

Appendix D: Project Descriptions

Project		Description
100R	SE 267th Avenue: City of Gresham Boundary to End of Road	Reconstruct SE 267th Avenue (between City of Gresham Boundary to End of Road) to Rural Collector Standards. Roadway was identified has a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018.
101R	SE 282nd Avenue: SE Orient Drive to County Line	Provide separation for bicycles where warranted and/or feasible on SE 282nd Avenue between SE Orient Drive and the County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
102R	SE 282nd Avenue/SE Stone Road Turn Lanes	Improve the intersection of SE 282nd Avenue and SE Stone Road to include a right turn channelization lane in the southbound direction. Project may require road widening.
103R	SE 302nd Avenue: SE Kerslake Road to SE Bluff Road	Provide separation for bicycles (narrow shoulders, full width shoulders, or uphill bicycle climbing lanes) on SE 302nd Avenue from SE Kerlake road to SE Bluff Road. Replace up to two (2) culverts on SE 302nd Avenue, one of which (#5311) is a 5-year priority for reconstruction to improve fish passage.
104R	SE 302nd Avenue / SE Lusted Road / SE Pipeline Road Intersection Improvements	Realign SE Lusted Road and SE Pipeline Road to create a perpendicular intersection at SE 302nd Avenue and add left turn lanes to each leg of intersection.
105R	SE Anderson State Road: SE 267th Avenue (South) to SE 267th Avenue (North)	Reconstruct SE Anderson State Road from SE 267th Avenue (South) to SE 267th Avenue (North) to Rural Collector Standards. Roadway was identified as a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018.
106R	Beaver Creek Culverts of Regional Concern	Replace culverts identified as of regional concern within the Beaver Creek Watershed to improve fish passage for endangered fish and other aquatic species. This project includes replacing the following culverts: SE Pipeline Road Culverts (#5600* and #5598), and SE 257th Avenue Culvert (#4046). *Indicates that culvert is a 5-year priority for reconstruction.
107R	Columbia River Gorge Tributary Culverts of Local Concern	Replace culverts identified as of local concern within the watershed of the Columbia River Gorge tributaries to improve fish passage for endangered fish and other aquatic species. This project includes replacing the following culverts: NE Brower Road Culvert (#5191), NE Toll Road Culvert (#5295), E Haines Road Culverts (#5013 and 5020*); and NE Thompson Mill Road Culvert (#5291).

Project		Description
		*Indicates that culvert is a 5-year priority for reconstruction.
108R	NE Corbett Hill Road/East Historic Columbia River Highway	Realign the intersection of NE Corbett Hill Road and the East Historic Columbia River Highway to right angles.
109R	NE Corbett Hill Road Safety Improvements	Fully reconstruct NE Corbett Hill Road between approximately 1800' N/NW NE Reed Road to Historic Columbia River Highway as it is a "Failed Road" with a pavement condition index (PCI) of less than 50. Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width standards (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pullouts. Solutions can be used for pedestrians (i.e., shoulders). Project will also implement safety improvements from future NE Corbett Hill Road Safety Study (see Multnomah County TSP Project S13).
110R	NW Cornelius Pass Road: Highway 30 - Skyline Boulevard	Reconstruct NW Cornelius Pass Road from Highway 30 to NW Skyline Boulevard for safety and mobility improvements. Project includes roadway realignment and widening between MP 3 and 3.5, southbound passing lanes, increased shoulder widths, vehicle pullouts, barrier and guardrail updates, and reduced pavement drop offs. Project also includes replacing up to three (3) culverts along the roadway.
111R	NW Cornelius Pass Road: Skyline Boulevard to County Line	Widen NW Cornelius Pass Road between NW Skyline Boulevard and the Washington County line to rural arterial standards, including providing for enhanced bicycle facilities. Project includes safety improvements such as enhanced corridor signage, Kaiser Road signage, reducing pavement drop offs, adding vehicle pull outs, and improving roadway curves. Project includes an overlay between Milepost 3 and Milepost 4 (on 2-year priority list for overlay) and an overlay between Milepost 4 and the Washington County line (on 5-year priority list for overlay).
112R	NW Cornelius Pass Road and NW Skyline Boulevard Intersection	Improve the intersection of NW Cornelius Pass Road and NW Skyline Boulevard by installing a signal, providing a westbound left-turn lane, and a through/right turn lane on NW Skyline Boulevard. Intersection improvements are to be consistent with the Safety Evaluation.
113R	Cornell Road (all segments within County jurisdiction)	For NW Cornell Road, provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or

Project		Description
		intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
114R	SE Division Drive: SE Troutdale Road to SE Oxbow Drive	On SE Division Drive between SE Troutdale Road and SE Oxbow Drive, provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project also includes reconstructing two culverts (#4088 and #5357), both of which are identified as 5-year regional priorities to improve fish passage.
115R	SE Division Drive from SE Oxbow Drive to SE 317th Avenue	Reconstruct SE Division Drive from SE Oxbow Drive to SE 317th Avenue to Rural Arterial Standards. Roadway was identified as a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018.
116R	SE Division Drive: UGB to SE Troutdale Road	On SE Division Drive between SE Troutdale Road and the UGB, provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project also includes a priority pavement overlay project between 840' E/ SE 268th Avenue, COG Boundary to Division/Troutdale Loop planned for year 7.
117R	SE Division Drive and SE Troutdale Road Intersection	Reconstruct and realign the intersection of SE Division Drive and SE Troutdale Road, eliminating the NE leg and producing a 4-way intersection. Project includes reconstructing culvert #4082 and #4086 to improve barriers to fish passage (Culvert #4082 is a 5-year priority for reconstruction).
118R	SE Dodge Park Boulevard: SE Orient Drive to SE Pleasant Home Road	Provide separation for bicycles where warranted and/or feasible on SE Dodge Park Boulevard between SE Orient Drive and SE Pleasant Home Road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
119R	SE Dodge Park Boulevard: SE Pleasant Home Road to County Line	Provide separation for bicycles where warranted and/or feasible on SE Dodge Park Boulevard between SE Pleasant Home Road and the County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or

