

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

<u>In the Matter of Approval of the</u>	)	
<u>Multnomah County Five Year</u>	)	RESOLUTION
<u>1992-96 Transportation Capital</u>	)	93-344
<u>Improvement Plan and Program</u>	)	

WHEREAS, the Board of County Commissioners recognizes the need for a safe and efficient street system that satisfies travel needs of county residents and the region; and

WHEREAS, the goal of the Multnomah County Transportation Capital Improvement Plan and Program is to promote and enhance a balanced transportation system; and

WHEREAS, the Multnomah County Transportation Division has instituted a capital improvement plan and program process following the guidelines established in the Multnomah County Comprehensive Framework Plan for Capital Improvements and Trafficways; and

WHEREAS, affected neighborhood groups and local governments were involved in the identification of needed transportation improvements; and

WHEREAS, the Capital Improvement Plan and Program process ensures that transportation improvements having the greatest need will be constructed first; and

WHEREAS, the Multnomah County Transportation Capital Improvement Plan and Program will be updated every two years to ensure the safe and reliable use of the county road system;

NOW, THEREFORE, BE IT RESOLVED, that the Board of County Commissioners of Multnomah County approve the Multnomah County Five-Year 1992-96 Transportation Capital Improvement Plan and Program for the purpose of guiding the investment of the County's capital resource for road and road relate purposes over the next five year period.

ADOPTED this 14th day of October, 1993.



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

By *Beverly Stein*  
BEVERLY STEIN  
Chair

REVIEWED:

LAURENCE KRESSEL  
County Counsel  
for Multnomah County, Oregon

By *John Dubay*  
JOHN DUBAY  
Assistant County Counsel

**MULTNOMAH COUNTY 1992-1996 TRANSPORTATION  
CAPITAL IMPROVEMENT PROGRAM**

**TABLE OF CONTENTS**

SECTION	PAGE
INTRODUCTION	1
Capital Plan and Program . . . . .	1
Capital Projects . . . . .	2
Transportation Funding Strategy. . . . .	2
1992-1996 CIP. . . . .	3
TCIP Organization. . . . .	3
THE CAPITAL PROGRAMMING PROCESS	5
Updating the CIP . . . . .	6
TRANSPORTATION FUNDING	9
Introduction . . . . .	9
Revenue Sources. . . . .	9
Revenue Requirements . . . . .	11
Revenue Forecast Assumptions . . . . .	13
CONCLUSION	16
New Capital Allocation Summary by Category and Priority . . . . .	17
PROJECTS/SCHEDULE	18
Project Categories . . . . .	18
Funding Category Definitions. . . . .	18
CIP Project Schedule . . . . .	20
Project Detail Sheets. . . . .	20
1992-96 TCIP . . . . .	22
Project Detail Sheets Index. . . . .	23
APPENDIX I - CIP PROJECT EVALUATION FRAMEWORK	
APPENDIX II - DEVELOPMENT CONSTRAINTS	
1992-96 CAPITAL IMPROVEMENT PLAN AND PROGRAM PROJECT LOCATION MAP	

## INTRODUCTION

### The Capital Plan and Program

Multnomah County Transportation Division has instituted a capital improvement plan (CIP) process. This process follows guidelines established in the 1983 County Comprehensive Framework Plan: Physical Support System Policies. The objective of the Capital Improvement Plan is to identify and prioritize road and related improvements necessary to maintain and enhance the County transportation system.

The capital improvement process involves two major work elements: development of the Capital Improvement Plan (CIP), followed by development of the Transportation Capital Improvement Program (TCIP). The Capital Plan identifies capital needs for specific projects based on various information including traffic safety, road capacity and system deficiencies, economic development and community concerns. Once the inventory of capital needs has been identified, the Plan ranks the projects using objective criteria to determine the relative importance of future improvements.

