ 107TH AV	DOUG NORVAL/ STAFF	PROVIDE LEFT TURN REFUGES ON CORNELL; SIGNALIZE; PROVIDE SIGNAL INTERCONNECT WITH SIGNALS AT SALTZMAN AND 107TH.
IS	443	CORNELL RD	@ 143RD AV	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
IS	563	CORNELL RD	@ 173RD AV	STAFF	INTERSECTION IMPROVMENTS
IS	667	CORNELL RD	@ BETHANY BL	STAFF	INTERSECTION IMPROVEMENTS.
IS	293	CORNELL RD	@ SALTZMAN RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	265	CORNELL RD	@ TRAIL AV	STAFF	INTERSECTION IMPROVEMENTS.
PED	191	CORNELL RD	BETHANY BL TO 173RD AV	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
ATM	81	CORNELL RD	BETHANY BL TO 179TH AV	DOUG NORVAL/ STAFF/ SUNSET CORRIDOR ASSOCIATION	WIDEN TO FIVE LANES WITH BIKE LANES AND SIDEWALKS; PROVIDE SIGNAL INTERCONNECT SYSTEM.
BI	144	CORNELL RD	BETHANY BL TO 185TH AV	BRAD JONES	ADD BIKE LANES.
CO	630	CORNELL RD	CORNELIUS PASS RD TO JOHN OLSEN RD	STAFF	CONSTRUCT 5 LANE ROADWAY
BP	542	CORNELL RD	MILLER RD TO 112TH AV	STAFF	ADD BICYCLE/PED LANES.
PED	192	CORNELL RD	MILLER RD TO MURRAY BL	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
ATM	492	CORNELL RD	MULTNOMAH CO L TO 107TH AV	STAFF	INCREASE CAPACITY.

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BI	61	CORNELL RD	MULTNOMAH CO L TO MURRAY RD	NEIL SOIFFER/ STAFF	ADD BIKE LANES.
CO	688	CORNELL RD	MURRAY BL TO SALTZMAN RD	STAFF	WIDEN TO THREE LANES WITH SIDEWALK AND BIKEWAY.
ATM	459	CORNELL RD/10TH AV	ARRINGTON RD TO OAK ST	STAFF	INCREASE CAPACITY.
IS	246	DAVID HILL RD	@ GALES CREEK RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	672	DAY RD	@ GRAHAMS FERRY RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	584	DELINE ST	@ 209TH AV	STAFF	INTERSECTION IMPROVEMENTS
BI	403	DENNEY RD	SCHOLLS FERRY RD TO HWY 217	STAFF	ADD BIKE LANES.
BP	225	DENNEY RD	SCHOLLS FY RD TO BEAVERTON C L	GREGORY BITTICK	FINISH BIKE/PED PATH ON NORTH SIDE.
CO	616	DURHAM RD	HALL BL TO UPPER BOONES FERRY RD	STAFF	WIDEN FROM 2 LANES TO 3 LANES, CONSTRUCT BIKE LANES, SIDEWALKS, BRIDGE, SIGNAL CROSSING
CO	684	EVERGREEN RD	25TH AV TO GLENCOE RD	STAFF/ DOUG NORVAL/ CITY OF HILLSBORO/ HILLSBORO C OF C/ AL GIRARD	WIDEN TO 3 LANES WITH SIDEWALKS AND BIKEWAY.
IS	570	EVERGREEN RD	@ GLENCOE RD	STAFF	INTERSECTION IMPROVEMENTS
ST, O	354	FARMINGTON RD	173RD TO 209TH	STAFF	WIDEN TO 5 LANES TO 185TH, 3 LANES TO 209TH; ADD BIKE LANES & SIDEWALKS.
ST	48	FARMINGTON RD	209TH AV TO HWY 219	JAMES DOANE	EXTEND BIKE LANES.
ST	202	FARMINGTON RD	GRABHORN RD TO 209TH AV	JUDY SKINNER	SIGNALIZATION; INTERSECTION IMPROVEMENTS.
CO	701	FARMINGTON RD	MURRAY BL TO 209TH AV	STAFF	WIDEN TO FOUR LANES WITH CONTINUOUS CENTER TURN LANE.
ST	457	FARMINGTON RD	RIVER RD TO ROOD BRIDGE RD	STAFF	INCREASE CAPACITY.
IS	577	FILMONT AV	@ WALKER RD	STAFF	INTERSECTION IMPROVEMENT
CO	690	FISCHER RD/131ST AV		STAFF	CONSTRUCT SIDEWALK ALONG 131ST AV AND FISCHER RD FROM BEEF BEND RD TO HWY 99W.
IS	562	FLORENCE ST	@ 170TH AV	STAFF	INTERSECTION IMPROVMENTS
CO	342	FOREST GROVE NORTHERN ART	QUINCE ST TO COUNCIL CREEK	STAFF	REROUTE HWY; IMPROVE PACIFIC/QUINCE INTERSECTION.
IS	604	GALES CREEK RD	@ STRINGTOWN RD	STAFF	INTERSECTION IMPROVEMENTS
ATM	384	GALES CREEK RD	@ THATCHER RD	STAFF	SIGNALIZE.
BR	612	GALES CREEK RD	BRIDGE # 1275	STAFF	REPLACE BRIDGE
IS	559	GARDEN HOME RD	@ 87TH AV	STAFF	INTERSECTION IMPROVEMENTS
IS	45	GARDEN HOME RD	@ OLESON RD	CHESTER J WILLIAMS/ STAFF	SIGNALIZE INTERSECTION; ADD EB TO NB LEFT TURN

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
					LANE.
ATM	17	GARDEN HOME RD/ 92ND AV	OLESON RD TO ALLEN BL	BOB BOTHMAN	CONSTRUCT CURBS, TWO LANES, SIDEWALKS, BIKE LANES.
BP	23	GARDEN HOME RD/92ND	69TH AV TO ALLEN BL	MARC SAN SOUCIE	ADD PEDESTRIAN AND BIKE FACILITIES.
BP	114	GASSNER RD	185TH TO GRABHORN RD	R S CARLSON	ADD BIKE AND PEDESTRIAN FACILITIES.
CO	704	GERMANTOWN RD	BRIDGE #1342	STAFF	REPLACE BRIDGE
IS	669	GLENCOE RD	@ ZION CHURCH RD	STAFF	INSTALL TURN LANES, SIGNALIZE.
BR	657	GLENCOE RD	BRIDGE # 1316	STAFF	REPLACE BRIDGE
BP	181	GLENCOE RD	HILLSBORO C L TO HORNECKER RD	GREG CLEMMONS	PROVIDE BIKE AND PEDESTRIAN FACILITIES.
ATM	7	GLENCOE RD	LINCOLN ST TO EVERGREEN RD	HILLSBORO C OF C/ CITY OF HILLSBORO	WIDEN TO 3 LANES WITH LEFT TURN LANES, SIDEWALKS, BIKE LANES, AND BUS TURN OUTS.
IS	596	GOLF COURSE RD	@ LAFOLLETTE RD	STAFF	INTERSECTION IMPROVEMENTS
CO	634	GOLF COURSE RD	BRIDGE # 1244	STAFF	REPLACE BRIDGE
IS	599	GRABEL RD	@ MINTER BRIDGE RD	STAFF	INTERSECTION IMPROVEMENTS
ATM	423	GRABHORN RD	3000' NORTH OF TILE FLAT RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
ATM	425	GRABHORN RD	5000' NORTH OF TILE FLAT RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
BI	75	GRABHORN RD/ TILE FLAT RD	SCHOLLS FERRY RD TO FARMINGTON RD	MITCH SHULTS	ADD PAVED SHOULDERS AND BIKE LANES.
CO	677	GREENBURG RD	@ HWY 217	STAFF	WIDEN STRUCTURE
BR	159	GREENER/FERN FLAT	BRIDGE #1367	MICHAEL JAMIESON	RECONSTRUCT BRIDGE TO STANDARD.
CO	708	GREENVILLE RD	BRIDGE #1286	STAFF	REPLACE BRIDGE
ST	363	HALL BL	@ HWY 99W	STAFF	WIDEN FOR 1500'; DOUBLE LEFT TURN AT HWY 99W.
ST	504	HALL BL	BURNHAM ST TO HWY 99W	STAFF	INCREASE CAPACITY.
ST	455	HALL BL	HEMLOCK ST TO WASHINGTON DR	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
ST	435	HELVETIA RD	@ HWY 26	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
IS	330	HELVETIA RD	@ WEST UNION RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	566	HERITAGE PW	@ 185TH AV	STAFF	INTERSECTION IMPROVEMENTS
IS	269	HERITAGE PW	@ HERITAGE LP	STAFF	INTERSECTION IMPROVEMENTS.
ATM	416	HERMANN RD	@ CIPOLE RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
IS	574	HILLSIDE RD	@ KANSAS CITY RD	STAFF	INTERSECTION IMPROVEMENT
ST, O	348	HWY 217	72ND AV TO TV HWY	STAFF	CONSTRUCT ADD'L TRAVEL & AUXILIARY LANES.
ST, O	349	HWY 217	TV HWY TO HWY 26	STAFF	WIDEN STRUCTURE; COMPLETE RAMP WORK.
O	217	HWY 217 (SB)	72ND AV SB RAMP ONTO HWY 217	BILL WINTON	CLOSE SB ON-RAMP FROM 72ND TO HWY 217. EXTEND

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
					3RD LANE FROM HWY 217 SB TO 72ND TO I-5.
ST, O	347	HWY 217 NB OFF-RAMP	@ SCHOLLS	STAFF	WIDEN FOR LEFT TURN LANE.
ST, O	337	HWY 26	CAMELOT CT TO HWY 217	STAFF	WIDEN 1 LANE; BUILD C-D SYSTEM.
ST, O	169	HWY 26	HWY 217 TO CORNELL RD	SUNSET CORR ASSOC	WIDEN TO 6 LANES.
ST, O	338	HWY 26	HWY 217 TO MURRAY BL	STAFF	WIDEN TO 6 LANES.
ST	339	HWY 26	SYLVAN INT TO CAMELOT CT - PHASE 2	STAFF	WIDEN HWY; BUILD C-D SYSTEM.
ST	126	HWY 26	SYLVAN INTCHNG TO HWY 217 INTCHNG	A ALEXANDER/ SUNSET CORR ASSOC	WIDEN HIGHWAY TO 3 LANES IN EACH DIRECTION.
ST	350	HWY 26	TURK RD TO 1.5 MI. WEST OF TURK RD	STAFF	CONSTRUCT LEFT TURN LANES.
ST, O	110	HWY 47	FOREST GROVE TO BANKS	SHAFER'S BUS SVC/ STAFF	WIDEN, RESURFACE, AND PROVIDE LEFT TURN LANES.
ST	146	HWY 8	YEW ST TO E STREET	ROSEMARY TRUDEAU	CONSTRUCT/REHABILITATE PEDESTRIAN AND BIKE FACILITIES. IMPROVE PACIFIC/QUINCE INTERSECTION.
ST	345	HWY 99W	@ MEINECKE RD	STAFF	ACCESS CONTROL; CHANNELIZATION.
ST	344	HWY 99W	@ TUALATIN RD	STAFF	REALIGN INTERSECTION; SIGNALIZE.
ST	534	HWY 99W	FISCHER RD TO BULL MOUNTAIN RD	STAFF	INCREASE CAPACITY.
ST	535	HWY 99W	MEINECKE RD TO EDY RD	STAFF	INCREASE CAPACITY.
ST	505	HWY 99W	MULTNOMAH CO L TO BULL MTN RD	STAFF	INCREASE CAPACITY.
O	335	I-5	@ HWY 217	STAFF	RECONSTRUCT LANES & CHANGE LANE CONFIGURATIONS (PHASE II).
IS	238	JACKSON RD	@ WEST UNION RD	STAFF	INTERSECTION IMPROVEMENTS.
ATM	8	JACKSON SCHOOL RD	KATHRYN ST TO EVERGREEN RD	HILLSBORO C OF C/ CITY OF HILLSBORO	WIDEN TO 3 LANES WITH LEFT TURN LANES, SIDEWALKS, BIKE LANES AND BUS TURN OUTS.
IS	595	JENKINS RD	@ KNOWLTON RD	STAFF	INTERSECTION IMPROVEMENTS
ATM	489	JENKINS RD	BRIGGS ST TO 158TH AV	STAFF	INCREASE CAPACITY.
CO	625	JOHNSON CREEK WETLAND	NORTH OF HWY 26	STAFF	WETLANDS MITIGATION
BP	179	JOHNSON ST	170TH TO 219TH AV	ELAINE O'KEEFE	PROVIDE BIKE AND PEDESTRIAN FACILITIES.
IS	266	JOHNSON ST	@ 192ND AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	583	JOHNSON ST	@ 204TH AV	STAFF	INTERSECTION IMPROVEMENT
BI	53	KAISER RD	WEST UNION RD TO SPRINGVILLE RD	NEIL SOIFFER	ADD BIKE LANES.
BP	28	KAISER RD	WEST UNION RD TO SPRINGVILLE RD	MARC SAN SOUCIE	ADD PEDESTRIAN AND BIKE FACILITES.
IS	582	KINNAMAN RD	@ 175TH AV	STAFF	INTERSECTION IMPROVEMENTS
PED	190	KINNAMAN RD	FARMINGTON RD TO 198TH AV	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.
BR	647	LA FOLLETT RD	BRIDGE # 1245	STAFF	REPLACE BRIDGE

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
PED	42	LAURELWOOD AV	B-H HWY TO BIRCHWOOD RD	ROBERT M BROWN	RECLASSIFY AS MINOR COLLECTOR; REDUCE SPEED LIMIT TO 25 MPH; RESTRICT TRUCK TRAFFIC; ADD SIDEWALKS, STREET LIGHTS; SPEED BUMPS, TURN RESTRICTORS AT CONNECTING STREETS.
IS	603	LAURELWOOD RD	@ SPRING HILL RD	STAFF	INTERSECTION IMPROVEMENTS
ATM	619	LAURELWOOD/NICOL	@ SCHOLLS FERRY RD	STAFF	REALIGN AND SIGNALIZE INTERSECTION
ATM	452	LEAHY RD	84TH AV TO TAYLOR ST	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
IS	254	LEAHY RD	@ 84TH AV	STAFF	INTERSECTION IMPROVEMENTS.
ATM	390	LEAHY RD	@ 107TH AV	STAFF	INTERSECTION IMPROVEMENTS.
ATM	493	LEAHY RD	BARNES RD TO LEAHY TR	STAFF	INCREASE CAPACITY.
ATM	451	LEAHY RD	LEAHY TR TO OAK ST	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
BI	544	LEAHY RD/107TH AV	BARNES RD TO CORNELL RD	STAFF	ADD BIKEWAY.
IS	585	LOIS ST	@ 219TH AV	STAFF	INTERSECTION IMPROVEMENTS
CO	683	LOWER BOONES FERRY RD	BOONES FERRY RD TO BRIDGEPORT RD	STAFF	PERFORM INCIDENTAL WIDENING AND OVERLAYS, CONSTRUCT SIDEWALKS, BIKEWAY, AND INTERCONNECT SIGNALS.
PED	216	MADELINE ST	188TH AV TD 192ND AV	JESSICA J LAZUR	PEDESTRIAN FACILITIES/ACCESS.
CO	620	MAIN ST	10TH TO BROOKWOOD	STAFF	WIDEN TO 3 LANES, BIKE LANES, SIDEWALKS, SIGNALS
CO	558	MARTIN RD	24TH TO VERBOORT RD	STAFF	REALIGN ROAD.
IS	320	MARTIN RD	@ VERBOORT RD	STAFF	INTERSECTION IMPROVEMENTS.
C	686	MARTIN/CORN-SCHEFFLIN RD	COUNCIL CREEK TO ROY RD	STAFF	INMPROVE TWO-LANE RAOD BY WIDENING SHOULDERS FROM PROPOSED NORTHERN ARTERIAL TO ZION CHURCH/KERKMAN INTERSECTION, IMPROVING INTERSECTIONS, AND REALIGNING MARTIN RD.
IS	560	MC DANIEL RD	@ 119TH AV	STAFF	INTERSECTION IMPROVEMENTS
BI	407	MERLO RD	JENKINS RD TO 170TH AV	STAFF	ADD BIKE LANES.
ATM	413	MIDWAY RD	@ RAYNARD RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
BR	610	MINTER BRIDGE RD	BRIDGE # 1233	STAFF	REPLACE BRIDGE.
BR	611	MINTER BRIDGE RD	BRIDGE # 1234	STAFF	REPLACE BRIDGE
PED	118	MINTER BRIDGE RD	RIVER RD TO MORGAN RD	SCOTT ALDRICH	ADD SIDEWALKS.