Project		Description
		intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project also includes fully reconstructing SE Dodge Park Boulevard between SE Orient Drive and SE Pleasant Home, a “failed road” with a Pavement Condition Index (PCI) of less than 50 as of June 2018.
120R	SE Foster Road at SE 172nd Avenue	Reconstruct the intersection of SE Foster Road at SE 172nd Avenue with a roundabout. Project must be consistent with future Pleasant Valley Plan area update and subsequent future Gresham Transportation System Plan update.
121R	SE Foster Road: SE Jenne Road to County Line	Construct SE Foster Road to minor collector standards to be consistent with the forthcoming Pleasant Valley Plan update (2019). Interim solutions include separation for bicycles where warranted and/or feasible on SE Foster Road between SE Jenne Road and the County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project also includes pavement overlay between SE Chedlin Road to the City of Portland boundary, a priority capital maintenance project planned for Year 10.
122R	Germantown Road: NW Skyline Boulevard to County Line	Construct safety improvements on NW Germantown Road including widening lanes on curves only and installing center skip like reflective markers. Install Dynamic Curve Speed Warning System. Two flashing speed signs each direction on NW Germantown Road west of NW Skyline Boulevard between mileposts 2.5-3.5. Install traffic calming devices to reduce speed. Project may also augment road shoulders in a context-sensitive manner. Project also includes intersection improvements at NW Old Germantown Road including creating a southbound left turn pocket and improving sight distance.
123R	NW Gillihan Road / NW Reeder Road Intersection Upgrades	Implement a three-way stop control, or other safety improvements as warranted, at the intersection of NW Gillihan Road and NW Reeder Road to be consistent with outcome of future intersection study (see Multnomah County Transportation System Plan, Project S2).
124R	SE Gordon Creek Road: SE Hurlburt Road to S curves / Milepost 2	Provide separation for bicycles where warranted and/or feasible on SE Gordon Creek Road between SE Hurlburt Road and the S-curves at approximately Milepost 2. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle

Project		Description
		climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
125R	SE Gordon Creek Road: S curves/Milepost 2 to SE Trout Creek Road	Provide separation for bicycles where warranted and/or feasible on SE Gordon Creek Road between the S-curves (approximately Milepost 2) and SE Trout Creek Road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
126R	SE Gordon Creek Road: SE Trout Creek Road to County line	Provide separation for bicycles where warranted and/or feasible on SE Gordon Creek Road between SE Trout Creek Road and the Clackamas County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
127R	Reconstruct Bridge #1 on SE Gordon Creek Road, over Gordon Creek	Reconstruct SE Gordon Creek Road over Gordon Creek
128R	Reconstruct Bridge #2 on SE Gordon Creek Road, the Gordon Creek Viaduct	Reconstruct the Gordon Creek Viaduct on SE Gordon Creek Road
129R	SE Hosner Road: SE Hosner Terrace to SE Oxbow Park Road	Provide separation for bicycles where warranted and/or feasible on SE Hosner Road between SE Hosner Terrace and SE Oxbow Park. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
130R	SE Hosner Road: SE Lusted Road to SE Oxbow Drive	Reconstruct SE Hosner Road from SE Lusted Road to SE Oxbow Drive to Rural Collector Standards. Roadway was identified as a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018.
131R	SE Hurlburt Road: E Historic Columbia River Highway to SE Littlepaige Road	Provide separation for bicycles where warranted and/or feasible on SE Hurlburt Road between East Historic Columbia River Highway and SE Littlepaige Road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).

Project		Description
132R	Johnson Creek Culverts of Regional Concern	Replace culverts identified as of regional concern within the Johnson Creek Watershed to improve fish passage for endangered fish and other aquatic species. This project includes replacing the following culverts: SE Short Road Culvert (Culvert #4114*), SE 267th Avenue Culvert (Culvert #4050*), SE Stone Road Culvert (Culvert #4924), SE Richey Road Culvert (Culvert #4101), SE Baxter Road Culvert (Culvert #4065*), SE 262nd Avenue Culvert (Culvert #4047*), SE Cottrell Road Culvert (Culvert #5342*), SE 257th Dr Culvert (Culvert #4046*), SE 282nd Avenue Culvert (Culvert #4052*), SE Foster Road Culvert (Culvert #4171*) * indicates that culvert is a 5-year priority for reconstruction.
133R	SE Kerslake Road: SE Wilson Road to SE 302nd Avenue	Provide separation for bicycles where warranted and/or feasible on SE Kerslake Road between SE Wilson Road and SE 302nd Avenue. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
134R	E Knieriem Road: SE Littlepage Road to E Historic Columbia River Highway	Construct shoulder bikeways on E Knieriem Road between SE Littlepage Road and East Historic Columbia River Highway.
135R	E Larch Mountain Road: E Historic Columbia River Highway to End of Road	Provide separation for bicycles where warranted and/or feasible on E Larch Mountain Road between East Historic Columbia River Highway and end of road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes. Project may also include safety improvements such as additional guardrail.
136R	NW Laidlaw Road: NW Thompson Road to County line	Augment roadway shoulders in a context sensitive manner on NW Laidlaw Road between NW Thompson Road and the Washington County line for safety.
137R	SE Littlepage Road: SE Hurlburt Road to E Knieriem Road	Provide separation for bicycles where warranted and/or feasible on SE Littlepage Road between SE Hurlburt Road and E Knieriem Road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
138R	SE Lusted Road: Gresham city limit to SE Pleasant Home Road	Improve SE Lusted Road between the Gresham City limits and SE Pleasant Home Road by providing separation for bicycles where warranted and/or feasible. Improvements