Capital planning identifies segments of the county road system that have not been improved to County standards. The Capital Program implements the CIP by assigning available revenue to the highest ranked capital projects. A schedule is established of ranked and funded projects for each year from 1992 to 1996 (see Page 22). Capital programming schedules resources over the

five-year period to bring portions of the system up to standards. Future revenue is estimated and allocated to the highest ranked projects until estimated revenue is fully allocated. A number of constraints influence this schedule, which may change the order in which projects are constructed. (See Development Constraints, Appendix II.)

### **Capital Projects**

Capital improvements are projects to improve county road or bridge facilities where either substantial reconstruction or new construction is required. Examples of capital projects include:

- Road reconstruction
- Extensive guardrail replacement
- Sidewalk construction
- Extensive drainage improvements
- New signals and upgrades to existing signals
- Intersection improvements
- Road widening and the construction of new roadways

Road maintenance projects such as crack sealing, pavement overlays, striping and signing are not funded by the Transportation Capital Improvement Program. Maintenance is funded separately in the Transportation Division Operations and Maintenance Budget.

### **Transportation Funding Strategy**

County Comprehensive Framework Plan: Policy #34: Transportation, provides guidance to the Division in developing the County transportation system.

The adopted County policy is to develop a safe and efficient trafficway system using the existing road network, and by:

- (1) Improving streets to the standards established by the road classification system;
- (2) Placing priority on maintaining existing trafficways; and
- (3) Making improvements to the existing system which maximizes its capacity rather than constructing new facilities.

This policy establishes the overall capital improvement funding strategy: to enhance the existing road system before constructing new facilities. Consequently, road maintenance requirements are funded prior to funding capital needs. Capital projects are scheduled for construction which address the most critical transportation needs based on the objective evaluation process.

## 1992-1996 CIP

The total capital need identified in the Capital Improvement Plan is \$140 million, for 150 candidate projects. Needed facility improvements are ranked by facility type and include:

- Arterial Streets
- Collector Streets
- Local Streets
- Bridges (other than Willamette River Bridges)
- Intersections
- Sidewalks

Bikeways are identified and funded in the Multnomah County improvements to Bikeways Capital Improvement Plan. Willamette River Bridges are scheduled in the Willamette River Bridges Capital Improvement Plan.

The CIP includes Priority 1, 2, and 3 project needs as immediate or intermediate or long-term development. The transportation capital funding capability of Multnomah County for the next five year period is approximately \$18,735,000 with approximately \$121 million in projects unfunded. Thus, projects with the most critical need and no development constraints are programmed for priority one development.

Of the 150 current CIP candidate projects, 11 new projects are scheduled in the Capital Improvement Program for development during 1992-1996. Twenty-eight carryover projects from prior capital improvement programs are also scheduled during 1992-1996. Completion of these 28 projects requires approximately \$6.7 million.

### TCIP Organization

The Transportation Capital Improvement Program presented in the following sections summarizes various sources of funds. Projects recommended for funding are determined in the Project Schedule section. Estimated costs and funding sources for each project, and the schedule for project implementation or development constraints are also identified.

The TCIP Process section describes in general terms the relationship between the Capital Plan and the Capital Program. The capital programming process is described in greater detail.

The Funding section discusses assumptions used to develop revenue forecasts, and provides a general description of revenue sources utilized by the Multnomah County Transportation Division to fund capital improvements.

The Conclusion section provides a summary of transportation capital needs and funding capabilities.

The final Project Schedule section describes project categories and the capital improvement schedule. Project detail sheets describe each proposed improvement. This section represents the culmination of the CIP and TCIP process.

## THE CAPITAL PROGRAMMING PROCESS

The Transportation Capital Improvement Program implements necessary transportation improvements identified in the CIP. The Plan has identified the array of capital needs on the County system and established priorities among these future capital projects. The process developed to implement the Plan is illustrated in the CIP Flow Chart, Page 8. Implementing the capital plan requires budgeting available revenue to the most critical and highest ranked transportation projects.

The first step in this process is to prepare revenue forecasts. The revenue forecast is based on future projections with data regarding population growth trends, number of registered motor vehicles, road miles in the County system, gas tax revenue, and federal forest receipts. (See Transportation Funding section for a complete explanation of revenue sources.)