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
IS	586	MURDOCK RD	@ BAKER RD	STAFF	INTERSECTION IMPROVEMENTS
IS	240	MURRAY BL	@ CORNELL RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	297	MURRAY BL	@ WALKER RD	STAFF	INTERSECTION IMPROVEMENTS.
ATM	355	MURRAY BL	FARMINGTON RD TO TERMAN RD	STAFF/ AL GIRARD/ WAYNE SELANDER/ ROBERT SHOUE	WIDEN FOR TURN LANES/ BIKE LANES FARMINGTON TO TV HWY; MODIFY SPRR XING; REPLACE 8 PHASE SIGNAL @ TV HWY; WIDEN BNRR OVERPASS; ADD SIDEWALKS, BIKELANES.
ATM	360	MURRAY BL	SCIENCE PARK DR TO CORNELL RD	STAFF/ SUNSET CORRIDOR ASSOC	WIDEN TO 5 LANES; OVERLAY; ADD SIDEWALKS & BIKELANES.
BP	140	NEW FACILITY	95TH AV TO ST VINCENTS & LRT STATION	IRMA TROMMLITZ	PROVIDE BIKE & PEDESTRIAN ACCESS.
ATM	11	NEW FACILITY	HWY 219 TO SCHOLLS-SHERWOOD RD	HILLSBORO C OF C	BUILD NEW 2 LANE ROAD.
ATM	509	NYBERG RD	65TH AV TO I-5	STAFF	INCREASE CAPACITY.
IS	581	OAK HILLS DR	@ 153RD AV	STAFF	INTERSECTION IMPROVEMENTS
CO	35	OAK ST	BEAVERTON C L TO 170TH AV	BRUCE THOMSON	WIDEN TO 3 LANES; IMPROVE 170TH/OAK INTERSECTION.
CO	685	OAK ST	HALL BL TO 80TH AV	STAFF	PERFORM INCIDENTAL WIDENING, CONSTRUCT SIDEWALKS, BIKEWAY, AND INTERCONNECT SIGNALS.
BP	55	OFF ROW BIKE/PED PATH	CAMELOT CT TO BARNES RD	NEIL SOIFFER	CONSTRUCT OFF ROW BIKE PATH.
BP	141	OFF-ROW BIKE/PED PATH	LEAHY/107TH TO 112TH	IRMA TROMMLITZ	BUILD OFF-ROW BIKE/PED PATH.
IS	602	OLD HWY 47	@ SCOGGINS VALLEY RD	STAFF	INTERSECTION IMPROVEMENTS
ATM	366	OLD SCHOLLS FERRY RD	MURRAY BL TO SCHOLLS FERRY REALIGNMENT	STAFF	WIDEN TO 5 LANES, MODIFY SIGNAL @ TEAL; INSTALL 5 PHASE SIGNAL @ SCHOLLS REALIGNMENT; LOWER CREST OF HILL; ADD BIKE LANES, SIDEWALKS.
IS	317	OLESON RD	@ 80TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	606	OLESON RD	@ VERMONT ST	STAFF	INTERSECTION IMPROVEMENT
ATM	15	OLESON RD	FANNO CREEK TO B-H HWY	BOB BOTHMAN	CONSTRUCT CURBS, SIDEWALKS, TWO LANES, BIKE LANES. GARDEN HOME RD TO FANNO CREEK INCLUDED IN #689.
CO	689	OLESON RD	FANNO CREEK TO GARDEN HOME RD	STAFF/ BOB BOTHMAN	CONSTRUCT BIKE LANES AND SIDEWALKS.
ATM	382	OLESON RD	HALL BL TO B-H HWY	STAFF	RECONSTRUCT TO 3 LANE ULTIMATE SECTION WITH BIKE LANES.
CO	16	OLESON RD	HALL BL TO GARDEN HOME RD	BOB BOTHMAN/ CHESTER J NELSON/	ADD CURBS, SIDEWALKS, TWO LANES WITH LEFT TURN

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
				VIRGINIA DODSON	LANES AT COLLECTORS AND ARTERIALS, AND BIKE LANES.
CO	679	OREGON ST	TUALATIN-SHERWOOD RD TO MURDOCK RD	STAFF/ GEOFFREY BEASLEY	WIDEN TO THREE LANES WITH SIDEWALKS & BIKEWAY. INSTALL TRAFFIC SIGNAL AT TUALATIN-SHERWOOD RD.
SY	132	PACIFIC AV	@ YEW ST	DALE C CHAMBERS	SIGNALIZE INTERSECTION.
ST	127	PACIFIC AV	QUINCE ST TO HAWTHORNE ST	MARIAL WILSON	ADD SIDEWALKS.
ST	99	PACIFIC AV	QUINCE ST TO HAWTHORNE ST	KATHLEEN HITCHBORN	CONSTRUCT SIDEWALK ON NORTH SIDE (HANDICAP ACCESSIBLE); BIKE LANES; IMPROVE INTERSECTIONS WITH CROSSWALKS AND PEDESTRIAN CROSSING SIGNALS.
BR	641	PADGETT RD	BRIDGE # 1311	STAFF	REPLACE BRIDGE
IS	565	PARK VIEW BL	@ 174TH AV	STAFF	INTERSECTION IMPROVEMENTS
IS	174	PARK WAY	@ MARLOW AV	MASSOUD SABERIAN/ STAFF	RECONFIGURE INTERSECTION; SIGNALIZE.
IS	274	PARK WAY	@ PARKWOOD DR	STAFF	INTERSECTION IMPROVEMENTS.
IS	591	PATTON VALLEY RD	@ DUNDEE RD	STAFF	INTERSECTION IMPROVEMENTS
BP	93	PATTON VALLEY RD/ OLD TV	HWY 47 TO CHERRY GROVE	DIANE JETTE	CONSTRUCT PEDESTRIAN AND BICYCLE FACILITES.
CO	693	PED ACCESS TO TRANSIT		STAFF	CONSTRUCT PEDESTRIAN WALKS IN THE FOLLOWING AREAS: 87TH AV - CASHMUR LN TO WILLOW LN, LEFT SIDE 170TH AV - ALEXANDER ST TO JOHNSON ST, WEST SIDE 198TH AV - ALEXANDER ST TO JOHNSON ST, WEST SIDE 209TH AV - TV HWY TO REEDVILLE SCHOOL, WEST SIDE
BP	206	POWERLINE PATHS	DIVISION @ 160TH TO HWY 26	JUDY SKINNER	BUILD OFF-ROW BIKE/PED PATH.
BP	207	POWERLINE PATHS	FROM TV HWY ALONG 213TH/214TH TO HWY 26	JUDY SKINNER	BUILD OFF-ROW BIKE/PED PATH.
IS	668	PUMPKIN RIDGE RD	@ OLD PUMPKIN RIDGE RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	243	RIVER RD	@ ROSEDALE RD	STAFF	INTERSECTION IMPROVEMENTS.
ATM	547	RIVER RD	FARMINGTON RD TO ROSEDALE RD	GREG MILLER	WIDEN TO ULTIMATE A-8 SECTION.
ATM	549	RIVER RD	HILLSBORO E CITY LIMITS TO ROOD	CITY OF HILLSBORO/ HILLSBORO C	WIDEN; CONSTRUCT SIDEWALKS, BIKE LANES;

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
			BRIDGE RD	OF C	INCREASE LEFT TURN STORAGE; REPLACE ROCK CREEK BRIDGE.
BI	68	RIVER RD	SCHOLLS FERRY RD TO ROSEDALE RD	JAMES DOANE	ADD BIKE LANES.
BP	180	RIVER RD	SCHOLLS FERRY RD TO ROSEDALE RD	GREG CLEMMONS	ADD BIKE AND PEDESTRIAN PATHWAYS.
CO	692	RIVER ROAD MASTER PLAN		STAFF	CONSTRUCT SITE ACCESS IMPROVEMENTS AT OPERATIONS RIVER ROAD LOCATION ON TV HWY, INCLUDING SIGNAL ALIGNMENT, SIDEWALKS, ILLUMINATION, FUEL FACILITY DEMOLITION AND REPLACEMENT, AND SANITARY LINE INSTALLATION.
IS	309	ROCK CREEK BLVD	@ 185TH AV	STAFF	INTERSECTION IMPROVEMENTS.
ATM	465	ROCK RD	198TH AV TO 201ST AV	STAFF	INCREASE CAPACITY.
ATM	429	ROCK RD	@ 198TH AV	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
BR	656	ROOD BRIDGE RD	BRIDGE # 1235	STAFF	REPLACE BRIDGE
PED	214	ROSA RD	183RD AV TO 191ST AV	JESSICA J LAZUR	PEDESTRIAN FACILITIES/ACCESS.
PED	215	ROSA RD	192ND AV TO 196TH AV	JESSICA J LAZUR	PEDESTRIAN FACILITIES/ACCESS.
IS	282	ROSA RD	@ 192ND AV	STAFF	INTERSECTION IMPORVEMENTS.
ATM	92	ROSEDALE RD	209TH AV TO RIVER RD	LINDA GRAY	PROVIDE PEDESTRIAN AND BICYCLE FACILITIES; WIDEN ROADWAY TO PROVIDE FOR FARM VEHICLES.
BP	546	ROSEDALE RD	209TH AV TO RIVER RD	GREG MILLER	WIDEN TO 14' LANES WITH SHOULDERS.
CO	697	SAFETY PROGRAM	UNINCORPORATED COUNTY	STAFF	LOCAL MATCHING FUNDS FOR FEDERAL HAZARD ELIMINATION SYSTEM (HES) PROGRAM FUNDS.
ATM	388	SALTZMAN RD	@ THOMPSON RD	STAFF	INTERSECTION IMPROVEMENTS.
BI	63	SALTZMAN RD	CORNELL RD TO THOMPSON RD	NEIL SOIFFER	ADD BIKE LANES.
PED	109	SALTZMAN RD	MARSHALL ST TO DOGWOOD ST	RODNEY BELL	COMPLETE SIDEWALK ON WEST SIDE.
IS	332	SCHOLLS FERRY HY	@ 92ND AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	285	SCHOLLS FERRY HY	@ 175TH AV	STAFF	INTERSECTION IMPROVEMENTS.
PED	211	SCHOLLS FERRY RD	092ND AV/ALLEN BL TO B-H HWY	MRS THOMAS R MILES	CONSTRUCT WALKWAYS.
PED	44	SCHOLLS FERRY RD	@ MONTCLAIR DR	SELMA L MORIN	SIGNALIZE INTERSECTION FOR PEDESTRIAN CROSSING.
ATM	501	SCHOLLS FERRY RD	ALLEN BL/92ND AV TO MARJORIE LN	STAFF	INCREASE CAPACITY.
PED	210	SCHOLLS FERRY RD	HALL BL TO 92ND AV/ALLEN BL	MRS THOMAS R MILES	CONSTRUCT WALKWAYS.
PED	18	SCHOLLS FERRY RD	HALL BL TO B-H HWY	BOB BOTHMAN	CONSTRUCT CURBS AND SIDEWALKS.
ATM	458	SCHOLLS FERRY RD	HWY 219 TO RAINBOW LN	STAFF	INCREASE CAPACITY.

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BI	64	SCHOLLS FERRY RD	MULTNOMAH CO L TO HALL BL	NEIL SOIFFER	ADD BIKE LANES.
ATM	77	SCHOLLS-SHERWOOD RD	HWY 99W TO SCHOLLS FERRY RD	MICHAEL DAY	REALIGN AND RECONSTRUCT TO MINIMUM MINOR ARTERIAL STANDARDS.
IS	608	SCOGGINS VALLEY RD	@ WEST SHORE DR	STAFF	INTERSECTION IMPROVEMENT
IS	572	SCOTCH CHURCH RD	@ JACKSON RD	STAFF	INTERSECTION IMPROVEMENTS
IS	250	SHADYBROOK RD	@ PUMPKIN RIDGE RD	STAFF	INTERSECTION IMPROVEMENTS.
IS	665	SHAW ST	@ 170TH AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	575	SOUTH RD	@ THOMPSON RD	STAFF	INTERSECTION IMPROVEMENT
BP	21	SPRINGVILLE RD	KAISER RD TO 185TH AV	MARC SAN SOUCIE/ STAFF	ADD PEDESTRIAN AND BIKE FACILITIES.
BR	637	STRINGTOWN RD	BRIDGE # 1259	STAFF	REPLACE BRIDGE
ATM	414	SUNSET BL	@ LADD HILL RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
ATM	361	SUNSET BL	UNIVERSITY AV TO BEALE RD	STAFF	WIDEN TO 3 LANES WITH BIKE LANES & SIDEWALKS.
BP	147	SUNSET BL	UNIVERSITY AV TO WILLAMINA AV	ROSEMARY TRUDEAU	CONSTRUCT PEDESTRIAN AND BIKE FACILITIES. PROJECT TO BE COMPLETED UNDER MSTIP3.
IS	578	SUSBAUER RD	@ WREN RD	STAFF	INTERSECTION IMPROVEMENT
ATM	678	TAYLORS FERRY EXT	WASHINGTON DR TO OLESON RD	STAFF	BUILD 3 LANE ROADWAY
ATM	449	THOMPSON RD	WEST OF SALTZMAN RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
BP	89	TILE FLAT RD	SCHOLLS FERRY RD TO FARMINGTON RD	ERMA E CRON	CONSTRUCT BICYCLE AND PEDESTRIAN PATHS.
BR	613	TIMBER RD	BRIDGE #1367	STAFF	REPLACE BRIDGE
IS	592	TONGUE LN	@ JOHNSON SCHOOL RD	STAFF	INTERSECTION IMPROVEMENTS
CO	700	TRAFFIC FLOW PROGRAM	UNINCORPORATED COUNTY	STAFF	FUNDS TO INTERCONNECT SIGNALS AND ENHANCE TRAFFIC FLOW.
ATM	510	TUALATIN-SHERWOOD RD	I-5 TO 90TH AV	STAFF	INCREASE CAPACITY.
ST	223	TV HWY	10TH TO DENNIS	SIG UNANDER	BIKEPATHS.
ATM	340	TV HWY	110TH AV TO 117TH AV	STAFF	SIGNAL CONSOLIDATION; CAPACITY IMPROVEMENTS.
ST	341	TV HWY	117TH AV TO 160TH AV	STAFF	OVERLAY; CURBS; SIDEWALKS.
BI	185	TV HWY	165TH AV TO MINTER BRIDGE RD	JUDY SKINNER	COMPLETE AND SIGN BIKE LANES.
ST	186	TV HWY	170TH AV TO 219TH AV	JUDY SKINNER	COMPLETE SIDEWALK ON THE NORTH SIDE.
ATM	4	TV HWY	21ST AV TO SHUTE PARK	HILLSBORO C OF C	WIDEN TO 5 LANES WITH SIDEWALKS, BIKE LANES AND BUS TURN OUTS.
ST	162	TV HWY	FIRST AV (HILLSBORO) TO 10TH AV (CORNELIUS)	HILLSBORO SCHOOL DIST	ADD BUS TURN OUTS FOR SCHOOL BUSES.