Project		Description
		could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project includes replacing two culverts (#4093 and #5519) for improving fish passage.
139R	SE Lusted Road: SE Pleasant Home Road to SE Cottrell Road	Improve SE Lusted Road between SE Pleasant Home Road and SE Cottrell Road by providing separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project also includes fully reconstructing the road between SE Pleasant Home Road and SE Cottrell Road which is considered a "failed road" with a Pavement Condition Index (PCI) of less than 50 as of June 2018.
140R	SE Lusted Road: SE Cottrell Road to Clackamas County line	Improve SE Lusted Road between SE Cottrell Road and the Clackamas County line by providing separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
142R	SE Mershon Road: NE Ogden Road to E Historic Columbia River Highway	Provide separation for bicycles where warranted and/or feasible on NE Mershon Road between NE Ogden Road and East Historic Columbia River Highway. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
143R	SE McNutt Road: SE 252nd Avenue to SE 257th Avenue	Reconstruct SE McNutt Road between SE 252nd Avenue to SE 257th Avenue to Rural Collector Standards. Roadway was identified has a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018. Also includes reconstructing Culvert #4049, listed as being of Regional Concern in the fish passage culvert data and is a 5-year regional priority for reconstruction.
144R	Multnomah Channel Tributary Culverts of Local Concern	Replace culverts identified as of local concern within the watersheds of the Multnomah Channel tributaries to improve fish passage for endangered fish and other aquatic species. This project includes replacing the

Project		Description
		following culverts: NW Old St Helens Road Culvert (#1371), and the NW Riverview Drive Culvert (#1230).
145R	Newberry Road: US Highway 30 to City of Portland Boundary	Construct safety spot treatments along NW Newberry Road between US Highway 30 and the City of Portland boundary. Treatments could include installing guardrail ¼ mile south of US Highway 30, identifying any speeding concerns, and installing countermeasures for potential speeding concerns. Project also includes improvements needed to stabilize the active slides along the road, and will also include reconstructing several culverts.
146R	NE Ogden Road: NE Mershon Road to E Woodard Road	Provide separation for bicycles where warranted and/or feasible on NE Ogden Road between NE Mershon Road and E Woodard Road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
147R	SE Orient Drive/SE 282nd Avenue Intersection Improvements	Improve the intersection of SE Orient Drive and SE 282nd Avenue based on recommendations from the future Orient Drive / 282nd Safety Study (see Multnomah County Transportation System Plan, Project S16). Project will need to include ADA components.
148R	SE Orient Drive / SE Dodge Park Boulevard Intersection Improvements	Realign the intersection of SE Orient Drive and SE Dodge Park Boulevard 450' east of existing perpendicular intersection.. Remove asphalt at existing intersection. Project includes widening SE Orient Drive to create an eastbound left turn lane and may require modifications to nearby private driveways. Maintain SE Dodge Park Blvd from new intersection to approximately 450' west of the new intersection to provide access to Gresham Towing yard.
149R	SE Orient Drive: Gresham city limits to County line	Provide separation for bicycles where warranted and/or feasible on SE Orient Drive between Gresham City limits and the County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
150R	SE Orient Drive / SE Bluff Road Intersection Improvements	Widen SE Orient Drive to create eastbound left turn lane to SE Bluff Road, realign SE Bluff Road and SE Teton Drive to create perpendicular intersection.
151R	SE Oxbow Drive: SE Division Drive to SE Hosner Road	Provide separation for bicycles where warranted and/or feasible on SE Oxbow Drive between SE Division Drive and SE Hosner Road. Improvements could include narrow

Project		Description
		shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project will include reconstructing major culverts along the project corridor.
152R	SE Oxbow Drive/SE 327th Avenue/SE Altman Road Realignment	Realign the intersection of SE Oxbow Drive / SE 327th Avenue / SE Altman Road by channelizing the broad paved area on SE 327th Avenue at the approach to SE Oxbow Drive, creating a more perpendicular intersection. This project will improve sight distance and reduce the potential for conflict between westbound left turns and northbound left turns. Widen SE Oxbow Drive to create westbound left turn lane to SE Altman Road / SE 327th Avenue.
153R	SE Oxbow Parkway: SE Oxbow Drive to End of Road	Provide separation for bicycles where warranted and/or feasible on SE Oxbow Parkway from SE Oxbow Drive to the end of the road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project will also include stabilization and any safety improvements for the active landslide on this project segment.
155R	SE Powell Valley Road/SE Rook Road: SE 282nd Avenue to SE 302nd Avenue	Reconstruct SE Powell Valley Road between SE 282nd Avenue and SE Short Road and SE Rook Road between SE Short Road and SE 302nd Avenue to Rural Collector Standards. The Powell Valley Road segment was identified has a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018.
156R	NW Reeder Road: NW Gillihan Road to Columbia County Line	Provide separation for bicycles where warranted and/or feasible on NW Reeder Road from NW Gillihan Road to the Columbia County line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project also includes full reconstruction of the roadway between Milepost 1 and Milepost 2 as it is identified as a "Failed Road" with a Pavement Condition Index (PCI) of less than 50 as of June 2018.
157R	Sandy River Tributary Culverts of Local Concern	Replace culverts identified as of local concern within the watershed of the Sandy River tributaries to improve fish passage for endangered fish and other aquatic species. This project includes replacing the following culverts: SE Northway Road Culvert (#5555*), SE Pounder Road