The second step is to determine constraints to project development. Priority one CIP projects are compared with other public and private projects occurring in County road rights-of-way. This comparison will determine if a County CIP project will conflict with other non-CIP projects. The purpose of reviewing possible development constraints is to: 1) establish the earliest date that construction could begin for each CIP project; and, 2) coordinate development activities within road rights-of-way; and, 3) reduce the costs of implementing individual projects. Coordination of construction activities in road rights-of-way can reduce costs of individual projects, but may delay construction of the road project to accommodate the other projects. Development constraints reviewed include:

1. Local jurisdictions' capital programs for sewer, water, and storm sewer systems may delay a road project.
2. The Mt. Hood Parkway environmental impact evaluation will delay several County projects along the Parkway corridor until an alternative is selected.
3. Projects funded from outside revenue sources may require an environmental analysis, or other planning and decision processes that could delay a project.
4. Utility construction (water, power, sewers and communication) are coordinated with each city or utility district or utility company for each County project.
5. Right-of-way acquisition is assumed to require one year to complete.

The Development Constraints schedule (Appendix II) indicates the earliest date to begin project construction. Project dates take into account all of the known development constraints.

After revenue forecasts are prepared and the earliest construction dates are identified, the next step is to schedule projects for construction. The highest ranked projects with the earliest start dates are assigned available revenue.

Two or more projects are often combined into a single project when convenient or economical. For example, a signal safety project may be incorporated with a road improvement when they coincide. However, where a priority intersection project would be significantly delayed by a road project, the intersection project will remain independent of the road project.

Scheduling of County projects can also be effected by scheduling and funding of other related projects. The County's 207th Ave. Connector project, for example, is being scheduled in coordination with state construction of the new 207th Ave. interchange at I-84.

The Capital Plan and Program for Multnomah County roads, signals, sidewalks and bridges (other than Willamette River Bridges) are reviewed and approved at a public hearing before the Board of County Commissioners. Prior to public hearings, East County cities have the opportunity to review draft documents and suggest changes or resolve differences. The East Multnomah County Transportation Committee will review the recommended plan and program, and make its recommendation to County Commissioners. Upon Board approval, the first two years of the program will be budgeted in the Transportation Division's annual budgets (Multnomah County Road Fund Budget). Projects scheduled for the third through fifth years of the program may change as the result of the biennial update of the CIP.

#### Updating the CIP

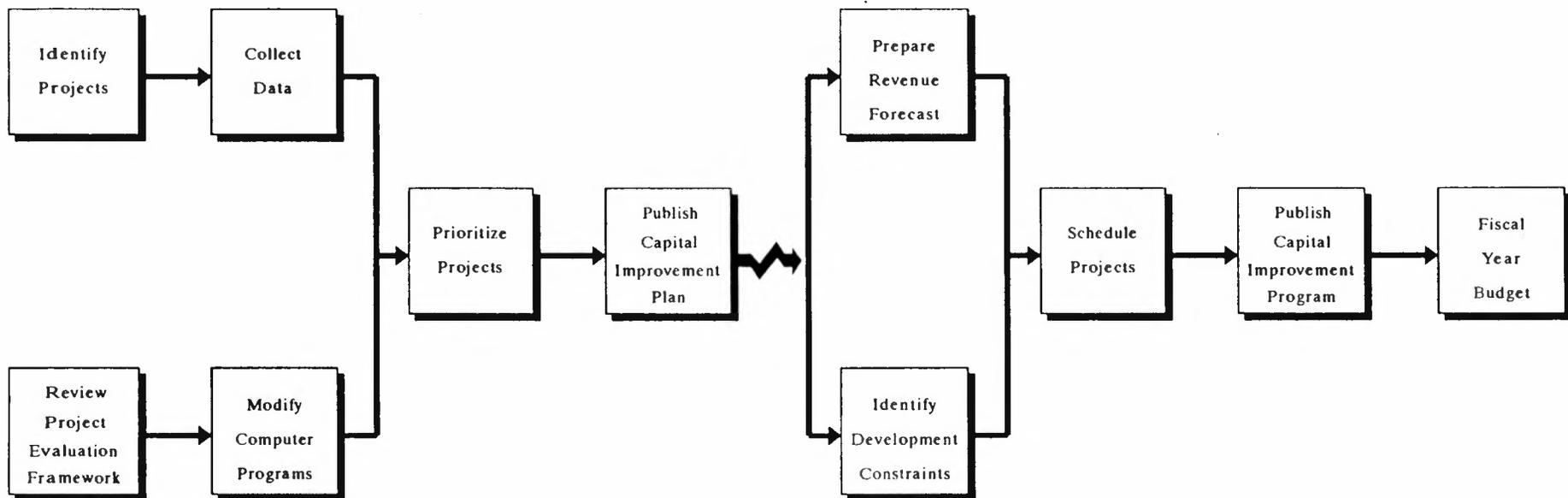
The Multnomah County CIP process is continuous and open, allowing citizen input at any time. The County transportation system is dynamic, changing in response to land use decisions and infrastructure life cycles. Consequently, the Capital Improvement Plan and Program must be updated regularly.