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CATEGORY	ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST
PED	188	TV HWY	HWY 26 TO MURRAY BL	JUDY SKINNER	COMPLETE SIDEWALKS.
ST	107	TV HWY	MURRAY BLVD TO RIVER RD	TOM WOLCH/ HILLSBORO C OF C	UPGRADE SIGNAL HARDWARE, SOFTWARE, DETECTION TO CURRENT STANDARDS. PROVIDE SIGNAL INTERCONNECT SYSTEM. ADD SIDEWALKS, BIKE LANES AND REPAIR PAVEMENT AS NECESSARY.
IS	253	VERBOORT RD	@ VISITATION RD	STAFF	INTERSECTION IMPROVEMENTS.
ATM	95	WALKER RD	166TH AV TO 185TH AV	AL GIRARD	WIDEN TO 3 LANES WITH SIDEWALKS AND BIKE LANES; ADD BOX CULVERT.
BI	145	WALKER RD	173RD AV TO 185TH AV	BRAD JONES	ADD BIKE LANES.
BP	25	WALKER RD	173RD AV TO 185TH AV	MARC SAN SOUCIE	ADD PEDESTRIAN AND BIKE FACILITIES.
BI	411	WALKER RD	173RD AV TO STUCKI BL	STAFF	ADD BIKE LANES.
IS	664	WALKER RD	@ 123RD	STAFF	INTERSECTION IMPROVEMENTS.
ATM	372	WALKER RD	@ 183RD AV	STAFF	INTERSECTION IMPROVEMENTS.
ATM	373	WALKER RD	@ FAR VISTA ST	STAFF	INTERSECTION IMPROVEMENTS.
IS	276	WALKER RD	@ LYNNFIELD AV	STAFF	INTERSECTION IMPROVEMENTS.
IS	272	WALKER RD	@ MAYFIELD AV	STAFF	INTERSECTION IMPROVEMENTS.
BI	65	WALKER RD	CANYON RD TO CEDAR HILLS BL	NEIL SOIFFER/ RICHARD POPE	ADD BIKE LANES.
ATM	397	WALKER RD	CANYON RD TO HWY 217	STAFF	WIDEN TO 3 LANE ULTIMATE SECTION.
ATM	396	WALKER RD	HWY 217 TO CEDAR HILLS BL	STAFF	WIDEN TO 3 LANE ULTIMATE SECTION.
ATM	362	WALKER RD	MAYFIELD RD TO MURRAY BL	STAFF	WIDEN TO 3 LANES WITH BIKE LANES & SIDEWALKS.
BP	69	WALKER RD	POLSKY RD TO HWY 217	MICHAEL HOLEMAN	SIDEWALKS AND BIKE FACILITIES ON NORTH SIDE.
CO	687	WALNUT ST	121ST AV TO 135TH AV	STAFF/ RANDY WOOLEY	WIDEN TO THREE LANES WITH SIDEWALKS AND BIKEWAY.
ATM	391	WALNUT ST	@ TIEDEMAN RD	STAFF	SIGNALIZE.
ATM	119	WEIR RD	170TH AV TO 175TH AV	KATHLEEN SAYLES	EXTEND ROADWAY.
ATM	369	WEST UNION RD	143RD AV TO 185TH AV	STAFF	WIDEN TO 3 LANES WITH SIDEWALKS AND BIKE LANES; ADD TURN LANES & SIGNAL @ 185TH.
BI	54	WEST UNION RD	143RD AV TO CORNELIUS PASS RD	NEIL SOIFFER/ SYLVIA VAN DYK/ RICK GRAZER/ BRAD JONES	ADD BIKE LANES.
BP	30	WEST UNION RD	143RD AV TO CORNELIUS PASS RD	MARC SAN SOUCIE	ADD PEDESTRIAN AND BIKE FACILITIES.
PED	137	WEST UNION RD	174TH AV TO 185TH AV	RICK GRAZER/ MARK D WILSON	ADD SIDEWALKS.
IS	624	WEST UNION RD	@ BETHANY BL	STAFF	CONSTRUCT SIGNAL

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IS	568	WEST UNION RD	@ CHARLAIS ST	STAFF	INTERSECTION IMPROVEMENTS
IS	573	WEST UNION RD	@ KAISER RD	STAFF	INTERSECTION IMPROVEMENT
ATM	3	WESTERN BYPASS	I-5 TO SUNSET HWY	HILLSBORO C OF C	BUILD 5 LANE LIMITED ACCESS ROAD WITH TURN LANES, SIDEWALKS, BIKE LANES, AND BUS TURN OUTS.
CO	705	WESTERN BYPASS STUDY		STAFF	CONDUCT FEASIBILITY STUDY FOR LIMITED-ACCESS HIGHWAY IN WESTERN WASHINGTON COUNTY CONNECTING I-5 TO U.S. 26.
CO	709	WESTSIDE LIGHT RAIL TRANSIT		STAFF	PAYMENTS FOR LIGHT RAIL RELATED IMPROVEMENTS ACCORDING TO REGIONAL COMPACT AGREEMENT BETWEEN WASHINGTON COUNTY, HILLSBORO, BEAVERTON, TRI-MET, METRO AND THE CITY OF PORTLAND.
IS	579	WILSHIRE ST	@ 98TH AV	STAFF	INTERSECTION IMPROVEMENT
ATM	13	WITCH HAZEL RD	RIVER RD TO TV HWY	HILLSBORO C OF C/ CITY OF HILLSBORO	WIDEN TO 3 LANES WITH LEFT TURN LANES, SIDEWALKS, BIKE LANES, AND BUS TURN OUTS.
ATM	412	WREN RD	@ GLENCOE RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.
IS	632	ZION CHURCH RD	@ SUSBAUER RD	STAFF	CONSTRUCT LEFT TURN LANES, INSTALL FLASHER.
BI	135	ZION CHURCH RD	GLENCOE RD TO KERKMAN RD	SYLVIA VAN DYK	ADD BIKE LANES.

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ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST	REASON FOR INELIGIBILITY
70	177TH AV	WEST UNION TO NORTH	MARK D WILSON	ADD SPEED BUMPS.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
220	185TH AV	@ ALEXANDER ST	MARIANNE K CIANO	INSTALL STOP SIGNS.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
175	BARNES RD	@ MILLER RD	MASSOUD SABERIAN	PROVIDE PROTECTED LEFT TURN PHASE FOR EB TO NB AND WB TO SB MOVEMENTS.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
158	CANYON DR	RIDGEWOOD AV TO CANYON DR	REUBEN PLANTICO	SPEED BUMPS.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
31	CANYON DR	RIDGEWOOD AV TO CANYON LN	FRANK MARTIN	SPEED BUMPS.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
26	CEDAR HILLS BL	FARMINGTON RD TO WALKER RD	MARC SAN SOUCIE	ADD BIKE FACILITIES.	OTHER JURISDICTION (BEAVERTON)
60	CEDAR HILLS BL	FARMINGTON RD TO WALKER RD	NEIL SOIFFER	ADD BIKE LANES.	OTHER JURISDICTION (BEAVERTON)
163	CORNELL RD	NEAR POYNTER JR HIGH	DOROTHY VONDERAU	REDUCE SPEED LIMIT; INSTALL BIKE SAFETY SIGNS.	OTHER JURISDICTION (HILLSBORO)
32	CRESTDALE DR/71ST AV	CANYON DR TO CANYON RD	FRANK MARTIN	INSTALL STOP SIGNS ON CANYON DRIVE. ADD SPEED BUMPS.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
218	EVERGREEN RD	@ 25TH AV	JOHN MARCISOFSKY	IMPROVE LIGHTING; INSTALL REFLECTORS; DO SOMETHING TO INCREASE SAFETY.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
551	EVERGREEN RD	CORNELIUS PASS RD TO SHUTE RD	CITY OF HILLSBORO/ JUDY SKINNER	BUILD A NEW 3 LANE FACILITY WITH SIDEWALKS AND BIKE LANES.	OTHER JURISDICTION (HILLSBORO). PROJECT UNDER CONSTRUCTION.
101	GARDEN HOME RD	@ MULTNOMAH BL	LENORE HOUT	SIGNALIZE INTERSECTION.	OTHER JURISDICTION (PORTLAND)
62	HALL BL	B-H HWY TO CEDAR HILLS BL	NEIL SOIFFER	ADD BIKE LANES.	OTHER JURISDICTION (BEAVERTON)
198	HART RD	MURRAY BL TO 170TH AV	JUDY SKINNER	COMPLETE SIDEWALKS/PATHS.	OTHER JURISDICTION (BEAVERTON)
155	HART/BANY RD	MURRAY BL TO 170TH AV	ROY SCHOLL	IMPROVE TO STANDARD WITH BIKE AND PEDESTRIAN FACILITIES; SIGNALIZE 170TH/BANY.	OTHER JURISDICTION (BEAVERTON)
219	MURRAY BL	@ CORNELL RD	H E TODD	REPLACE STOP BAR ON LEFT TURN LANE ON NB MURRAY.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS
552	ROCK CREEK BIKE/PED PATH	EVERGREEN RD TO CORNELL RD - PHASE II	CITY OF HILLSBORO	CONSTRUCT OFF ROW BIKE/PED PATH	OTHER JURISDICTION (HILLSBORO)

WASHINGTON COUNTY TRANSPORTATION
CAPITAL IMPROVEMENT PROGRAM

PROJECT INELIGIBILITY LIST

ID	ROAD NAME	LIMITS	SUBMITTED BY	REQUEST	REASON FOR INELIGIBILITY
161	SCOFIELD RD	@ RR CROSSING	SHAFER'S BUS SVC	INSTALL RR CROSSING GATES AT SCOFIELD.	OTHER JURISDICTION (PUC)
224	SYSTEMWIDE		NO NAME GIVEN	DON'T WIDEN, SIGNALIZE, ADD TURN LANES OR BIKE PATHS; JUST REPAIR THE ROADS.	RELATES TO ROAD CONDITION, SEND TO OPERATIONS
418	TETON RD	HERMANN RD TO TUALATIN RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.	OTHER JURISDICTION (TUALATIN)
503	TIEDEMAN ST	HWY 99W TO GREENBURG RD	STAFF	INCREASE CAPACITY.	OTHER JURISDICTION (TIGARD)
419	TUALATIN RD	@ HERMANN RD	STAFF	FIX GEOMETRIC DESIGN CONCERS.	OTHER JURISDICTION (TUALATIN)
420	TUALATIN RD	@ UPPER BOONES FERRY RD	STAFF	FIX GEOMETRIC DESIGN CONCERNS.	OTHER JURISDICTION (TUALATIN)
121	TUALATIN-SHERWOOD RD	@ BOONES FERRY RD	GEOFFREY BEASLEY	READJUST SIGNAL TIMING.	DOES NOT MEET $50,000 COST THRESHOLD, SEND TO OPERATIONS

IX. APPENDIX D - PUBLIC INVOLVEMENT

IN THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

In the Matter of Adopting a Transportation) Capital Improvement Program Public) Involvement Process)

RESOLUTION AND ORDER No. R93-123

The above-entitled matter came before the Board of County Commissioners at their regular meeting of _____, 1993; and

It appearing to the Board that the Washington County Transportation Plan calls for development of a Transportation Capital Improvements Program to facilitate implementation of the Plan, prioritization and coordination of transportation projects, public discussion and awareness of transportation issues and greater certainty regarding future transportation construction activities; and

It appearing to the Board that public involvement is of paramount importance to the effective development of a Washington County Transportation Capital Improvement Program and should be endorsed and promoted by the Board of County Commissioners; and

It appearing to the Board that a process for involving the public in the Transportation Capital Improvement Program development should be adopted by this Board to ensure that citizens of Washington County have a clear understanding regarding their opportunities to be informed about and involved in the Transportation Capital Improvement Program development process; and

It appearing to the Board that several public workshops and meetings with the citizen groups, including the Committee for Citizen Involvement, have

been conducted, and that there have been hearings before the Planning Commission and this Board during which there has been testimony from many citizens on the need for, value of and specific details of proposals for involving citizens in the Transportation Capital Improvement Program development process; and

It appearing to the Board that a process for involving citizens in Transportation Capital Improvement Program development should provide a delineation of the means and appropriate points for public involvement and a description of the tools and mechanisms that should be used for informing the public about Transportation Capital Improvement Program development; and

It appearing to the Board that Exhibit "A" attached hereto and identified as

Public Involvement in
Transportation Capital Improvement Program
Development

points out the value of and addresses the need for public involvement in the development of the Transportation Capital Improvement Program and the manner in which that public involvement will be encouraged and carried out; and

It appearing to the Board that the attached process for involving citizens in Transportation Capital Improvement Program development is the result of discussions to which many interested citizens and groups contributed; now, therefore, it is

RESOLVED AND ORDERED that the attached document entitled Public

Involvement in Transportation Capital Improvement Program Development is hereby adopted to ensure and provide broader understanding of the opportunities for citizens of Washington County to participate in and be informed about Transportation Capital Improvement Program development in Washington County; and it is further

RESOLVED AND ORDERED that the County administration of Washington County provide copies of this Resolution and Order to the appropriate Department of Land Use and Transportation personnel, the Committee for Citizen Involvement for distribution through the Citizen Participation Organizations and to any requesting citizen or citizen association.

Dated this 25 day of Aug, 1993.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

	AYE	NAY	ABSENT
HAYS	X		
CHRISTY	X		
KATSION	X		
PETERS	X		
ROGERS	X		

Bonnie L. Hays
CHAIRMAN

Barbara Heitmanek
RECORDING SECRETARY

APPROVED AS TO FORM
Assistant County Counsel
For Washington County, Ore.

doc: cipr&o

Exhibit A

PUBLIC INVOLVEMENT IN TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM DEVELOPMENT

Rapid population growth is placing increasing demands on Washington County to provide additional capital transportation improvements. Because these demands exceed available funding resources, an improved program is needed to identify, prioritize, and program capital transportation projects that satisfy the most critical travel needs.

Since early 1993 the staff has been developing a public involvement process within a general Capital Improvement Program (CIP) structure that has involved discussions with citizen groups and four public workshops to receive comments from citizens. This exhibit describes the proposed public involvement process that is a product of these discussions. To facilitate an understanding of this process the following text is organized around the attached Public Involvement in Transportation Capital Improvement Program Development flow diagram which outlines the main program and staff support activities. Steps in this diagram are numbered to correspond with a more detailed CIP Process Description beginning on the next page.