Project		Description
		Culverts (#5607*, 5615, 5611, and #5614), SE Christensen Road Culvert (#5338), SE Howard Road Culverts (#5441 and #5443), E Bell Road Culvert (#5003), SE Smith Road Culvert (#5626), SE Hurlburt Road Culverts (#5471, #5455*, and #5454), E Knieriem Road Culvert (#5040), SE Kimbley Road Culvert (#5463), SE Wilson Road Culvert (#5658), SE Kerslake Road Culverts (#5480 and #5479), SE Nielson Road Culvert (#5167), SE Gordon Creek Road Culvert (#5386), and SE Littlepage Road Culverts (#5491 and #5493*). * indicates that culvert is a 5-year regional priority for reconstruction.
158R	Sandy River Tributary Culverts of Regional Concern	Replace culverts identified as of regional concern within the Sandy River Tributary watersheds to improve fish passage for endangered fish and other aquatic species. This project includes replacing the following culverts: SE Deverell Road Culverts (#5346* and #5355*), SE Trout Creek Road Culvert (#5639), SE Mannthey Road Culvert (#5545), and the SE Gordon Creek Road Culverts (#5396 and #5411*). * indicates that culvert is a 5-year priority for reconstruction.
159R	NW Sauvie Island Road Multi-Use Path: Bridge to NW Reeder Road	Construct a multi-use path parallel to sections of NW Sauvie Island Road, located on the levee between the Sauvie Island Bridge and NW Reeder Road.
160R	NW Sauvie Island Road / US Highway 30 Intersection Upgrades	Upgrade the traffic signal controller at the intersection of US Highway 30 and NW Sauvie Island Road to be consistent with outcome of future intersection upgrade study (see Multnomah County TSP Project #S5).
161R	NW Sauvie Island Road: NW Reeder Road to Milepost 6	Provide separation for bicycles where warranted and/or feasible on NW Sauvie Island Road from NW Reeder Road to Milepost 6. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
162R	NW Sauvie Island Road: Milepost 6 to the Columbia County Line	Provide separation for bicycles where warranted and/or feasible on NW Sauvie Island Road from Milepost 6 to the Columbia County Line. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders). Project also includes total road reconstruction between Milepost 6 and the Columbia County line as it is identified as a "failed road" with a Pavement Condition Index (PCI) of less than 50, as of June 2018.

Project		Description
163R	Sauvie Island Loop Roads Shoulder Improvements	Provide 3-4 foot paved shoulders on NW Reeder Road, NW Sauvie Island Road, and NW Gillihan Road.
164R	NW Skyline Boulevard: NW Cornell Road to NW Greenleaf Road	Construct bike lanes on NW Skyline Boulevard between NW Cornell Road and NW Greenleaf Road.
165R	NW Skyline Boulevard: 50' SE NW Kelly Circle to 750' SE NW Meares Drive / City Boundary	Reconstruct NW Skyline Boulevard from 50' SE of NW Kelly Circle to 750' SE of NW Meares Drive/City of Portland Boundary to Rural Collector Standards. Roadway was identified has a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018.
166R	NW Skyline Boulevard: City of Portland line to NW Cornelius Pass Road	Provide safety improvements along NW Skyline Boulevard between the City of Portland boundary and NW Cornelius Pass Road, such as augmenting shoulders in a context-sensitive manner and providing enhanced shoulder bikeways. Project also includes installing traffic calming devices to reduce speeds to be consistent with recommendations of future speed zone study (see Multnomah County TSP Project #S1).
167R	NW Skyline Boulevard: NW Cornelius Pass Road to NW Rock Creek Road	Provide safety improvements along NW Skyline Boulevard between NW Cornelius Pass Road and NW Rock Creek Road, such as augmenting shoulders in a context-sensitive manner and providing enhanced shoulder bikeways. Project also includes fully reconstruction NW Skyline Boulevard between Milepost 14 and NW Rock Creek Road as it has a Pavement Condition Index (PCI) score of less than 50 as of June 2018.
168R	NW Skyline Boulevard: NW Rock Creek to NW Beck Road	Provide safety improvements along NW Skyline Boulevard between NW Rock Creek Road and NW Beck Road, such as augmenting shoulders in a context-sensitive manner and providing enhanced shoulder bikeways.
169R	NW Skyline Boulevard: NW Beck Road to NW Rocky Point Road	Provide safety improvements along NW Skyline Boulevard between NW Beck Road and NW Rocky Point Road, such as augmenting shoulders in a context-sensitive manner and providing enhanced shoulder bikeways. Project also includes fully reconstructing NW Skyline Boulevard between NW Logie Trail Road and NW Johnson Road, a "failed road" with a Pavement Condition Index (PCI) of less than 50 as of June 2018.
170R	NW Springville Road: City of Portland line to Washington County line	Provide safety improvements on NW Springville Road between the City of Portland limits and the Washington County line such as augmenting shoulders in a context-sensitive manner and providing shoulder bikeways. Project must also be consistent with on-street bike/ped option in the Westside Trail Master Plan. Project will include fully reconstructing multiple culverts along the project corridor.