The Capital Improvement Plan and Program is reviewed by Transportation Division staff annually. Changing transportation needs plus community concerns, project delays, escalating project cost and changes in revenue sources will invariably alter the County's capital program. A full update process involving all interested parties is scheduled every two years and reviewed by the East Multnomah County Transportation Committee.

The annual staff review and the biennial full review will ensure that limited resources for capital projects will be allocated to the most critical capital needs. An "Annual Supplemental Schedule" will be distributed at the beginning of each fiscal year to update the program.

# CAPITAL IMPROVEMENT PLAN & PROGRAM

## *Flow Chart*



*Capital Improvement Plan*

*Capital Improvement Program*

## TRANSPORTATION FUNDING

### Introduction

Multnomah County funds its transportation responsibilities from the Road Fund which is a dedicated revenue source comprised primarily of user fees. State Highway Trust Funds, Federal Forest Receipts and County Gasoline Tax are the primary sources of revenue. Road funds are restricted by county ordinance or the state constitution for road purposes only. These sources can be used for planning, engineering, constructing and maintaining facilities within road rights-of-way.

The total capital need identified in the CIP is \$140 million. The funding capability identified in the County Transportation Capital Improvement Program for the five-year period is estimated at \$18,735,000. Limited revenue resources, and additional requirements do not allow all projects to be completed in an ideal time-frame. The capital program will be modified as revenue forecasts and capital needs change.

Revenue and cost estimates are based on historical records and the best available current information. No assumptions have been made concerning potential changes in state and federal sharing of transportation funding.

The Transportation Funding section explains: 1) where road fund revenues (which pay for capital improvements) are derived, 2) what kind of outside funds can be used for capital improvements, and 3) requirements of Multnomah County in allocating funds including: the Portland Intergovernmental Agreement (Portland Agreement), Willamette River Bridges requirements, road maintenance and the Bike Fund. Finally, assumptions used in developing the revenue forecasts for the CIP are discussed.