DEFINITION AND PURPOSE OF THE CIP

The CIP will be a document which prioritizes and programs short-term capital transportation projects in unincorporated Washington County. The CIP will encompass a five year period and will be updated biennially. This document will be concerned with capital transportation projects which meet a minimum cost threshold and have longer life cycles than non-capital projects such as operational and maintenance projects.

BENEFITS OF A CIP

The benefits of having a CIP include:

1. Being able to guide community growth in a manner that is consistent with identified community goals and needs through the systematic improvement or expansion of transportation facilities.

2. Achieving optimum use of tax dollars through the development of a stable financial plan that provides for efficient government operation through intergovernmental and regional coordination and enhances opportunities to develop and take advantage of new funding resources.

3. Keeping the public informed about current and future transportation projects, including participation of citizens in development of the Capital Improvement Program and early detection of potential problems.

COMMITTEE STRUCTURE

There is one committee, the Capital Projects Committee (CPC), that will be involved in all major phases of preparation of the CIP. The Capital Projects Committee is a 14 person committee, with a composition of six (6) members from the Department of Land Use and Transportation (DLUT) and eight (8) citizen representatives. DLUT representation is from the divisions that are most deeply involved in the development and programming of transportation projects, and includes representatives from Planning, Capital Project Management, Engineering, Land Development, Operations, and Administration. Citizen representation includes four (4) members selected by the Committee for Citizen Involvement (CCI) and four (4) members (one from each Commission district) selected by the Washington County Board of Commissioners.

The CPC will be assisted by the CIP Coordinator from the Planning Division. The CIP Coordinator's primary responsibility is to ensure that the CIP is completed on schedule. Other duties will include notifying persons of the committee selection process, setting meeting agendas, preparing and distributing meeting materials, and conducting and maintaining records of the meetings. The CPC will have a citizen chairperson and committee actions will be by consensus, but a majority vote will resolve issues where consensus cannot be achieved. All minority views will be documented in the record of committee proceedings and the Committee will include minority opinions in the Committee's recommendations to the Planning Commission.

CIP PROCESS DESCRIPTION

1. Selection of Capital Projects Committee (CPC) Members

CPC members are selected by DLUT, the CCI, and the Board of Commissioners. A CPC chairperson is elected by the CPC.

Staff Support

Staff solicits candidates for the CPC.

2. CPC Defines Project Eligibility Criteria

Eligibility criteria are developed and refined by the CPC to determine which types of projects should be considered for further evaluation and possible inclusion in the CIP. The Washington County Transportation Plan provides the policy and strategy framework within which eligibility criteria are defined. Examples of such criteria could include 1) provision that the project meets the definition of capital project, and 2) the project does not conflict with existing plans, codes, or federal and state regulations. These eligibility criteria get the project into the CIP system and are not to be confused with priority ranking criteria which are used later in the CIP process to determine specific project priorities.

Staff Support

The staff's responsibility is to assist the CPC in developing the Project Eligibility Criteria by holding an initial brainstorming session to develop general ideas about criteria and to help in refining these ideas into a specific and workable set of criteria that is consistent with the policy and strategy framework of the Transportation Plan.

3. **Project Submittal Period Begins**

A two month project submittal period begins so that proposed projects can be submitted by citizens and public agencies.

Project submittal forms will be one page, requiring the submitter's name and address, a project description, location, and justification on one side of the form and the eligibility criteria explained on the other side.

Staff Support

Staff will be responsible for announcing the start of the project submittal period using a variety of methods, including press releases, community calendars, and notices to CPOs. These announcements will describe the overall CIP process, and the procedure for submitting a project proposal. Town hall meetings in the east and west parts of the county will be held early in the project submittal period to give citizens an opportunity to ask questions of staff and CPC members as well as obtaining project submittal forms.

4. **Project Submittal Period Ends**

The project submittal period ends after two months.

Staff Support

Staff compiles a mailing list of all project submitters and interested parties so they can be kept informed on the status of their projects and the Draft CIP.

5. **CPC Prepares Project Eligibility List**

The CPC receives project submittal summary forms from staff and determines which projects are eligible for further consideration. Lists of eligible and ineligible projects including the reason for ineligibility are prepared. All eligible projects will move on the next step of the process. Ineligible projects will be included in an appendix to the CIP as a record of the project's submittal and the CPC's action on that project.

Staff Support

The staff receives project submittal forms, applies eligibility criteria, and prepares initial summary lists of eligible and ineligible projects to facilitate review by CPC. Eligible and ineligible project lists are distributed to all project submitters and interested individuals.

6. **CPC Defines Project Priority Ranking System Second and Third Tier Criteria**

Second and third tier ranking criteria are to be developed by the CPC. First tier prioritization criteria, based on project timing, functional classification, and project type have already been developed for auto-oriented projects in the Transportation Plan. These criteria will be used to prepare first tier rankings of all auto-oriented projects. However, first tier criteria tend to assign more than one project to the same priority ranking. Therefore, a second tier of ranking criteria is needed to obtain a more discrete ranking of projects within the first tier rankings. For auto-

oriented projects this criteria could consist of specific measures of capacity deficiency, safety, and road condition.

Non-auto oriented projects such as bike, pedestrian, and transit projects are not addressed by first tier criteria. It is difficult to develop a single set of criteria that is effective in ranking both auto-oriented and non-auto oriented projects. An attempt will be made to develop a single priority ranking for auto and non-auto projects, but separate priority ranking criteria may need to be developed for auto and non-auto oriented projects.

Third tier ranking criteria will allow further refinement in the priority rankings. These criteria could include some form of benefit/cost measure that identifies projects that will provide the most benefit with the least cost.

Staff Support

Staff responsibility will involve researching and assisting in the development of auto and non-auto oriented priority ranking criteria.

7. **CPC Completes First and Second Tier Priority Ranking of All Eligible Projects**

The CPC reviews project rankings based on first and second tier criteria.

Staff Support

Staff prepares priority rankings using first and second tier criteria and distributes them to persons on the mailing list.

8. **CPC Makes Initial Determination of Funding Allocation**

The CPC establishes criteria for and makes an initial determination of the percentage of total discretionary funding allocated by mode and determines the number of projects that can reasonably expect to be funded by modal category.

Staff Support

Staff estimates future revenues and provides an indication of how many projects can be expected to be funded within each mode.

9. **Board of County Commissioners Reviews and Acts on Initial Funding Allocation**

The criteria and the initial percentage for allocation of funding by mode are submitted for review and possible adjustment by the Board of Commissioners.

Staff Support

Staff submits project priority list based on initial CPC funding allocation to Board of Commissioners for review and action.

10. CPC Selects Projects Equal to Some Multiple of Revenue Allocation for Third Tier Ranking

The CPC then selects an overprogramming factor for the purpose of increasing the number of projects to be evaluated using third tier priority ranking criteria.

Staff Support

Staff assists in determining the overprogramming factor and the number of projects to be evaluated using third tier criteria.

11. CPC Develops Draft CIP and Holds Open House for Public Review

The CPC reviews third tier priority rankings and prepares the Draft CIP. The Draft CIP may also contain CPC recommendations concerning the appropriate level of public involvement to be used for each project during project development. The CPC hosts an open house for the public to discuss the Draft CIP once it is complete. This is an opportunity for citizens to ask questions about the draft prior to the formal hearings process.

Staff Support

Third tier priority ranking criteria are applied to the list of overprogrammed projects to generate a final technical ranking of projects. Refined cost and funding availability data are applied to the priority list to produce a programmed priority ranking of projects and a Draft CIP. Staff distributes the final list of project rankings or the entire Draft CIP to project submitters and interested individuals.

12. CPC Requests Evaluation of Possible Amendments to Transportation Plan

Upon completion of the Draft CIP there may be projects that have been identified through this process that the CPC feels need to be added to or amended in the Transportation Plan. At this point the CPC may request that the staff evaluate and forward these possible amendments into the Transportation Plan amendment process.

Staff Support

Transportation Plan amendments will not be evaluated within the CIP process and must be processed following existing plan amendment procedures. The ability to process Code or Plan amendments is dependent upon work program priorities established by the Board of County Commissioners and available resources.

13. Washington County Transportation Coordinating Committee (WCTCC) Reviews Draft CIP

The Draft CIP is reviewed by the WCTCC for compatibility with projects underway or being developed within other local jurisdictions in Washington County.

Staff Support

Present the Draft CIP, as part of its ongoing informal CIP review and coordination activities with

Washington County jurisdictions , as an informational item at the monthly meeting of the WCTCC Technical and Policy groups.

14. Draft CIP Review/Hearing(s) by Planning Commission

The Planning Commission receives the Draft CIP and holds one or more public hearings before formulating its recommendation to the Board of Commissioners. There will be separate notices for the Planning Commission and Board of Commissioners meetings.

Staff Support

The staff prepares a staff report on the Draft CIP and provides support during the Planning Commission hearings.

15. CPC Reviews Planning Commission Recommendations on Draft CIP

The CPC reviews Planning Commission recommendations and may develop a response for hearings with the Board of County Commissioners.

Staff Support

Staff assists the CPC in preparing any response for Board of County Commissioners hearings.

16. Draft CIP to Board of Commissioners for Hearing(s)/Action

The Board of Commissioners considers the Draft CIP, Planning Commission and staff recommendations and holds one or more public hearings before taking action.

Staff Support

Staff prepares a staff report about the Draft CIP for the Board of Commissioners.

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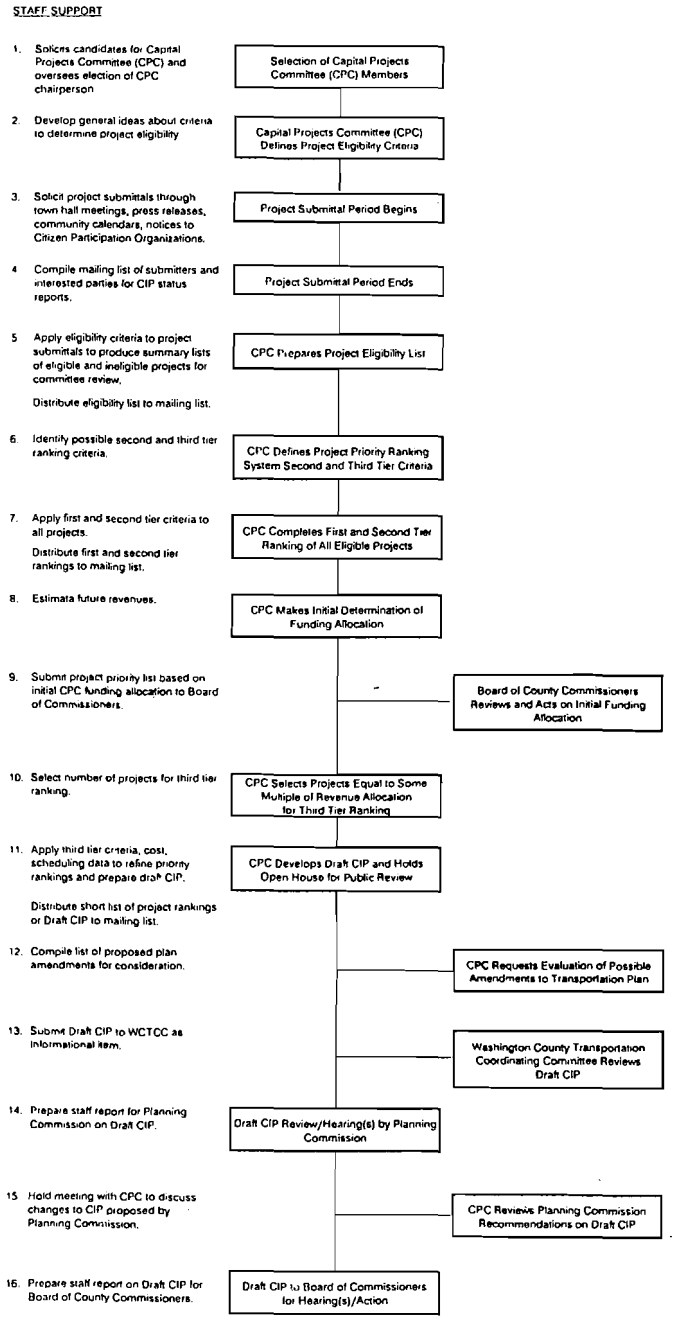
STAFF SUPPORT
1. Solicits candidates for Capital Projects Committee (CPC) and oversees election of CPC chairperson
Selection of Capital Projects Committee (CPC) Members
2. Develop general ideas about criteria to determine project eligibility
Capital Projects Committee (CPC) Defines Project Eligibility Criteria
3. Solicit project submittals through town hall meetings, press releases, community calendars, notices to Citizen Participation Organizations.
Project Submittal Period Begins
4 Compile mailing list of submitters and interested parties for CIP status reports.
Project Submittal Period Ends
5 Apply eligibility criteria to project submittals to produce summary lists of eligible and ineligible projects for committee review.
Distribute eligibility list to mailing list.
CPC Prepares Project Eligibility List
6. Identify possible second and third tier ranking criteria.
CPC Defines Project Priority Ranking System Second and Third Tier Criteria
7. Apply first and second tier criteria to all projects.
Distribute first and second tier rankings to mailing list.
CPC Completes First and Second Tier Ranking of All Eligible Projects
8. Estimata future revenues.
CPC Makes Initial Determination of Funding Allocation
9. Submit project priority list based on initial CPC funding allocation to Board of Commissioners.
Board of County Commissioners Reviews and Acts on Initial Funding Allocation
10. Select number of projects for third tier ranking.
CPC Selects Projects Equal to Some Multiple of Revenue Allocation for Third Tier Ranking
11. Apply third tier criteria, cost, scheduling data to refine priority rankings and prepare draft CIP.
Distribute short list of project rankings or Draft CIP to mailing list.
CPC Develops Draft CIP and Holds Open House for Public Review
12. Compile list of proposed plan amendments for consideration.
CPC Requests Evaluation of Possible Amendments to Transportation Plan
13. Submit Draft CIP to WCTCC as informational item.
Washington County Transportation Coordinating Committee Reviews Draft CIP
14. Prepare staff report for Planning Commission on Draft CIP.
Draft CIP Review/Hearing(s) by Planning Commission
15. Hold meeting with CPC to discuss changes to CIP proposed by Planning Commission.
CPC Reviews Planning Commission Recommendations on Draft CIP
16. Prepare staff report on Draft CIP for Board of County Commissioners.
Draft CIP to Board of Commissioners for Hearing(s)/Action