Project		Description
171R	Stark Street Bridge	Repair and update the Stark Street Bridge over the Sandy River. Project will include improving bike/ped access across bridge.
172R	SE Sweetbriar Road: SE Troutdale Road to East City Limit	Widen SE Sweetbriar Road between SE Troutdale Road and the City of Troutdale eastern limit to neighborhood collector standards with two travel lanes, sidewalks, and bike lanes.
173R	SE Telford Road: SE 252nd Avenue to Clackamas County Line	Reconstruct SE Telford Road from SE 252nd Avenue to Clackamas County Line to Rural Collector Standards. Roadway was identified as a "Failed Road" with an estimated Pavement Condition Index (PCI) of less than 50 as of June 2018.
174R	NW Thompson Road: NW 53rd Drive to UGB	Augment roadway shoulders in a context sensitive manner on NW Thompson Road between NW 53rd Avenue and the UGB for safety.
175R	SE Troutdale Road: SE Division Drive to SE 282nd Drive	Provide separation for bicycles where warranted and/or feasible. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes.
176R	Tualatin River Culverts of Local Concern	Replace culverts identified as of local concern within the Tualatin River Watershed to improve fish passage for endangered fish and other aquatic species. This project includes replacing the following culverts: NW Rock Creek Road Culverts (#1254, #1253*, #1262, and #1273), SW Thomas Street Culvert (#2054), and SW Patton Road Culvert (#2041). * Indicates that culvert is a 5-year regional priority for reconstruction.
177R	E Woodard Road: E Historic Columbia River Highway to SE Ogden Road	Provide separation for bicycles where warranted and/or feasible on E Woodard Road between East Historic Columbia River Highway and SE Ogden Road. Improvements could include narrow shoulders (3-4 feet) to full width shoulders (6 feet) in one or both directions or could include minimal improvements such as uphill bicycle climbing lanes or intermittent bicycle pull outs. Solutions can be used for pedestrian use (i.e., shoulders).
178R	SE Stark Street: Troutdale City Limits to SE 35th Street	Add pedestrian improvement to south side of SE Stark Street from the Troutdale City limits to SE 35th Street. Pedestrian facility type and width may vary throughout the corridor depending upon the context and available ROW. Project also includes complete asphalt concrete overlay / reconstruction on SE Stark Street between the Troutdale City limits and SE Kerslake Road (Project is on 10-year priority list for overlays).
179R	SE Stark Street: SE 35th Street to Stark Street	Implement safety improvements from a future Stark Street Safety Study as described in the Multnomah County

Project		Description
	Bridge/E Historic Columbia River Highway	Transportation System Plan. Project also includes replacing a culvert (#4121) to improve fish passage. Project also includes complete asphalt concrete overlay / reconstruction on SE Stark Street between the Troutdale City limits and SE Kerlake Road (Project is on 10-year priority list for overlays).
180R	SE Troutdale Road: SE Strebin Road to SE Division Drive	Widen SE Troutdale Road between SE Strebin Road and SE Division Drive to be three lanes, with two travel lanes, center turn lane or median, bicycle lanes (in city limits), enhanced shoulders for bicycles (outside city limits) and sidewalks (in city limits). Reconstruct the SE Troutdale Road / SE Division Drive intersection including replacing culverts to improve fish passage.
181R	SE Stark Street Overlay : 475 ft. east of NE Hogan Drive to NE Kane Drive	Grind and replace asphalt or concrete on existing road surface.
182R	NE Latourell Falls Rd. over Latourell Creek	Grind and replace asphalt or concrete on existing road surface.
500U	NE 207th Avenue (Fairview Parkway): NE Glisan Street to NE Sandy Boulevard	Install upgraded traffic signal controllers, enhance communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings at up to four (4) traffic signals. Provide realtime and forecasted traveler information on arterial roadways.
501U	NE 223rd Avenue and NE Glisan Street Intersection Improvements	Implement intersection improvements to address capacity at NE 223rd Avenue and NE Glisan Street. Project includes up to two (2) ADA ramp improvements.
502U	NE 223rd Avenue: NE Halsey Street to NE Sandy Boulevard	Reconstruct NE 223rd Avenue to Major Collector standards, including two travel lanes, a center turn lane or median, sidewalks, and bicycle lanes. Road cross-section will need to be context sensitive design through Old Town Fairview. Project includes a pedestrian crossing between NE Halsey Street and NE Glisan Street.
503Ua	NE 223rd Avenue: NE Sandy Boulevard to South of UPRR Undercrossing	Improve NE 223rd Avenue to Major Collector standards, including two travel lanes, a center turn lane or median, sidewalks, and bicycle lanes. Project includes replacing a culvert for fish passage, as well as adding approximately 500 feet of guardrail on the eastside of NE 223rd Avenue, north of NE Sandy Boulevard. Project does not include replacing the railroad overcrossing.
503Ub	NE 223rd Avenue: UPRR Undercrossing to North of NE Marine Drive	Improve NE 223rd Avenue to Major Collector standards, including two travel lanes, a center turn lane or median, sidewalks, and bicycle lanes. Project does not include replacing the railroad overcrossing. PE underway for bike/ped path on West side of NE 223rd Avenue under the