### Revenue Sources

#### Road Fund Sources

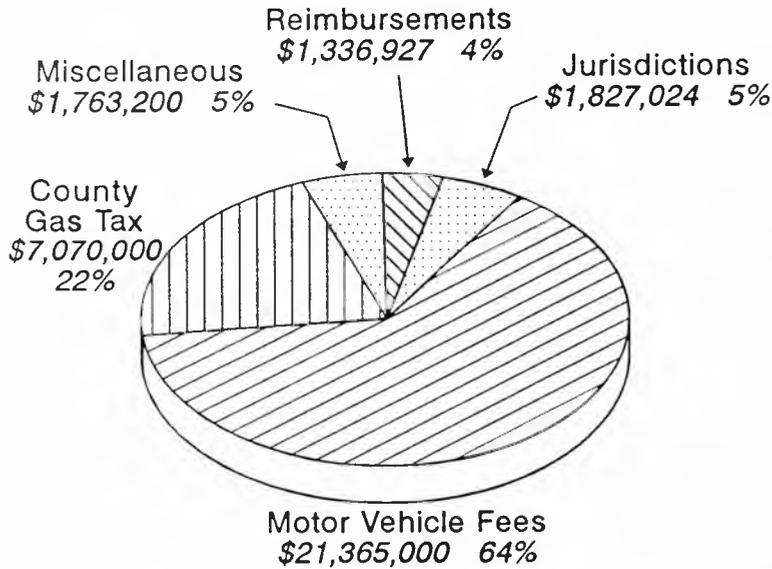
Road fund revenues for Multnomah County are derived primarily from three sources:

1. State Highway Trust Fund: Revenue from this source includes the State gasoline tax, weight/mile tax, and vehicle registration fees which are each constitutionally dedicated to road-related uses. The State Highway Trust Fund is distributed to the State, counties and cities at a rate of 60%, 24% and 16% respectively, after funding the Department of Motor Vehicles. Multnomah County is expected to receive \$21,365,000 in FY 93-94 in gross revenue (before distribution to the city of Portland per the 1983 Portland Agreement). One percent is dedicated to bikeways and pedestrian facilities.

2. Federal Forest Receipts: These revenues derive from timber cut in National Forests within Multnomah County. Under Oregon Revised Statute (ORS) 293.560, the funds received are allocated at a rate of 75% to the Road Fund and 25% to the School Fund. Annual revenue to the Road Fund is estimated at \$600,000.
3. County Gasoline Tax: Established under MCC 5.30.030 as a business license fee for Multnomah County, the one cent per gallon tax was imposed in 1977, and increased to three cents per gallon in 1981. Today, the three cents raises approximately \$7 million annually.

Other revenue in the Road Fund includes service reimbursements including fees related to new development, and interest on investments. The following pie chart depicts Road Fund revenue sources as a percentage of the total revenue available for road related capital projects.

## Road Fund Revenues FY 1993-94



<b>Total New Revenue</b>	<b>\$33,362,161</b>
<b>Total BWC</b>	<b>\$9,004,638</b>
<b>Bikeway Fund BWC</b>	<b>\$348,000</b>
<b>Corner Preservation Fund BWC</b>	<b>\$310,000</b>
<b>General Fund</b>	
▶ Surveyor	<b>\$87,840</b>
▶ NPDES & Tualatin River Basin Project	<b>\$310,000</b>

Adopted June, 1993

## Outside Funds

There are two primary sources of federal funds used by Multnomah County to fund road improvements: Surface Transportation Program (STP) funds and Highway Bridge Repair and Replacement (HBRR) funds.

Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. This act substantially modifies the way federal transportation funds are used for transportation purposes. Congress created the broad and flexible STP revenue category to replace more restrictive road funding categories. A percentage of these funds is distributed to the metropolitan region by the state. These dollars are available competitively to Multnomah County and other agencies for alternative transportation projects, as well as road projects.

Competitive federal bridge funds (HBRR) are available to Oregon based upon a formula defining the relative condition of bridges throughout the state. State funds are also available for safety improvement projects which are deemed eligible based on historical accident data. The Transportation Division applies for those funds when specific projects qualify.

## **Revenue Requirements**

### Capital Program

Annual allocations are made from the Road Fund for the Willamette River Bridges, the Bike Fund, and road maintenance plus the Portland Agreement. Remaining funds are then allocated to road capital projects. Estimated Road Fund monies for the current capital program are shown on Page 22.

Fiscal Year 1992-93 includes carryover projects, outside funded projects, and \$815,000 for new capital projects allocated from the Road Fund. Fiscal Year 1993-94 revenue available for new capital projects is projected to be \$1,100,000. Revenue available for new capital projects in FY 1994-95, 1995-96 and 1996-97 is estimated to average \$5 million each year. Projects not completed in prior years will modify total capital outlay each year by the amount of carryover.