X. APPENDIX E - UNIT COST ESTIMATES AND ODOT PROJECT LIST

TABLE E-1. UNIT COST ESTIMATES

Improvement	Road Functional Classification (Cost per road type)							
	Urban Major Arterial	Rural Major Arterial	Urban Minor Arterial	Rural Minor Arterial	Urban Major Collector	Rural Major Collector	Urban Minor Collector	Rural Minor Collector
Through Travel Lane 14 ft. wide ($/linear ft.)	$145.00	$118.00	$145.00	$118.00	$125.00	$97.00	$120.00	$93.00
Left Turn Lane @ Intersection 100' storage length, 14' wide	$82,340.00	$72,780.00	$82,340.00	$72,780.00	$69,800.00	$59,750.00	$67,010.00	$57,420.00
Right Turn Lane @ Intersection 100' storage length, 14' wide	$33,980.00	$31,360.00	$33,980.00	$31,360.00	$28,500.00	$25,750.00	$27,370.00	$24,740.00
Continuous Left Turn Lane 14 ft. wide ($/linear ft.)	$77.00	$77.00	$77.00	$77.00	$60.00	$60.00	$54.00	$54.00
Widen Paved Shoulder 1 ft. wide ($/linear ft.)	$6.65	$6.65	$6.65	$6.65	$5.15	$5.15	$4.60	$4.60
Widen Existing Lane 1 ft. wide ($/linear ft.)	$6.65	$6.65	$6.65	$6.65	$5.15	$5.15	$4.60	$4.60
Bike Lane Both Sides 5 ft. wide ($/linear ft.)	$80.00	$80.00	$80.00	$80.00	$62.00	$62.00	$56.00	$56.00
Bus Turnout 50' length	$26,750.00	$25,440.00	$26,750.00	$25,440.00	$22,260.00	$20,900.00	$21,390.00	$20,070.00
Raised Median 10 ft. wide ($/linear ft.)	$28.00							
Curb & Gutter Both Sides ($/linear ft.)	$22.00							
Concrete Sidewalk Both Sides ($/linear ft.)	$30.00							
A/C Pedestrian Path Both Sides 5 ft. wide ($/linear ft.)	$22.00							
A/C Bike & Pedestrian Path 10 ft. wide ($/linear ft.)	$44.00							
New Traffic Signal	$110,615.00							
Traffic Signal Upgrade	$38,315.00							

(1) Estimates reflect total project costs including contingency but excluding ROW costs

Source: Washington County Department of Land Use and Transportation, Engineering Division

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TABLE E-2. OREGON DEPT. OF TRANSPORTATION PROJECTS IN WASHINGTON COUNTY (1)

ODOT PROJECT ID	ROAD NAME	SEGMENT	PROJECT DESCRIPTION
	CONSTRUCTION PROJECTS (2)		
06968	112TH	BARNES TO CORNELL	CONTRUCT A BIKE/PED PATH
07045	ALLEN	141ST TO MENLO	WIDEN ROAD & ADD CENTER TURN LANE
06711	ALLEN/WESTERN	ALLEN @ WESTERN	WIDEN & RESTRIPE FOR LEFT TURN LANE
06029	BOONES FERRY	LOWER BOONES FERRY TO TUALATIN-SHERWOOD	CONSTRUCT BIKEWAY
07261	CEDAR HILLS	PARKWAY TO BUTNER	PROVIDE BIKE LANES AND SIDEWALKS
07249	CEDAR CANYON RD	DAIRY CREEK BRIDGE #671288	REPLACE STRUCTURE
06758	FANNO CREEK BIKEPATH	DENNY TO ALLEN	EXTEND BIKEWAY TRAIL
03279	FARMINGTON	172ND TO MURRAY	WIDEN TO 4 LANES WITH CONTINUOUS CENTER TURN LANE
06336	GOLF COURSE RD	TUALATIN RIVER OVERFLOW BRIDGE #671244	REPLACE STRUCTURE
07263	GRANT STREET	FANNO CREEK BRIDGE #67T003	REPLACE STRUCTURE
07248	GREENVILLE RD	DAIRY CREEK BRIDGE #671286	REPLACE STRUCTURE
07579	HALL	@ LOCUST RD	WIDEN FOR RESTRIPING & REPOSITION SIGNAL HEADS
04640	HALL	HWY. 99W TO MCDONALD ST	CONSTRUCT BIKEWAY
03611	HALL	@ WASHINGTON DRIVE	CONSTRUCT LEFT TURN REFUGE
06028	HALL	SPTC RR CROSSING TO GREENBURG	CONSTRUCT BIKEWAY
05302	HWY. 219	FARMINGTON TO SCHOLLS	OVERLAY ROAD
08239	HWY. 26	NW 185TH SOUNDWALL	CONSTRUCT SOUNDWALL
07298	HWY. 26	ROCK CREEK TO EVERGREEN PKY.	CONSTRUCT A BIKE/PED PATH
07968	HWY. 26	SUNSET TRANSIT CENTER	CONSTRUCT BIKE/PED OVERPASS ACROSS HWY. 26
08008	HWY. 26	CAMELOT/SYLVAN INTERCHANGE (PHASE I)	REPLACE STRUCTURE & REALIGN STREETS
08106	HWY. 26	GOLF CREEK SECTION (PHASE 3)	PLANT TREES & SHRUBS
08107	HWY. 26	GOLF CREEK SECTION (PHASE 4)	PLANT TREES & SHRUBS
08009	HWY. 26	CAMELOT/SYLVAN INTERCHANGE (PHASE 2)	ADD ONE LANE & BUILD COLLECTOR/DISTRIBUTOR SYSTEM
08105	HWY. 26	GOLF CREEK SECTION (PHASE 2)	INSTALL LANDSCAPE IRRIGATION
04364	HWY. 47	COUNCIL CREEK TO QUINCE	REROUTE HWY. EAST OF FOREST GROVE
07961	HWY. 99W	@ FISCHER RD	BUILD BUS BYPASS LANE
07962	HWY. 99W	@ TIGARD CINEMA	CONSTRUCT BUS PULLOUT & REPLACE LOOP DETECTORS
07156	HWY. 99W	TUALATIN RIVER BRIDGE TO KRUGER RD	OVERLAY
08236	I-5	STAFFORD INTERCHANGE	RECONSTRUCT INTERCHANGE
07975	I-5	PACIFIC HWY. @ HWY. 217/KRUSE WAY (UNIT 1)	RECONSTRUCT RAMPS & LANE CONFIGURATIONS
06760	OREGON ELECTRIC RR	OREGON ELECTRIC RIGHT-OF-WAY	CREATE BIKE/PED SYSTEM
06903	PEDESTRIAN ENHANCEMENTS	VARIOUS STREETS	EVALUATE TRANSIT CORRIDORS FOR IMPROVEMENTS
04440	SCHOLLS HWY.	SCHOLLS @ BEEF BEND	REALIGN SCHOLLS & ADD LEFT TURN LANE
07965	T.V. HWY.	@ ESPLANADE CENTER	WIDEN HWY. & MOVE BUS STOP
06131	T.V. HWY.	117TH TO 110TH	WIDEN ROAD, RELOCATE SIGNAL, RAISE MEDIAN

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TABLE E-2. OREGON DEPT. OF TRANSPORTATION PROJECTS IN WASHINGTON COUNTY (1)

ODOT PROJECT ID	ROAD NAME	SEGMENT	PROJECT DESCRIPTION
07264	TIEDEMAN	FANNO CREEK BRIDGE #67T005	REPLACE STRUCTURE
07158	WILSON RIVER HWY.	MP 37.0 TO 51.0	OVERLAY & PATCH
06976	VARIOUS LOCATIONS	BANKS/VERNONIA STATE PARK	GRADE & PAVE PED/BIKE TRAIL
	OTHER PROJECTS (3)		
06508	FARMINGTON	209TH TO 172ND	WIDEN TO 4 LANES WITH CONTINUOUS CENTER TURN LANE
01518	HWY. 47	BANKS SOUTH CITY LIMITS TO FOREST GROVE NORTH CITY LIMITS	WIDEN & REALIGN ROAD
06010	HWY. 217	HWY. 217 NORTHBOUND OFF-RAMP @ SCHOLLS	WIDEN FOR LEFT TURN LANE
04357	HWY. 217	T.V. HWY. TO 72ND	BUILD ADDITIONAL TRAVEL & AUXILIARY LANES
06025	HWY. 217	HWY. 26 TO T.V. HWY.	WIDEN STRUCTURE & HWY. NORTHBOUND, COMPLETE RAMP WORK
08240	HWY. 219	FARMINGTON TO SCHOLLS	RECONSTRUCT ROAD AND STRUCTURES
06021	HWY. 26	MURRAY TO HWY. 217	WIDEN ROAD TO 6 LANES & ADD BRAIDED RAMPS FROM HWY. 217
06018	HWY. 26	HWY. 217 TO CAMELOT INTERCHANGE	ADD LANE EASTBOUND, NOISE WALLS, CLOSE LOCAL ACCESS
08132	HWY. 26	CAMELOT/SYLVAN INTERCHANGE (PHASE 3)	ADD THIRD LANES & REPLACE CANYON RD CROSSING
05329	HWY. 26	MP 47.0 TO MP 48.5	CONSTRUCT CONTINUOUS LEFT TURN LANE
08256	I-5	HWY. 99W @ HWY. 217/KRUSE WAY (UNIT 2)	RECONSTRUCT RAMPS & LANE CONFIGURATIONS
05859	T.V. HWY.	160TH TO 117TH	REPLACE CURBS & SIDEWALKS, OVERLAY, ADD BIKE LANES
05124	WESTERN BYPASS	HWY. 26 TO HWY. 99W	DEVELOP MAJOR INVESTMENT STUDY

(1) PROJECTS ARE SCHEDULED THROUGH ODOT STATEWIDE TRANSPORTATON IMPROVEMENT PROGRAM (STIP) PROCESS. FOR CURRENT PROJECT STATUS CONTACT ODOT OFFICES.

(2) PROJECTS APPROVED FOR CONSTRUCTION BETWEEN OCT. 1, 1995 AND SEPT. 30, 1998.

(3) PROJECTS APPROVED FOR DEVELOPMENT (I.E., PLANS, SPECIFICATIONS, ESTIMATES), RIGHT-OF-WAY, COMPLETED THROUGH ENVIRONMENTAL DOCUMENT (INCLUDING PRELIM. ENGINEERING, PROJECT DEFINITION, PUBLIC HEARINGS, PRELIM. DESIGN), OR STUDY OF FUTURE FEASIBILITY.

SOURCE: PRELIMINARY STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM, 1996-1998, OREGON DEPT. OF TRANSPORTATION, JUNE 1995.

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ADMINISTRATIVE STAFF

John Rosenberger, Director
Department of Land Use and Transportation
Kathy Lehtola, Deputy Director
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Jerry Green, Administration Division Manager
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Mike Maloney, Operations Division Manager
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PROJECT STAFF

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WASHINGTON COUNTY
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
NOTIFICATION/COMMENT FORM

___ Yes, I would like to be notified of the next project submittal period when the CIP is updated within the next two years.

Name:_____

Address:_____

_____

Comments on the current CIP or CIP process:

Please mail or FAX completed form to:
Clark Berry, Washington County DLUT
155 N. First Ave., Suite 350-14, Hillsboro, OR 97124
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TABLE B-1. AUTO, TRANSIT, OR MULTI-MODAL PROJECT PRIORITIES AND RANKINGS

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (1) (32 PTS.)	A (1) ACCIDENTS (25 PTS.)	B HAZ. COND. POT. (20 PTS.)	C TRAN. ACC. (20 PTS.)	D NET. CONN. (10 PTS.)	E CONG. REL. (15 PTS.)	F GOODS MOVE. (5 PTS.)	G EQUITY (5 PTS.)	TIER 2 TOT. (100 PTS.)	TIER 1+2 TOT. (132 PTS.)	PROJECT COST	BENEFIT/ COST RATIO (1)	TIER 3 (45 PTS.)	TOTAL PTS. (177 PTS.)	PRIORITY
380	MURRAY BL	SCIENCE PARK DR TO CORNELL RD	30	20	8	20	10	15	0	1	74	104	$428,727	1.73	45	149	1
358	170TH AV	ALEXANDER ST TO MERLO DR	30	20	6	20	10	15	5	3	81	111	$1,999,144	0.41	25	136	2
117	BASELINE RD	185TH AV TO 216TH AV (5 LANES)	30	25	12	13	10	15	5	5	85	115	$4,369,863	0.20	15	130	3
394	185TH AV	TAMARACK DR TO SPRINGVILLE RD	27	20	12	20	4	0	5	0	61	88	$576,004	1.06	40	128	4
157	185TH AV	BANY RD TO FARMINGTON RD	25	20	12	20	6	0	0	1	59	84	$515,214	1.15	40	124	5
398	WALKER RD	HWY 217 TO CEDAR HILLS BL	30	25	4	3	4	12	0	5	53	83	$895,147	0.59	35	118	6
34	185TH AV	FARMINGTON RD TO BLANTON ST	27	25	4	20	10	0	5	5	69	96	$3,292,108	0.21	20	116	7
382	OLESON RD	HALL BL TO B-H HWY	27	25	4	13	10	7	5	5	69	96	$2,396,134	0.29	20	116	7
51	BETHANY BL	BRONSON RD TO WEST UNION RD	22	25	12	13	6	0	0	1	59	81	$775,461	0.76	35	116	7
492	CORNELL RD	MULTNOMAH CO L TO 107TH AV	30	20	8	3	6	12	0	1	50	80	$1,066,482	0.47	30	110	10
533	CORNELL RD	114TH AV TO MURRAY BL	30	25	8	3	10	15	0	3	64	94	$3,404,189	0.19	15	109	11
3	WESTERN BYPASS (2)	I-5 TO SUNSET HWY	24	25	12	20	10	7	5	5	84	108	$304,664,853	0.00	0	108	12
81	CORNELL RD	BETHANY BL TO 179TH AV	23	25	0	13	10	0	5	5	58	81	$1,606,702	0.36	25	106	13
518	216TH AV	BASELINE RD TO CORNELL RD	27	25	12	20	4	0	5	5	71	98	$5,385,060	0.13	5	103	14
7	GLENCOE RD	LINCOLN ST TO EVERGREEN RD	19	0	8	20	6	0	5	3	42	61	$412,680	1.02	40	101	15
389	WEST UNION RD	143RD AV TO 185TH AV	27	25	12	3	10	0	0	3	53	80	$2,516,896	0.21	20	100	16
464	197TH AV	ROCK RD TO BASELINE RD	25	20	8	3	6	0	0	3	40	65	$463,188	0.86	35	100	16
547	RIVER RD	FARMINGTON RD TO ROSEDALE RD	27	20	16	0	2	0	5	0	43	70	$1,027,484	0.42	30	100	16
380	BARNES RD	MULTNOMAH CO L TO MILLER RD	30	20	4	3	4	12	0	1	44	74	$1,202,590	0.37	25	99	19
85	CORNELIUS PASS RD	@ ROCK CREEK BL	23	0	16	3	4	0	5	1	29	52	$192,955	1.50	45	97	20
130	198TH AV	FARMINGTON RD TO TV HWY	27	20	12	3	8	0	0	5	48	75	$2,283,300	0.21	20	95	21
82	BARNES RD	MILLER RD TO 87TH AV	30	20	4	3	6	12	0	5	50	80	$2,482,429	0.20	15	95	21
438	174TH AV	@ PARK VIEW DR	25	20	0	3	1	0	0	0	24	49	$116,103	2.07	45	94	23
91	209TH AV	FARMINGTON RD TO TV HWY	27	25	12	3	6	0	1	5	54	81	$3,009,519	0.16	10	91	24
204	205TH/206TH AV	@ QUATAMA RD & RR TRACKS	17	0	20	17	1	0	0	1	39	56	$500,000	0.76	35	91	24
493	LEAHY RD	BARNES RD TO LEAHY TR	25	20	8	3	4	0	0	5	40	65	$1,199,604	0.33	25	90	26
92	ROSEDALE RD	209TH AV TO RIVER RD	17	20	16	0	4	0	0	0	40	57	$907,938	0.44	30	87	27
17	GARDEN HOME RD/ 92ND AV	OLESON RD TO ALLEN BL	30	25	8	3	4	7	0	3	50	80	$3,966,452	0.13	5	85	28
38	198TH/197TH AV	FARMINGTON RD TO BASELINE RD	25	25	8	3	8	0	0	5	49	74	$2,901,972	0.17	10	84	29
437	CORNELIUS PASS RD	@ WEST UNION RD	23	0	16	3	1	0	5	0	25	48	$439,975	0.57	35	83	30
362	WALKER RD	MAYFIELD RD TO MURRAY BL	28	25	4	3	4	11	0	5	52	78	$4,600,000	0.11	0	78	31
459	CORNELL RD/10TH AV	ARRINGTON RD TO OAK ST	23	0	0	13	10	0	5	5	33	56	$1,134,034	0.29	20	76	32
355	MURRAY BL	FARMINGTON RD TO TERMAN RD	23	0	8	20	10	0	5	5	48	71	$5,647,686	0.09	0	71	33
509	NYBERG RD	65TH AV TO I-5	22	0	8	3	2	7	5	1	26	48	$920,504	0.25	20	68	34
95	WALKER RD	186TH AV TO 185TH AV	22	0	8	3	10	15	0	3	39	61	$2,951,491	0.13	5	66	35
452	LEAHY RD	84TH AV TO TAYLOR ST	25	20	4	3	1	0	0	5	33	58	$2,228,675	0.15	5	63	36
489	JENKINS RD	BRIGGS ST TO 158TH AV	22	0	8	13	4	0	5	5	35	57	$2,739,011	0.13	5	62	37
388	BROOKWOOD AV	TV HWY TO BASELINE RD	17	0	8	20	10	0	0	3	41	58	$6,772,000	0.06	0	58	38
619	LAURELWOOD AV/NICOLE RD	@ SCHOLLS FERRY RD	27	0	8	3	4	0	5	5	20	47	$1,500,000	0.13	5	52	39
77	SCHOLLS-SHERWOOD RD	HWY 99W TO SCHOLLS FERRY RD	19	0	16	3	4	0	5	1	29	48	$4,571,562	0.06	0	48	40
	NON-PRIORITIZED PROJECTS (3)																
456	SCHOLLS FERRY RD	HWY 219 TO RAINBOW LN	19	0	20	0	1	0	5	0	26	45					
510	TUALATIN-SHERWOOD RD	I-5 TO 90TH AV	22	0	8	3	4	0	5	3	23	45					
501	SCHOLLS FERRY RD	ALLEN BL/92ND AV TO MARJORIE LN	22	0	0	3	2	7	5	5	22	44					
384	GALES CREEK RD	@ THATCHER RD	23	0	12	0	1	0	5	3	21	44					
389	198TH AV	@ OAK ST	25	0	12	3	2	0	0	1	18	43					
388	OLD SCHOLLS FERRY RD	MURRAY BL TO SCHOLLS FERRY REALIGNMENT	23	0	4	3	4	0	5	3	19	42					
8	JACKSON SCHOOL RD	KATHRYN ST TO EVERGREEN RD	17	0	12	0	6	0	0	5	23	40					
119	WEIR RD	170TH AV TO 175TH AV	18	0	20	0	1	0	0	0	21	39					
549	RIVER RD	HILLSBORO E CITY LIMITS TO ROOD BRIDGE RD	19	0	8	0	4	0	5	3	20	39					
379	CORNELIUS PASS RD	HWY 26 TO WEST UNION RD	23	0	0	3	4	0	5	3	15	38					
426	209TH AV	@ FARMINGTON RD	28	0	8	0	1	0	1	0	10	38					
678	TAYLORS FERRY EXT	WASHINGTON DR TO OLESON RD	18	0	0	10	4	0	0	5	19	37					
414	SUNSET BL	@ LADD HILL RD	19	0	16	0	1	0	0	1	18	37					