Project		Description
		railroad overcrossing. Project would likely be completed by City of Fairview with Construction permit.
504U	NE 223rd Avenue - North Railroad Crossing Bridge Replacement	Replace the railroad overcrossing on NE 223rd Avenue, approximately 2,000 feet north of I-84, to provide for wider travel lanes, sidewalks, and bicycle lanes.
505U	NE 238th Drive: NE Halsey Street to NE Glisan Street	Reconstruct NE 238th Drive to be consistent with the freight and multimodal recommendations from the East Metro Connections Plan, including three travel lanes and multiuse paths/bike lanes and sidewalks for bicyclists and pedestrians.
506U	NE 238th Drive/NE 242nd Avenue/NE Hogan Drive: NE Sandy Boulevard to NE Glisan Street	Employ adaptive signal timing and other system management techniques to improve the performance at up to six (6) traffic signals on NE 238th Drive/NE 242nd Drive/NE Hogan Drive.
507U	SW 257th Avenue Pedestrian Safety Improvements: Gresham City Limits to I-84	Implement pedestrian safety improvements, including sidewalk improvements, landscaping, pedestrian lighting, bus stop enhancements, and enhanced crossings at SE Stark Street, SW 26th Street, SW Jennings Lane, SW 13th Place, the Hampton Heights driveway, and West Historic Columbia River Highway. Project includes relocating utilities underground and a complete overlay between SE Stark Street and SW Cherry Park Road (N) (on 5-year priority list for overlay).
508U	Buxton Road: Historic Columbia River E Highway to SE Cherry Park Road	Add on-street bike lanes on Buxton Road between East Historic Columbia River Highway and SW Cherry Park Road. Project includes reconfiguring existing crossings at SW 7th Street and at SW Cherry Park Road for walking and biking to be consistent with Safe Routes to School Action Plan. Project includes a complete overlay between SE Cherry Park Road and East Historic Columbia River Highway (on 6-year priority list for overlay).
509U	NE Blue Lake Road: NE 223rd Avenue to NE Interlachen Lane	Construct sidewalks on NE Blue Lake Road between NE Marine Drive and NE Fairview Avenue / NE 223rd Avenue, as well as bicycle lanes between NE Fairview Avenue / NE 223rd Avenue and the east entrance of Blue Lake Regional Park. Project will include some roadway widening between Blue Lake Regional Park and NE Fairview Avenue / NE 223rd Avenue.
510U	SE Cochran Road: SE Troutdale Road to Gresham / Troutdale City Limits	Fully reconstruct SE Cochrane Road between SE Troutdale Road and the Gresham / Troutdale City Limits to major collector standards with two travel lanes, a center lane/median, sidewalks, and bicycle lanes. Project includes a major culvert replacement. Roadway is identified as a "Failed Road", with the segments of roadway in this

Project		Description
		project having a Pavement Condition Index (PCI) of under 50 as of June 2018.
511U	Dunthorpe Urban Pockets Active Transportation Projects	Complete gaps in bicycle lanes and sidewalks within the Dunthorpe unincorporated urban pocket. Projects include: Pedestrian off-street path on SW Summerville Avenue (SW Riverdale Rd. to SW Palentine Hill Rd.); Bicycle lanes on SW Palantine Hill Road (OR43 to Portland City Limits); Traffic calming treatments on SW Breyman Avenue (SW Palentine Hill Rd. to OR43); Pedestrian improvements on SW Terwilliger Boulevard (Portland City limits to Multnomah County Boundary); and sidewalks on SW Riverwood Road (SW Riverside Dr. to SW Military Rd).
512U	SE Evans Road: SE Hulburt Road to E Historic Columbia River Highway	Construct shoulder bikeways on SE Evans Road between SE Hurlburt Road and the East Historic Columbia River Highway.
513U	Forest Park / SW Hills Urban Pockets Bicycle Projects	Construct bicycle lanes on streets within the Forest Park / SW Hills unincorporated urban pocket. Road segments include: SW Hewitt Boulevard: SW Humphrey Boulevard to 5,200 feet W of SW Patton Road; SW Humphrey Boulevard: SW Patton Road to SW Hewitt Boulevard; SW Patton Road: SW Scholls Ferry Road to SW Hewitt Avenue; SW Shattuck Road: SW Patton Road to SW Windsor Court; and NW Miller Avenue.
514U	Forest Park / SW Hills Urban Pockets Sidewalk Infill Projects	Install sidewalks on streets within the Forest Park / SW Hills unincorporated urban pockets, including constructing necessary stormwater facilities. Road segments include: Sweetbriar Ct: 64th Pl--Scholls Ferry Road; Grover Ct: Dead End--55th Dr; Woods Ct;; 55th Dr--Dead End; 55th Dr: 55th Ave--Dead End; 55th Ave: Patton Road--55th Dr; 55th Dr: City Limit--Patton Road; 57th Avenue: City Limit--Windsor Ct; 57th Avenue: Westdale Dr--Patton Road; Downsview Ct.; 57th Avenue--55th Dr; Westdale Dr: 55th Drive--Dead End; 54th Pl: Thomas St--Dead End; 50th Avenue: Windsor Ct--Downsview Ct; 52nd Pl: Thomas St--Downsview Ct; Windsor Ct: 52nd Pl--Shattuck Road; Thomas St: SW 52nd Pl - SW 54th Pl; 48th Pl: Windsor Ct--Downsview Ct; 64th Pl: Bucharest Ct--Dead End; Downsview Ct: 52nd Pl--48th Pl; Windsor Ct: 54th Pl--Dead End; Fairview Boulevard: Knights Boulevard--Kingston Avenue; Bucharest Ct: Dead End – County Line ; Scholls Ferry Ct: Scholls Ferry Road--Dead End; and SW 61st Avenue.
516U	NE Glisan Street: NE 202nd Avenue to NE 207th Avenue	Reconstruct the north side of NE Glisan Street to provide a multimodal connection between Gresham-Fairview Trail and Salish Ponds Natural Area. Include bike lanes, sidewalks, and two travel lanes in each direction. Design green-street treatments for drainage improvements,