### Portland Agreement

In 1984 the city of Portland and Multnomah County entered into an intergovernmental agreement to share revenues and road responsibilities related to the City's annexation of unincorporated Multnomah County. County maintained roads within the city limits of Portland were transferred to the City in conjunction with a share of the County's road fund dollars. The formula for sharing County road funds with the City provided for an increased share of revenue based on roads transferred and population increases from annexation.

The Portland Agreement was amended in 1989 so that all user fee revenues received by the County and City are shared based solely on proportional road mileage of the City and County systems. Additionally, the agreement sets forth a requirement that a minimum of \$6 million over ten years will be spent by the County on urban transition projects; \$300,000/year for improvements inside the urban service boundary and \$300,000/year on transit streets. While the agreement resulted in a decrease in road funds available to the County, the amendment has offset the decrease. County Road Fund revenue estimated to be transferred to the City of Portland in 1992-93 is \$13,617,000, and \$13,943,082 in 1993-94 (approximately 43% of the County's transportation budget).

#### Willamette River Bridges

In the Portland Agreement, yearly allocations of funds for capital construction and maintenance on the six County-maintained Willamette River Bridges is specified. These bridges are: the Sellwood, Hawthorne, Morrison, Burnside, Broadway, and Sauvie Island. A portion of this money is set aside (through the Portland Transfer) and subtracted from the County road funds prior to administration of the sharing formula. Another portion is subtracted from the City's allocation. (Please refer to the City of Portland Intergovernmental Agreement, amended August, 1984 for more detailed information.) Programming funds for capital construction of the Willamette River Bridges is done under the County's *Capital Improvement and Capital Maintenance Program for the Willamette River Bridges*, published separately.

#### Road Maintenance

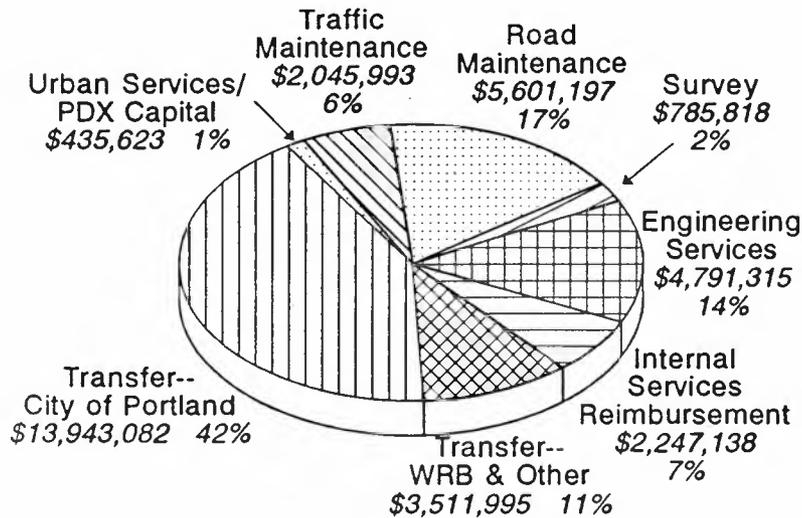
Historically, Multnomah County has put great emphasis on maintenance of its road system. Each budget year, the maintenance programs for the County road network and bridge system are fully funded. As a result, the County does not have a maintenance backlog for the surface street system.

#### Bike Fund

Under ORS 366.514, one percent of the State Highway Trust funds received by the County are to be spent on bicycle facilities or footpaths. Multnomah County has established a separate fund for bicycle facility development. These resources are programmed under the Bicycle Capital Program.

The pie chart on Page 13 depicts the percentage allocation of the Road Fund to each of the requirements.

# Budget FY 1993-94



<b>Total New Revenue</b>	<b>\$33,362,161</b>
<b>Total BWC</b>	<b>\$9,004,638</b>
<b>Bikeway Fund BWC</b>	<b>\$348,000</b>
<b>Corner Preservation Fund BWC</b>	<b>\$310,000</b>

Adopted June, 1993

## Revenue Forecast Assumptions

The following assumptions are used to develop revenue forecasts for the Transportation Capital Improvement Program.