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TABLE B-1. AUTO, TRANSIT, OR MULTI-MODAL PROJECT PRIORITIES AND RANKINGS

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (1) (32 PTS.)	A (1) ACCIDENTS (25 PTS.)	B HAZ. COND. POT. (20 PTS.)	C TRAN. ACC. (20 PTS.)	D NET. CONN. (10 PTS.)	E CONG. REL. (15 PTS.)	F GOODS MOVE. (5 PTS.)	G EQUITY (5 PTS.)	TIER 2 TOT. (100 PTS.)	TIER 1+2 TOT. (132 PTS.)	PROJECT COST	BENEFIT/ COST RATIO (1)	TIER 3 (45 PTS.)	TOTAL PTS. (177 PTS.)	PRIORITY
413	MIDWAY RD	@ RAYNARD RD	19	0	16	0	1	0	0	0	17	36					
372	WALKER RD	@ 163RD AV	22	0	8	3	2	0	0	0	13	35					
453	87TH AV	FAIRWAY DR TO BRENTWOOD DR	17	0	8	3	2	0	0	3	16	33					
449	THOMPSON RD	WEST OF SALTZMAN RD	19	0	12	0	1	0	0	0	13	32					
376	198TH AV	@ BUTTERNUT ST	17	0	8	3	1	0	0	3	15	32					
397	WALKER RD	CANYON RD TO HWY 217	16	0	8	3	2	0	0	1	14	32					
412	WREN RD	@ GLENCOE RD	19	0	12	0	1	0	0	0	13	32					
416	HERMANN RD	@ CIPOLE RD	17	0	12	0	1	0	0	1	14	31					
391	WALNUT ST	@ TIEDEMAN RD	16	0	8	3	1	0	0	0	12	30					
423	GRABHORN RD	3000' NORTH OF TILE FLAT RD	17	0	12	0	1	0	0	0	13	30					
425	GRABHORN RD	5000' NORTH OF TILE FLAT RD	17	0	12	0	1	0	0	0	13	30					
442	BUTNER RD	EAST OF MURRAY BL	18	0	0	3	4	0	0	5	12	30					
451	LEAHY RD	LEAHY TR TO OAK ST	17	0	8	3	1	0	0	1	13	30					
390	LEAHY RD	@ 107TH AV	17	0	8	3	1	0	0	1	13	30					
13	WITCH HAZEL RD	RIVER RD TO TV HWY	17	0	0	3	10	0	0	0	13	30					
375	80TH AV	@ CEDARCREST ST	17	0	8	3	1	0	0	1	13	30					
373	WALKER RD	@ FAR VISTA ST	19	0	4	3	0	0	0	3	10	29					
368	SALTZMAN RD	@ THOMPSON RD	17	0	8	0	1	0	0	1	10	27					
154	BANY RD	170TH AV TO 185TH AV	17	0	0	0	6	0	0	3	9	26					
429	ROCK RD	@ 196TH AV	17	0	0	3	1	0	0	3	7	24					
465	ROCK RD	198TH AV TO 201ST AV	17	0	0	3	1	0	0	3	7	24					
377	ALEXANDER ST	@ 174TH AV	17	0	0	3	1	0	0	0	4	21					
11	NEW FACILITY	HWY 219 TO SCHOLLS-SHERWOOD RD	19	0	0	0	1	0	0	0	1	20					

(1) SPECIFIC CRITERIA DESCRIBED IN TABLE A-1, A-2, A-3
(2) PROJECT LISTED AS SUBMITTED, BUT FINAL PROJECT OR LIST OF PROJECTS WILL BE BASED ON THE WESTERN BYPASS MAJOR INVESTMENT STUDY AND THE UPDATE OF THE REGIONAL TRANSPORTATION PLAN.
(3) ONLY THE 40 HIGHEST SCORING PROJECTS BASED ON COMBINED TIER 1 PLUS TIER 2 SCORES WERE RANKED IN TIER 3 AND PRIORITIZED

TABLE B-2. BICYCLE PROJECT PRIORITIES

ID	Project Name	Project Limits	A* Haz. Cond. Pot. (44 pts)	B Tran. Acc. (10 pts)	C Net. Conn. (20 pts)	D Act. Cent. (15 pts)	E Equity (10 pts)	Tier 2 Tot. (99 pts)	Project Cost	Benefit/ Cost Ratio	Tier 3 (36 pts)	Total Pts. (135 pts)	Priority
143	CORNELIUS PASS RD	HWY 26 TO WEST UNION RD	35	10	8	15	2	70	$344,200	2.03	28	98	1
406	158TH AV	WALKER RD TO JENKINS RD	17	10	20	15	2	64	$270,640	2.37	32	96	2
57	BARNES RD	MILLER RD TO LEAHY RD	17	10	8	15	10	60	$198,520	3.02	36	96	2
52	185TH AV	WEST UNION RD TO SPRINGVILLE RD	26	10	2	15	0	53	$126,440	4.19	36	89	4
144	CORNELL RD	BETHANY BL TO 179TH AV	17	3	20	15	10	65	$436,880	1.49	20	85	5
541	BARNES RD	BURNSIDE ST TO LEAHY RD	17	10	8	15	10	60	$329,600	1.82	24	84	6
56	143RD AV	CORNELL RD TO WEST UNION RD	26	3	8	15	2	54	$266,290	2.03	28	82	7
411	WALKER RD	173RD AV TO STUCKI BL	17	3	20	15	6	61	$542,120	1.13	20	81	8
145	WALKER RD	173RD AV TO 185TH AV	17	3	20	15	2	57	$299,960	1.90	24	81	8
403	DENNEY RD	SCHOLLS FERRY RD TO BEAVERTON CITY LIMITS	17	3	8	15	2	45	$209,040	2.15	32	77	10
398	198TH AV	FARMINGTON RD TO TV HWY	26	3	8	15	6	58	$606,276	0.96	16	74	11
399	198TH AV	TV HWY TO ROCK RD	17	10	8	15	0	50	$283,030	1.77	24	74	11
408	87TH/BIRCHWOOD/82ND	CANYON RD TO SCHOLLS FERRY RD	17	3	8	15	6	49	$482,608	1.02	20	69	13
401	209TH AV	FARMINGTON RD TO JOHNSON ST	26	3	2	15	10	56	$781,138	0.72	12	68	14
544	LEAHY RD/107TH AV	BARNES RD TO CORNELL RD	17	3	8	15	10	53	$720,564	0.74	12	65	15
74	209TH AV	FARMINGTON RD TO TV HWY	26	3	2	15	6	52	$685,840	0.59	8	60	16
54	WEST UNION RD	143RD AV TO CORNELIUS PASS RD	26	3	8	15	6	58	$1,649,360	0.35	0	58	17
61	CORNELL RD	MULTNOMAH CO L TO MURRAY RD	17	3	8	15	10	53	$1,062,120	0.50	4	57	18
407	MERLO RD	JENKINS RD TO 170TH AV	0	10	8	15	2	35	$266,640	1.31	20	55	19
64	SCHOLLS FERRY RD	MULTNOMAH CO L TO HALL BL	0	3	8	15	10	36	$484,800	0.74	16	52	20
65	WALKER RD	CANYON RD TO CEDAR HILLS BL	8	3	8	15	6	40	$567,535	0.71	12	52	20
135	ZION CHURCH RD	GLENCOE RD TO KERKMAN RD	35	0	2	10	0	47	$871,360	0.54	4	51	22
63	SALTZMAN RD	CORNELL RD TO THOMPSON RD	17	3	2	15	6	43	$733,280	0.59	8	51	22
124	CORNELIUS PASS RD	WEST UNION RD TO COUNTY LINE	26	3	2	15	0	46	$958,400	0.48	4	50	24
68	RIVER RD	SCHOLLS FERRY RD TO ROSEDALE RD	35	0	8	5	0	48	$1,882,320	0.26	0	48	25
75	GRABHORN RD/ TILE FLAT RD	SCHOLLS FERRY RD TO FARMINGTON RD	26	0	2	15	0	43	$1,211,728	0.36	0	43	26
53	KAISER RD	WEST UNION RD TO SPRINGVILLE RD	26	0	2	5	0	33	$575,577	0.57	8	41	27

* SPECIFIC CRITERIA DESCRIBED IN TABLE A-3

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TABLE B-3. PEDESTRIAN PROJECT PRIORITIES

ID	Project Name	Project Limits	A* Haz. Cond. Pot. (44 pts)	B Tran. Acc. (10 pts)	C Net. Conn. (20 pts)	D Act. Cent. (15 pts)	E Equity (10 pts)	Tier 2 Tot. (99 pts)	Project Cost	Benefit/ Cost Ratio	Tier 3 (36 pts)	Total Pts. (135 pts)	Priority
109	SALTZMAN RD	MARSHALL ST TO DOGWOOD ST	26	3	20	15	6	70	$30,615	22.87	36	106	1
193	170TH AV	ALEXANDER TO MERLO DR	35	10	20	15	6	86	$235,125	3.66	16	102	2
199	198TH/197TH AV	FARMINGTON RD TO BASELINE RD	35	10	20	15	10	90	$429,840	2.09	8	98	3
191	CORNELL RD	BETHANY BL TO 173RD AV	26	3	20	15	2	66	$57,510	11.48	32	98	3
197	185TH AV	BANY RD TO FARMINGTON RD	26	3	20	15	0	64	$54,330	11.78	32	96	5
137	WEST UNION RD	174TH AV TO 185TH AV	26	3	20	15	0	64	$51,360	12.46	32	96	5
71	185TH AV	WESTVIEW HIGH SCHOOL TO WEST UNION RD	26	3	8	15	2	54	$41,940	12.88	32	86	7
190	KINNAMAN RD	FARMINGTON RD TO 198TH AV	17	3	20	15	10	65	$127,035	5.12	20	85	8
196	209TH AV	FARMINGTON RD TO JOHNSON ST	26	3	20	15	10	74	$346,470	2.14	8	82	9
50	119TH AV	CORNELL TO MCDANIEL	17	3	20	15	2	57	$102,735	5.55	24	81	10
42	LAURELWOOD AV	B-H HWY TO BIRCHWOOD RD	17	3	20	15	6	61	$119,010	5.13	20	81	10
201	160TH AV	BLANTON ST TO TV HWY	0	3	20	15	2	40	$15,705	25.47	36	76	12
189	185TH AV	KINNAMAN RD TO BLANTON ST	8	3	8	15	6	40	$38,130	10.49	32	72	13
118	MINTER BRIDGE RD	RIVER RD TO MORGAN RD	26	0	2	15	6	49	$121,335	4.04	16	65	14
44	SCHOLLS FERRY RD	@ MONTCLAIR DR	0	3	20	15	6	44	$128,615	3.42	16	60	15
40	87TH AV	BIRCHWOOD RD TO CANYON RD	8	3	8	15	0	34	$59,565	5.71	24	58	16
192	CORNELL RD	MILLER RD TO SALTZMAN RD	0	3	20	15	10	48	$245,295	1.96	8	56	17
18	SCHOLLS FERRY RD	HALL BL TO B-H HWY	0	3	20	15	10	48	$338,910	1.42	4	52	18
128	BULL MOUNTAIN RD	HWY 99W TO BEEF BEND RD	26	3	8	15	0	52	$458,295	1.14	0	52	18
213	192ND AV	FARMINGTON RD TO ROSA RD	0	3	2	15	0	20	$28,920	6.92	28	48	20
210	SCHOLLS FERRY RD	HALL BL TO 92ND AV/ALLEN BL	0	3	8	15	10	36	$133,710	2.69	12	48	20
215	ROSA RD	192ND AV TO 196TH AV	0	3	2	5	6	16	$26,280	6.09	28	44	22
200	219TH/216TH AV	BASELINE RD TO CORNELL RD	0	3	8	15	10	36	$177,030	2.03	8	44	22
211	SCHOLLS FERRY RD	092ND AV/ALLEN BL TO B-H HWY	0	3	8	15	10	36	$188,715	1.91	8	44	22
41	BIRCHWOOD RD	LAURELWOOD RD TO 87TH AV	8	3	2	5	2	20	$35,460	5.64	24	44	22
214	ROSA RD	183RD AV TO 191ST AV	0	3	8	15	0	26	$65,040	4.00	16	42	25
212	192ND/191ST AV	ROSA RD TO KINNAMAN RD	0	0	20	5	2	27	$97,425	2.77	12	39	26
216	MADELINE ST	188TH AV TO 192ND AV	0	3	2	5	2	12	$34,020	3.53	16	28	27
208	219TH AV	@ JAY ST	0	0	2	5	6	13	$110,615	1.18	0	13	28