Project		Description
		including Fairview Creek Culvert replacement. South side of NE Glisan Street is in Gresham, north is in Fairview.
517U	NE Glisan Street: Fairview Parkway to NE 242nd Avenue: Arterial Corridor Management	Install upgraded traffic signal controllers, enhance communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings at up to five (5) traffic signals. Provide realtime and forecasted traveler information.
518U	NE Glisan Street Culvert (east of NE 223rd Avenue)	Replace Culvert #4006 on NE Glisan Street, a 5-year priority for reconstruction, to improve fish passage for endangered fish and other aquatic species.
519U	NE Halsey Street: NE 202nd Avenue to NE 223rd Avenue	Enhance bicycle and pedestrian facilities on NE Halsey Street between NE 202nd Avenue and NE 223rd Avenue including widening bicycle lanes where needed, installing green paint in bicycle lanes where located in transitional areas, and installing safer enhanced pedestrian crossings at locations that are consistent with the Main Streets on Halsey Plan. Project includes complete overlay between roughly NE 213th Avenue and NE 223rd Avenue (on 10-year priority list for overlay)
520U	NE Halsey Street: NE 223rd Avenue to NE 238th Drive	Enhance pedestrian environment on the NE Halsey Street corridor between NE 223rd Avenue and NE 238th Drive to be consistent with the Main Streets on Halsey Plan including constructing safer enhanced pedestrian crossings. Project includes complete overlay between roughly NE 227th Avenue and NE 238th Drive (on 10-year priority list for overlay).
521U	NE Halsey Street and Wood Village Boulevard Signal	Install a traffic signal at the intersection of NE Halsey Street and Wood Village Boulevard when traffic volumes warrant.
522U	NE Halsey Street: NE 238th Drive to Historic Columbia River Highway	Reconstruct NE Halsey Street to a three-lane minor arterial with center turn lane or median, sidewalks and bicycle lanes. Includes improving pedestrian-scaled lighting and landscaping, and enhanced pedestrian crossings at Halsey Loop Road and Edgefield Meadows Avenue. Project also includes replacing culvert to improve fish passage for Arata Creek. Project includes complete overlay between roughly NE 238th Drive and Historic Columbia River Highway (on 10-year priority list for overlay).
523U	W Historic Columbia River Highway Railroad Overcrossing	Replace railroad overcrossing on West Historic Columbia River Highway one half mile east of NE 244th Avenue to accommodate wider travel lanes, sidewalks and bike lanes.
524U	E Historic Columbia River Highway and Buxton Avenue Intersection Signalization	Install traffic signal at intersection of East Historic Columbia River Highway and Buxton Road, and coordinate with existing signal at NE 257th Avenue and East Historic Columbia River Highway.

Project		Description
525U	E Historic Columbia River Highway Curb Extensions	Complete installation of curb extensions on East Historic Columbia River Highway in downtown Troutdale. Includes curb extensions at Kendall Avenue, Buxton Avenue, Dora Street, Harlow Avenue, and Kibling Avenue.
526U	W Historic Columbia River Highway: NE 244th Avenue and NE Halsey Street	Reconstruct West Historic Columbia River Highway from NE 244th Avenue to NE Halsey Street, including two travel lanes, a center turn lane or median, bicycle lanes and sidewalks. Reconstruction of the railroad overcrossing is not included in this project. Project includes pavement overlay (on the 10-year overlay priority list).
527U	NE Interlachen Lane: NE Marine Drive to NE Blue Lake Road	Construct sidewalks on both sides of NE Interlachen Lane between NE Marine Drive and NE Blue Lake Road.
528U	NW Marine Drive: NW Frontage Road to NW Sundial Road	Reconstruct NW Marine Drive from NW Frontage Road to NW Sundial Road to a two-way, five-lane cross section. Project includes constructing sidewalks and bicycle lanes where there are currently gaps.
529U	NE Marine Drive: NW Sundial Road to NE 223rd Avenue	Reconstruct NE Marine Drive from NW Sundial Road to NE 223rd Avenue to a two-way, five-lane cross section. Project includes constructing sidewalks and bicycle lanes where there are currently gaps.
530U	NE Marine Drive - NE 223rd Avenue to Gresham City limits	Reconstruct NE Marine Drive from NE 223rd Avenue to the Gresham City limits to a two-way, five-lane cross section. Project includes constructing sidewalks and bicycle lanes where there are currently gaps.
531U	NE Marine Drive and NE 223rd Avenue Intersection Reconstruction	Widen and improve intersection at NE Marine Drive and NE 223rd Avenue to accommodate freight traffic and provide bicycle and pedestrian facilities. Project includes reconstructing and upsizing a significant culvert under the intersection.
532U	NE Sandy Boulevard: Gresham City Limits to NE 223rd Avenue	Reconstruct NE Sandy Boulevard to minor arterial standards with bike lanes, sidewalks, enhanced pedestrian crossings, and drainage improvements. Project includes replacing a culvert (#4920) that is identified as a 5-year priority for reconstruction to improve fish passage. Project also includes intersection upgrades at NE Sandy Boulevard and NE 223rd Avenue.
533U	NE Sandy Boulevard: NE 223rd Avenue to NE 238th Avenue	Reconstruct NE Sandy Boulevard to minor arterial standards with bike lanes, sidewalks, enhanced pedestrian crossings, and drainage improvements. Project includes replacing a culvert (#4922) that is identified as a 5-year priority for reconstruction to improve fish passage.
534U	NE Sandy Boulevard: NE 238th Drive to Roadway Terminus	Widen NE Sandy Boulevard to accommodate bicycle lanes and construct sidewalks on both sides of the roadway. Project includes complete overlay (on 10-year priority list for overlay).