- State Trust Fund monies to be received by the County are forecast from a County model which assumes a base revenue developed from historical data.
  1. The 2¢ per gallon per year gas tax increase allowed by state legislation is assumed to raise the same amount of revenue each year.
  2. The base revenue is shared with counties and cities at an average percentage rate of 24.38% and 15.57% respectively.

3. Multnomah County's share of all counties' share of the State Highway Fund is 18.2815% (number of registered vehicles in Multnomah County/number of registered vehicles Statewide).
  4. Portland's share of Trust Fund monies is 25.6250% of the cities' share which is based on a population formula.
- The Multnomah County gasoline tax raises about \$7 million annually.
  - Willamette River Bridges maintenance costs and a portion of capital costs are taken off the top of the County's share of the State Highway Trust Fund and County Gas Tax. An additional portion for capital is taken from the City of Portland's share per the Portland Agreement.
    1. Willamette River Bridge maintenance costs are \$1,735,899 in 1992-93 and estimated to be \$1,879,113 in 1993-94.
    2. The annual bridge capital requirement is \$1,500,000; \$1,060,000 from County share, with the remainder from Federal Forest Receipts and city of Portland.
  - Federal Forest receipts are retained by the County and are not factored into the sharing formula for the Portland Agreement. Projected revenue is \$600,000/year in 1993-94 and decreasing annually by 5 percent.
  - Total revenue for sharing with the city of Portland is comprised of:
    - State Highway Trust Fund for the County
    - + County Gasoline Tax (less Willamette River Bridge allocations)
    - + State Highway Trust Funds to the City.
    1. Revenue is shared based on the percentage of city road miles and county road miles.
    2. Portland annexations will not be complete by the end of the program year. County will retain approximately 400 miles in the road system.
  - Subtracted from the City's allocation of shared revenue are: money for road improvements in the unincorporated area of the Portland urban services area, and a portion of Willamette River Bridges (WRB) capital budget. These revenue are given to the County.
  - County's user fee allocation of the Road Fund includes:
    - County allocation of shared revenue
    - + Urban service and WRB set asides from Portland
    - + Federal Forest receipts
    - + Funds taken off the top for WRB maintenance and capital.

## CONCLUSION

The Transportation Capital Improvement Program has been developed to implement the capital plan. The capital plan identifies projects of greatest need on the Multnomah County road system. The capital program identifies funding sources and schedules the priority one projects for construction.

Priority one projects represent capital needs that should be constructed within the program period. Priority two projects are improvements of lesser need, to be reconsidered following implementation of priority one projects. Priority three projects are identified capital needs that can be deferred and will be considered for long-range improvement.

The CIP schedules 150 Priority 1, 2, and 3 projects. Total estimated liability for all 150 projects is approximately \$140 million in 1992 dollars. Anticipated revenue in budget years 1992 - 1996 is \$18,735,000. Funding requirements for Priority 1 projects is \$40 million which exceeds available revenue.

The capital planning and programming process is designed to ensure that limited resources for transportation capital projects will be allocated to the most critical transportation needs. The priority ranking system developed in the Plan recognized 41 priority one projects. Eleven of these projects have been scheduled for development in this TCIP. Also scheduled are 28 carryover projects identified in the previous capital improvement program which are under construction. These 39 projects (11 new plus 28 carryover) are shown in the Projects/Schedule section.

The 30 unfunded Priority 1 projects amount to approximately \$27 million and will be reconsidered for funding in 1994-96. The 44 unfunded Priority 2 capital projects total over \$36 million, and the 65 unfunded Priority 3 long-term capital needs total almost \$62 million in 1993 dollars.

Constantly changing community needs will alter County transportation program priorities over time before all 150 projects can be constructed. The Transportation Capital Improvement Program is reviewed by Transportation Division on an annual basis, and fully revised including public input biannually. The current CIP is based on the best available revenue and cost information and by clear and objective means, sets forth a strategy for addressing the highest priority transportation needs.