* SPECIFIC CRITERIA DESCRIBED IN TABLE A-3

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TABLE B-4. COMBINED BICYCLE/PEDESTRIAN PROJECT PRIORITIES

ID	Project Name	Project Limits	A (1) Haz. Cond. Pot. (44 pts)	B Tran. Acc. (10 pts)	C Net. Conn. (20 pts)	D Act. Cent. (15 pts)	E Equity (10 pts)	Tier 2 Tot. (99 pts)	Project Cost	Benefit/ Cost Ratio	Tier 3 (36 pts)	Total Pts. (135 pts)	Priority
207	POWERLINE PATHS (1)	FROM TV HWY ALONG 213TH/214TH TO HWY 26	26	10	20	15	10	81	$887,404	0.91	24	105	1
206	POWERLINE PATHS (2)	DIVISION @ 160TH TO HWY 26	17	10	20	15	10	72	$768,625	0.94	24	96	2
160	185TH	TAMARACK TO WEST UNION	26	10	8	15	0	59	$50,878	11.60	36	95	3
29	143RD AV	CORNELL RD TO WEST UNION RD	26	3	12	15	10	66	$697,280	0.95	24	90	4
15	OLESON RD	FANNO CK TO B-H HWY	8	3	16	15	10	52	$81,300	6.40	36	88	5
543	BARNES RD EXT	HWY 217 TO 112TH AV	0	10	20	15	6	51	$282,150	1.61	32	83	6
20	185TH AV	WEST UNION RD TO SPRINGVILLE RD	26	10	2	15	0	53	$341,710	1.55	28	81	7
25	WALKER RD	173RD AV TO 185TH AV	17	3	20	15	2	57	$698,780	0.82	24	81	7
30	WEST UNION RD	143RD AV TO CORNELIUS PASS RD	26	3	20	15	10	74	$4,259,740	0.17	4	78	9
111	91ST AV	B-H HWY TO CANYON RD	17	3	12	15	8	53	$632,180	0.84	24	77	10
55	OFF ROW BIKE/PED PATH (3)	CAMELOT CT TO BARNES RD	17	3	8	15	2	45	$185,670	2.42	32	77	10
225	DENNEY RD	SCHOLLS FY RD TO BEAVERTON C L	17	3	8	15	2	45	$311,190	1.45	28	73	12
141	OFF-ROW BIKE/PED PATH (5)	LEAHY/107TH TO 112TH	17	3	8	5	2	35	$50,631	6.91	36	71	13
140	NEW FACILITY (4)	95TH AV TO ST VINCENTS & LRT STATION	0	10	8	15	6	39	$175,784	2.22	32	71	13
22	BRONSON RD	BETHANY BL TO 185TH AV	17	3	12	15	6	53	$1,379,124	0.38	12	65	15
182	119TH AV	CORNELL RD TO MCDANIEL RD	17	3	4	15	6	45	$729,308	0.62	20	65	15
23	GARDEN HOME RD/92ND	69TH AV TO ALLEN BL	17	3	6	15	6	49	$1,515,820	0.32	12	61	17
542	CORNELL RD	MILLER RD TO 112TH AV	17	3	12	15	0	47	$1,464,040	0.32	12	59	18
546	ROSEDALE RD	209TH AV TO RIVER RD	26	0	8	15	0	49	$1,822,428	0.27	8	57	19
21	SPRINGVILLE RD	KAISER RD TO 185TH AV	35	3	2	5	0	45	$1,479,088	0.30	12	57	19
112	78TH AV	B-H HWY TO CANYON DR	0	3	12	15	6	36	$683,694	0.53	20	56	21
139	113TH AV	CORNELL TO RAINMONT	17	3	8	5	2	35	$594,158	0.59	20	55	22
47	113TH/RAINMONT/111TH	CORNELL RD TO MCDANIEL RD	17	3	8	5	6	39	$902,230	0.43	16	55	22
69	WALKER RD	POLSKY RD TO HWY 217	17	3	2	5	0	27	$196,604	1.37	28	55	22
28	KAISER RD	BRONSON CREEK TO SPRINGVILLE RD	26	0	12	5	2	45	$1,645,164	0.27	8	53	25
181	GLENCOE RD	HILLSBORO C L TO HORNECKER RD	17	10	4	5	2	38	$972,180	0.39	12	50	26
114	GASSNER RD	185TH TO GRABHORN RD	35	0	2	0	0	37	$983,020	0.38	12	49	27
180	RIVER RD	SCHOLLS FERRY RD TO ROSEDALE RD	35	0	4	5	0	44	$5,176,380	0.09	0	44	28
179	JOHNSON ST	170TH TO 219TH AV	0	3	8	15	10	36	$2,238,392	0.16	4	40	29
93	PATTON VALLEY RD/ OLD TV	HWY 47 TO CHERRY GROVE	35	0	2	0	2	39	$5,595,624	0.07	0	39	30
113	190TH AV	KEMMER RD TO GASSNER RD	17	0	2	0	0	19	$361,744	0.53	20	39	30
89	TILE FLAT RD	SCHOLLS FERRY RD TO FARMINGTON RD	35	0	2	0	0	37	$3,528,466	0.11	0	37	32
1	CANYON DR	SUNSET HWY TO 66TH AV	0	3	2	15	6	26	$1,475,072	0.18	4	30	33

* SPECIFIC CRITERIA DESCRIBED IN TABLE A-3

(1) 219TH/216TH AV. USED AS SURROGATE TO SCORE HAZARDOUS CONDITIONS POTENTIAL

(2) 160TH/MILLIKAN/153RD AV. USED AS SURROGATE TO SCORE HAZARDOUS CONDITIONS POTENTIAL

(3) SKYLINE DR. USED AS SURROGATE TO SCORE HAZARDOUS CONDITIONS POTENTIAL

(4) 95TH AV. USED AS SURROGATE TO SCORE HAZARDOUS CONDITIONS POTENTIAL

(5) LEAHY RD. USED AS SURROGATE TO SCORE HAZARDOUS CONDITIONS POTENTIAL

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TABLE B-5. INTERSECTION SAFETY (SPIS) PROJECT PRIORITIES AND RANKINGS

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (32 PTS)	A* ACCIDENTS (20 PTS)	B HAZ. COND. POT. (20 PTS)	C TRAN. ACC. (20 PTS)	D NET. CONN. (10 PTS)	E CONG. REL. (15 PTS)	F GOODS MOVE (5 PTS)	G EQUITY (5 PTS)	TIER 2 TOT. (95 PTS)	TOTAL PTS. (127 PTS)	Priority
240	MURRAY BL	@ CORNELL RD	30	20	8	20	8	11	0	5	72	102	1
84	143RD AV	@ BURTON RD/OAK HILLS DR	26	20	12	13	2	12	0	5	64	90	2
293	CORNELL RD	@ SALTZMAN RD	30	20	4	13	6	11	0	5	59	89	3
262	216TH AV	@ QUATAMA ST	27	20	12	17	1	0	5	5	60	87	4
248	170TH AV	@ BLANTON ST	27	20	8	20	2	0	5	1	56	83	5
203	185TH AV	@ BLANTON ST (BOTH LEGS)	27	20	4	20	2	0	5	5	56	83	5
249	BASELINE RD	@ 231ST AV	27	20	12	13	2	0	5	3	55	82	7
264	BARNES RD	@ BARNES-PARKWAY LINK	27	20	4	20	6	0	0	5	55	82	7
256	170TH AV	@ OAK ST	27	20	12	17	2	0	0	3	54	81	9
183	185TH AV	@ ALEXANDER ST	28	20	0	20	2	0	5	5	52	80	10
585	LOIS ST	@ 219TH AV	27	20	0	17	6	0	5	5	53	80	10
684	WALKER RD	@ 123RD	26	20	4	10	4	12	0	1	51	77	12
566	HERITAGE PW	@ 185TH AV	28	20	0	20	2	0	0	3	45	73	13
540	BARNES RD	@ MILLER RD	30	20	4	3	2	11	0	3	43	73	13
279	CEDAR HILLS BL	@ BUTNER RD	27	20	4	13	4	0	0	5	46	73	13
255	BARNES RD	@ CORNELL RD	27	20	8	13	2	0	0	3	46	73	13
594	198TH AV	@ KINNAMAN RD	27	20	12	3	6	0	0	5	46	73	13
78	185TH AV	@ WEST UNION	27	20	12	3	4	0	5	1	45	72	18
604	GALES CREEK RD	@ STRINGTOWN RD	28	20	16	0	1	0	5	1	43	71	19
665	SHAW ST	@ 170TH AV	27	20	0	10	8	0	5	1	44	71	19
577	FILMONT AV	@ WALKER RD	27	20	0	13	6	0	0	5	44	71	19
246	DAVID HILL RD	@ GALES CREEK RD	28	20	16	0	1	0	5	0	42	70	22
569	185TH AV	@ GERMANTOWN RD	27	20	16	0	1	0	5	1	43	70	22
252	BEEF BEND RD	@ ELSNER LN	27	20	16	0	1	0	5	0	42	69	24
589	BEEF BEND RD	@ BULL MOUNTAIN RD	27	20	16	0	1	0	5	0	42	69	24
320	MARTIN RD	@ VERBOORT RD	27	20	16	0	1	0	5	0	42	69	24
174	PARK WAY	@ MARLOW AV	25	20	4	13	2	0	0	5	44	69	24
253	VERBOORT RD	@ VISITATION RD	27	20	16	0	1	0	5	0	42	69	24
274	PARK WAY	@ PARKWOOD DR	25	20	0	13	6	0	0	5	44	69	24
570	EVERGREEN RD	@ GLENCOE RD	27	20	12	0	1	0	5	3	41	68	30
588	160TH AV	@ BLANTON ST	25	20	8	10	2	0	0	3	43	68	30
291	BARNES-PARKWAY LINK	@ PARK WAY	25	20	0	20	2	0	0	1	43	68	30
590	BARNES RD	@ CEDAR HILLS BL	27	20	0	13	2	0	0	5	40	67	33
595	JENKINS RD	@ KNOWLTON RD	27	20	0	13	2	0	0	5	40	67	33
672	DAY RD	@ GRAHAMS FERRY RD	25	20	16	0	1	0	5	0	42	67	33
243	RIVER RD	@ ROSEDALE RD	27	20	12	0	2	0	5	0	39	66	36
591	PATTON VALLEY RD	@ DUNDEE RD	25	20	16	0	2	0	0	3	41	66	36

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TABLE B-6. INTERSECTION SAFETY (SPIS) PROJECT PRIORITIES AND RANKINGS

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (32 PTS)	A* ACCIDENTS (20 PTS)	B HAZ. COND. POT. (20 PTS)	C TRAN. ACC. (20 PTS)	D NET. CONN. (10 PTS)	E CONG. REL. (15 PTS)	F GOODS MOVE (5 PTS)	G EQUITY (5 PTS)	TIER 2 TOT. (95 PTS)	TOTAL PTS. (127 PTS)	Priority
571	BADERTSCHER RD	@ HELVETIA RD	25	20	20	0	1	0	0	0	41	66	36
317	OLESON RD	@ 80TH AV	27	20	4	3	1	0	5	5	38	65	39
314	CORNELIUS-SCHEFFLIN RD	@ ROY RD	27	20	12	0	1	0	5	0	38	65	39
597	BALD PEAK RD	@ LAUREL RD	25	20	16	0	1	0	0	3	40	65	39
602	OLD HWY 47	@ SCOGGINS VALLEY RD	25	20	16	0	1	0	0	3	40	65	39
330	HELVETIA RD	@ WEST UNION RD	27	20	16	0	1	0	0	0	37	64	43
238	JACKSON RD	@ WEST UNION RD	25	20	16	0	1	0	0	1	38	63	44
311	209TH AV	@ CARLIN BL	27	20	12	0	2	0	1	1	36	63	44
250	SHADYBROOK RD	@ PUMPKIN RIDGE RD	25	20	16	0	1	0	0	1	38	63	44
598	BRENTWOOD ST	@ LAURELWOOD AV	25	20	0	13	2	0	0	3	38	63	44
599	GRABEL RD	@ MINTER BRIDGE RD	25	20	16	0	1	0	0	1	38	63	44
578	SUSBAUER RD	@ WREN RD	25	20	16	0	1	0	1	0	38	63	44
603	LAURELWOOD RD	@ SPRING HILL RD	25	20	16	0	1	0	0	1	38	63	44
370	185TH AV	@ MONTE VERDE	25	20	12	0	2	0	0	3	37	62	51
80	CORNELL RD	@ 107TH AV	27	20	8	3	4	0	0	0	35	62	51
605	CLARK HILL RD	@ TILE FLAT RD	25	20	16	0	1	0	0	0	37	62	51
586	MURDOCK RD	@ BAKER RD	25	20	16	0	1	0	0	0	37	62	51
596	GOLF COURSE RD	@ LAFOLLETTE RD	25	20	16	0	1	0	0	0	37	62	51
237	CLUTTER RD	@ GRAHAMS FERRY RD	25	20	16	0	1	0	0	0	37	62	51
574	HILLSIDE RD	@ KANSAS CITY RD	25	20	16	0	1	0	0	0	37	62	51
572	SCOTCH CHURCH RD	@ JACKSON RD	25	20	16	0	1	0	0	0	37	62	51
276	WALKER RD	@ LYNNFIELD AV	25	20	4	10	2	0	0	0	36	61	59
568	WEST UNION RD	@ CHARLAIS ST	27	20	12	0	1	0	0	1	34	61	59
593	198TH AV	@ JOHNSON ST	25	20	8	3	2	0	0	3	36	61	59
565	PARK VIEW BL	@ 174TH AV	25	20	0	13	2	0	0	1	36	61	59
559	GARDEN HOME RD	@ 87TH AV	27	20	8	0	2	0	0	3	33	60	63
560	MC DANIEL RD	@ 119TH AV	25	20	12	0	2	0	0	1	35	60	63
254	LEAHY RD	@ 84TH AV	25	20	4	3	2	0	0	5	34	59	65
582	KINNAMAN RD	@ 175TH AV	25	20	0	3	6	0	0	5	34	59	65
580	BULL MOUNTAIN RD	@ 141ST AV	25	20	12	0	1	0	0	1	34	59	65
581	BULL MOUNTAIN RD	@ 144TH AV	25	20	12	0	1	0	0	1	34	59	65
607	BARNES	@ VIEWMONT DR	27	20	4	3	1	0	0	3	31	58	69
606	OLESON RD	@ VERMONT ST	27	20	0	0	1	0	5	5	31	58	69
592	TONGUE LN	@ JOHNSON SCHOOL RD	25	20	12	0	1	0	0	0	33	58	69
332	SCHOLLS FERRY HY	@ 92ND AV	27	20	0	3	2	0	5	0	30	57	72
562	FLORENCE ST	@ 170TH AV	27	20	0	0	2	0	5	1	28	55	73
584	DELINE ST	@ 209TH AV	27	20	0	0	2	0	1	5	28	55	73