Project		Description
535U	SW Scholls Ferry Road: SW Humphrey Boulevard to SW Patton Road	Improve SW Scholls Ferry Road between SW Humphrey Boulevard and SW Patton Road based on the Scholls Ferry Concept Plan, including bicycle and pedestrian facilities and improved stormwater drainage. Project also includes intersection improvements at SW Patton Road for a dedicated left turn lane for the southbound direction, ADA ramp improvements, and signals with permissive / protective phasing. Project includes complete overlay from SW Thomas Street to SW Woods Court (on 3-year priority list for overlay).
536U	SW Schools Ferry Road: SW Patton Road to Washington County Line	Improve SW Scholls Ferry Road between SW Patton Road and the Washington County line based on the Scholls Ferry Concept Plan, including bicycle and pedestrian facilities and improved stormwater drainage. Project includes complete overlay from SW Woods Court to Sheridan Court (on 1-year priority list for overlay).
537U	SE Stark Street: SW 257th Avenue to S Troutdale Road	Reconstruct SE Stark Street between SW 257th Avenue and S Troutdale Road to minor arterial standards which includes widening up to four traffic lanes, including a continuous left turn lane, plus bicycle lanes, sidewalks, and multimodal intersection improvements at SW 257th Avenue. Project also includes enhanced pedestrian crossings at SW Corbeth Lane, and at future regional trail crossing. Project includes complete overlay (on 10-year priority list for overlay).
538U	SE Stark Street: S Troutdale Road to SE Evans Avenue	Reconstruct SE Stark Street between S Troutdale Road and SE Evans Avenue to two travel lanes, a center turn lane or median, sidewalks, and bicycle lanes. Project includes signal upgrades at the intersection of SE Stark Street and SW Evans Avenue for enhanced pedestrian safety. Project includes complete asphalt concrete overlay (on 10-year priority list for overlays).
541U	NW Sundial Road: NW Marine Drive to 40-mile loop	Widen NW Sundial Road to three lanes, and construct sidewalks and bicycle lanes.
542U	S Troutdale Road: SW Cherry Park Road to SE Stark Street	Reconstruct S Troutdale Road between SW Cherry Park Road and SE Stark Street to major collector standards with two travel lanes, a center lane or median, sidewalks, and bicycle lanes. Project includes enhanced pedestrian crossings at Beaver Creek Lane and the planned regional trail. Project includes major culvert replacement over Beaver Creek to improve fish passage. Project also includes a pavement overlay between SE Stark Street and Chapman (listed on 10-year overlay priority list).
543U	S Troutdale Road: SE Stark to SE Strebin Road	Widen S Troutdale Road between SE Stark Street and SE Strebin Road to be three lanes, with two travel lanes, center turn lane or median, bicycle lanes and sidewalks.

Project		Description
		Project includes pavement overlay (listed on the 10-year overlay priority list).
545U	Wood Village Boulevard: NE Glisan Street and NE Halsey Drive	Evaluate and implement safety of intersections (both public and private roadways) on NE Wood Village Boulevard between Glisan Street and Halsey Street.
546U	Far Southeast Urban Pockets Active Transportation Projects	Complete gaps in bicycle lanes and sidewalks within the Far Southeast unincorporated urban pocket. Projects include: sidewalks and bicycle lanes on SE Barbara Welch Road; completing bicycle and pedestrian facility gaps on SE Jenne Road, including enhanced pedestrian crossing improvements on SE Jenne Road at SE Circle Avenue. Improvements will include required stormwater enhancements.
547U	Historic Columbia River Hwy Overlay: 650 ft. east of SE Kibling Street to Sandy River	Grind and replace asphalt or concrete on existing road surface.
548U	NE Glisan St Overlay : 420 ft. east of NE 223rd Avenue to NE 242nd Drive	Grind and replace asphalt or concrete on existing road surface.
549U	Cherry Park Rd Overlay: SW 257th Drive to Buxton Road	Grind and replace asphalt or concrete on existing road surface.
550U	Jenne Rd to 174th Ave Overlay: 190 ft. south of SE Naegeli Drive to SE Circle Avenue	Grind and replace asphalt or concrete on existing road surface.
551U	NE 242nd Dr Overlay: NE Glisan Street to 385 ft. north of NE 38th Drive	Grind and replace asphalt or concrete on existing road surface.
552U	Cherry Park Rd ADA Ramps: NE 242nd Drive to SW 257th Drive - Upgrade	Upgrade ADA ramps to meet standard.
553U	Graham Rd ADA Ramps - Upgrade	Upgrade ADA ramps to meet standard.