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TABLE B-5. INTERSECTION SAFETY (SPIS) PROJECT PRIORITIES AND RANKINGS

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (32 PTS)	A* ACCIDENTS (20 PTS)	B HAZ. COND. POT. (20 PTS)	C TRAN. ACC. (20 PTS)	D NET. CONN. (10 PTS)	E CONG. REL. (15 PTS)	F GOODS MOVE (5 PTS)	G EQUITY (5 PTS)	TIER 2 TOT. (95 PTS)	TOTAL PTS. (127 PTS)	Priority
427	175TH AV	@ RIGERT RD	25	20	8	0	1	0	0	1	30	55	73
247	ALEXANDER ST	@ 187TH AV	25	20	0	3	1	0	0	5	29	54	76
671	ALEXANDER ST	@ 198TH AV	25	20	0	3	2	0	0	3	28	53	77
321	180TH AV	@ KINNAMAN RD	25	20	0	3	1	0	0	3	27	52	78
601	ANTHONY DR	@ ROCK RD	25	20	0	0	1	0	0	5	26	51	79
266	JOHNSON ST	@ 192ND AV	25	20	0	0	1	0	0	5	26	51	79
282	ROSA RD	@ 192ND AV	25	20	0	0	2	0	0	3	25	50	81
583	JOHNSON ST	@ 204TH AV	25	20	0	0	1	0	0	3	24	49	82
606	SCOGGINS VALLEY RD	@ WEST SHORE DR	25	20	0	0	1	0	0	3	24	49	82
575	SOUTH RD	@ THOMPSON RD	27	20	0	0	1	0	0	1	22	49	82
668	PUMPKIN RIDGE RD	@ OLD PUMPKIN RIDGE RD	0	20	16	0	1	0	0	0	37	37	85
581	OAK HILLS DR	@ 153RD AV	0	20	0	3	6	0	0	1	30	30	86
579	WILSHIRE ST	@ 98TH AV	0	20	0	3	2	0	0	1	26	26	87
269	HERITAGE PW	@ HERITAGE LP	0	20	0	0	2	0	0	3	25	25	88
239	CANYON LN	@ WEST SLOPE DR	0	20	0	0	2	0	0	3	25	25	88
587	188TH AV	@ BLANTON ST	0	20	0	0	1	0	0	3	24	24	90
	NOT PRIORITIZED**												
670	BASELINE RD	@ 197TH AV	30	20	12	13	2	0	5	3	55	85	
331	BASELINE RD	@ 173RD AV	27	20	12	20	0	0	5	0	57	84	
666	BRONSON RD	@ 185TH AV	28	20	8	20	0	0	5	3	56	84	
297	MURRAY BL	@ WALKER RD	31	20	0	20	2	0	5	5	52	83	
667	CORNELL RD	@ BETHANY BL	31	20	0	20	4	0	5	3	52	83	
567	BRONSON RD	@ BETHANY BL	27	20	8	20	6	0	0	1	55	82	
673	185TH AV	@ KINNAMAN RD	27	20	4	20	1	0	5	3	53	80	
675	BASELINE RD	@ 185TH AV	28	20	0	20	0	0	5	5	50	78	
245	185TH AV	@ ROSA RD	27	20	4	20	1	0	5	1	51	78	
563	CORNELL RD	@ 173RD AVE	28	20	0	20	1	0	5	3	49	77	
309	ROCK CREEK BLVD	@ 185TH AV	27	20	0	20	1	0	5	3	49	76	
300	BARNES RD	@ MONTEREY PL	27	20	8	13	1	0	0	5	47	74	
261	BASELINE RD	@ 219TH AV	27	20	0	17	0	0	5	5	47	74	
600	CEDAR HILLS BL	@ PARK WAY	27	20	0	20	0	0	0	5	45	72	
275	BARNES RD	@ SALTZMAN RD	27	20	8	13	1	0	0	1	43	70	
674	BASELINE RD	@ 170TH	27	20	0	20	0	0	3	0	43	70	
298	BARNES RD	@ STARK ST	27	20	8	13	1	0	0	0	42	69	
576	CORNELIUS-SCHEFFLIN RD	@ VERBOORT RD	27	20	16	0	1	0	5	0	42	69	

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TABLE B-5. INTERSECTION SAFETY (SPIS) PROJECT PRIORITIES AND RANKINGS

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (32 PTS)	A* ACCIDENTS (20 PTS)	B HAZ. COND. POT. (20 PTS)	C TRAN. ACC. (20 PTS)	D NET. CONN. (10 PTS)	E CONG. REL. (15 PTS)	F GOODS MOVE (5 PTS)	G EQUITY (5 PTS)	TIER 2 TOT. (95 PTS)	TOTAL PTS. (127 PTS)	Priority
564	BRONSON RD	@ 174TH AV	26	20	8	13	1	0	0	1	43	69	
45	GARDEN HOME RD	@ OLESON RD	27	20	0	13	0	0	5	3	41	68	
443	CORNELL RD	@ 143RD AV	27	20	0	13	0	0	0	5	38	65	
265	CORNELL RD	@ TRAIL AV	27	20	0	13	0	0	0	5	38	65	
573	WEST UNION RD	@ KAISER RD	27	20	12	0	1	0	0	1	34	61	
624	WEST UNION RD	@ BETHANY BL	27	20	0	10	0	0	0	1	31	58	
272	WALKER RD	@ MAYFIELD AV	25	20	0	10	1	0	0	0	31	56	
632	ZION CHURCH RD	@ SUSBAUER RD	27	20	0	0	1	0	5	0	26	53	
669	GLENCOE RD	@ ZION CHURCH RD	27	20	0	0	1	0	5	0	26	53	
251	ALEXANDER ST	@ 202ND AV	25	20	0	3	1	0	0	1	25	50	

* SPECIFIC CRITERIA DESCRIBED IN TABLE A-1, A-2

** PROJECTS NOT PRIORITIZED BECAUSE SPIS IMPROVEMENT ALREADY COMPLETED AND FURTHER IMPROVEMENTS MAY NOT BE NECESSARY

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TABLE B-6. CIP PRIORITIES FOR PROJECT SUBMITTALS ON STATE FACILITIES (1)
(SEE TABLE E-2 FOR LISTING OF ALL CURRENT ODOT PROJECTS IN WASHINGTON COUNTY)

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (32 PTS)	ACCIDENTS (20 PTS)	HAZ. COND. POT. (44 OR 20 PTS)*	TRAN. ACC. (10 OR 20 PTS)*	NET. CONN. (20 OR 10 PTS)*	ACC./CONG. REL. (15 PTS)	GOODS MOVE. 5 PTS)	EQUITY (10 OR 5 PTS)*	TIER 2 TOT. (99 OR 100 PTS)*	TIER 1+2 TOT. (99 OR 132 PTS)*	PRIORITY
	BICYCLE PROJECTS (2)												
27	B-H HWY	MULTNOMAH CO L TO HWY 217	DNA (4)	DNA	17	3	20	15	DNA	10	65	65	1
223	TV HWY	10TH TO DENNIS	DNA	DNA	17	10	8	15	DNA	2	52	52	2
59	CANYON RD	87TH AV TO CEDAR HILLS BL	DNA	DNA	8	10	8	15	DNA	10	51	51	3
103	CANYON RD	CANYON DR TO 110TH AV	DNA	DNA	8	10	2	15	DNA	6	41	41	4
48	FARMINGTON RD	209TH AV TO HWY 219	DNA	DNA	26	3	2	5	DNA	0	36	36	5
185	TV HWY	165TH AV TO MINTER BRIDGE RD	DNA	DNA	0	3	8	15	DNA	10	36	36	5
	PEDESTRIAN PROJECTS (2)												
188	TV HWY	HWY 26 TO MURRAY BL	DNA	DNA	8	7	20	15	DNA	10	60	60	1
187	B-H HWY	MULTNOMAH CO L TO HWY 217	DNA	DNA	17	3	20	5	DNA	10	55	55	2
19	CANYON RD	87TH AV TO 110TH AV	DNA	DNA	8	7	20	15	DNA	2	52	52	3
186	TV HWY	170TH AV TO 219TH AV	DNA	DNA	0	3	20	15	DNA	6	44	44	4
127	PACIFIC AV	QUINCE ST TO HAWTHORNE ST	DNA	DNA	0	3	20	15	DNA	0	38	38	5
	COMBINED BICYCLE AND PEDESTRIAN PROJECTS (2)												
341	TV HWY	117TH AV TO 160TH AV	DNA	DNA	0	10	16	15	DNA	10	51	51	1
146	HWY 8	YEW ST TO E STREET	DNA	DNA	0	3	16	15	DNA	10	44	44	2
99	PACIFIC AV	QUINCE ST TO HAWTHORNE ST	DNA	DNA	0	3	16	15	DNA	6	40	40	3
100	19TH ST	@ PACIFIC AVE	DNA	DNA	0	3	0	15	DNA	0	18	18	4
	AUTO, TRANSIT, OR MULTI-MODAL PROJECTS (3)												
357	B-H HWY	@ OLESON RD/SCHOLLS FERRY RD	31	20	8	3	4	15	5	1	56	87	1
348	HWY 217 (ODOT ID-#04357)	72ND AV TO TV HWY	24	20	0	20	2	7	5	5	59	83	2
499	B-H HWY	WESTERN AVE TO 110TH AVE	23	20	8	13	4	7	5	1	58	81	3
538	CANYON RD	WALKER RD TO 117TH AV	28	20	4	13	8	0	5	3	51	79	4
110	HWY 47 (ODOT ID #01518)	FOREST GROVE TO BANKS	32	20	16	0	2	0	5	3	46	78	5
182	TV HWY	FIRST AV (HILLSBORO) TO 10TH AV (CORNELIUS)	29	20	0	13	8	0	5	3	47	76	6
505	HWY 99W	MULTNOMAH CO L TO BULL MTN RD	23	20	0	3	10	7	5	5	50	73	7
354	FARMINGTON RD (ODOT ID #04440)	173RD TO 209TH	30	20	0	3	4	7	5	3	42	72	8
353	BOONES FERRY RD	TUAL-SHAWD RD TO LWR BOONES FY RD	27	20	0	13	4	0	5	1	43	70	9
107	TV HWY	MURRAY BLVD TO RIVER RD	21	20	0	3	8	7	5	5	48	69	10
534	HWY 99W	FISCHER RD TO BULL MOUNTAIN RD	23	20	0	3	8	7	5	3	46	69	10
511	BOONES FERRY RD	TUALATIN-SHERWOOD RD TO AVERY ST	22	20	0	3	10	7	5	1	46	68	12
202	FARMINGTON RD	GRABHORN RD TO 209TH AV	28	20	12	0	1	0	5	0	38	66	13
457	FARMINGTON RD	RIVER RD TO ROOD BRIDGE RD	27	20	12	0	1	0	5	0	38	65	14
169	HWY 26 (ODOT ID #06021)	HWY 217 TO CORNELL RD	24	0	0	13	10	7	5	5	40	64	15
349	HWY 217 (ODOT ID #06025)	TV HWY TO HWY 26	24	0	0	20	2	7	5	5	39	63	16
347	HWY 217 NB OFF-RAMP (ODOT ID #06010)	@ SCHOLLS	24	0	0	20	1	7	5	3	36	60	17
336	HWY 26 (ODOT ID #06021)	HWY 217 TO MURRAY BL	24	0	0	13	4	7	5	5	34	58	18
515	10TH ST	SHUTE PARK TO BASELINE RD	24	0	0	13	8	7	5	3	34	58	18
435	HELVETIA RD	@ HWY 26	27	20	0	3	1	0	5	0	29	56	20
350	HWY 26	TURK RD TO 1.5 MI. WEST OF TURK RD	24	20	0	0	1	0	5	0	26	50	20

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TABLE B-6. CIP PRIORITIES FOR PROJECT SUBMITTALS ON STATE FACILITIES (1)
(SEE TABLE E-2 FOR LISTING OF ALL CURRENT ODOT PROJECTS IN WASHINGTON COUNTY)

ID	PROJECT NAME	PROJECT LIMITS	TIER 1 (32 PTS)	ACCIDENTS (20 PTS)	HAZ. COND. POT. (44 OR 20 PTS)*	TRAN. ACC. (10 OR 20 PTS)*	NET. CONN. (20 OR 10 PTS)*	ACC./CONG. REL. (15 PTS)	GOODS MOVE. (5 PTS)	EQUITY (10 OR 5 PTS)*	TIER 2 TOT. (99 OR 100 PTS)*	TIER 1+2 TOT. (99 OR 132 PTS)*	PRIORITY
337	HWY 26 (ODOT ID #06018)	CAMELOT CT TO HWY 217	24	0	0	3	1	7	5	5	21	45	21
126	HWY 26	SYLVAN INTCHNG TO HWY 217 INTCHNG	24	0	0	3	1	7	5	5	21	45	21
132	PACIFIC AV	@ YEW ST	24	0	0	13	1	0	5	1	20	44	23
131	19TH AV	@ YEW ST	24	0	0	13	1	0	5	0	19	43	24
345	HWY 99W	@ MEINECKE RD	31	0	0	3	1	0	5	1	10	41	25
504	HALL BL	BURNHAM ST TO HWY 99W	22	0	0	3	8	0	5	3	19	41	25
363	HALL BL	@ HWY 99W	24	0	4	3	2	0	5	3	17	41	25
339	HWY 26	SYLVAN INT TO CAMELOT CT - PHASE 2	24	0	0	3	1	7	5	0	16	40	28
344	HWY 99W	@ TUALATIN RD	31	0	0	3	1	0	5	0	9	40	28
455	HALL BL	HEMLOCK ST TO WASHINGTON DR	19	0	0	13	2	0	5	0	20	39	30
535	HWY 99W	MEINECKE RD TO EDY RD	23	0	0	3	4	0	5	1	13	36	31
538	BOONES FERRY RD	NORWOOD RD TO IBACH ST	22	0	0	3	1	0	5	1	10	32	32

* FIRST SCORE IS MAXIMUM POSSIBLE POINTS FOR BICYCLE, PEDESTRIAN, COMBINED BICYCLE/PEDESTRIAN PROJECT
SECOND SCORE IS MAXIMUM POSSIBLE POINTS FOR AUTO, TRANSIT, OR MULTI-MODAL PROJECT
(1) ONLY SUBMITTED PROJECTS ON STATE FACILITIES WHICH HAVE NOT BEEN APPROVED FOR CONSTRUCTION AT THE TIME OF CIP PREPARATION (SEE TABLE E-2) ARE EVALUATED AND PRIORITIZED.
(2) SPECIFIC CRITERIA DESCRIBED IN TABLE A-3
(3) SPECIFIC CRITERIA DESCRIBED IN TABLE A-1, A-2
(4) CRITERIA DOES NOT APPLY

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