1992-1996 CAPITAL IMPROVEMENT PROGRAM  
**NEW CAPITAL ALLOCATION SUMMARY**  
**BY CATEGORY AND PRIORITY**

	Liability*	Program (FY 93/94)
Priority 1		
ARTERIAL	\$ 20,580,000	\$12,915,000
BRIDGES	1,580,000	-0-
COLLECTOR	14,855,000	2,800,000
LOCAL	350,000	-0-
SIGNAL SAFETY	2,393,000	1,010,000
CARRYOVER & OTHER	N/A	6,447,216
SIDEWALKS	<u>174,800</u>	<u>70,000</u>
SUBTOTAL	\$ 39,932,800	\$23,242,216
Priority 2		
ARTERIAL	\$ 17,870,000	-0-
BRIDGES	2,435,000	-0-
COLLECTOR	11,985,000	-0-
LOCAL	1,270,000	-0-
SIGNAL SAFETY	3,210,000	-0-
SIDEWALKS	<u>64,500</u>	<u>-0-</u>
SUBTOTAL	\$ 36,834,500	
Priority 3		
ARTERIAL	\$ 28,990,000	-0-
BRIDGES	-0-	-0-
COLLECTOR	31,297,000	-0-
LOCAL	1,500,000	-0-
SIGNAL SAFETY	1,530,000	-0-
SIDEWALKS	66,500	-0-
SUBTOTAL	<u>\$ 63,383,500</u>	<u>                    </u>
TOTAL	\$140,150,800	\$23,242,216

\* As identified in the 1992-1996 Transportation Capital Improvement Plan

## **Project Categories**

The Capital Improvement Program consists of ten funding categories: Arterial, Collector, Local, Signal Safety, Bridges, Development Support, Drainage, Guardrail, Sidewalk, and Safety Improvements. A separate category, Carryover, includes Transportation Capital Improvement Program projects which fall under one or more of these funding categories as previously allocated, but not completed in the prior year.

## **Funding Category Definitions**

### Arterial Streets

Arterial streets carry the highest volumes of traffic in the county road system, are four to five lanes, and are the regional traffic arteries of the East County road system. Arterial streets continue to be the most critical need on the county road system.

Arterial streets carry the most traffic between cities and provide direct connection between regional activity centers. Development of a multi-modal arterial system not only insures an efficient transportation network, it also reduces the negative effects of through traffic using neighborhood streets. Consequently, the highest priority, aside from maintaining the existing system, is to make necessary improvements to the arterial streets.

### Collector Streets

Collector streets are the next highest priority and carry area traffic between neighborhoods and the arterial system. Collectors are not intended to serve through traffic.

### Signal Safety

Traffic signals and turn lanes at intersections facilitate traffic flow and safety. Intersection and signal improvements can be developed independent of a road project. The improvement of lane geometry, signal timing, or adding lanes at intersections can provide additional capacity and safety for an entire road segment.

### Bridges

Bridges in this CIP, excluding Willamette River Bridges, are integral to the County road system should be improved as roadways are improved. For example, narrow railroad bridges over the existing roadway will need to be widened. Willamette River Bridges under Multnomah County jurisdiction are processed separately under the *Capital Improvement Plan and Program for the Willamette River Bridges*.

### Local Streets

Local streets provide access to private property and do not serve through traffic. Consequently, local streets usually carry the lowest volume of traffic and are a relatively low priority for capital improvements.

### Development Support

These funds are used in coordination with private road development projects e.g., shopping centers and subdivisions, by providing right-of-way and additional improvements for the benefit of the public.

### Drainage

Storm sewers, sump systems, and other drainage improvements are constructed in conjunction with road improvement projects or where a drainage problem exists. Drainage projects are generally funded in conjunction with road improvement projects.

A drainage issue funded under this category could include (1) measures to properly drain an existing roadway (e.g. where standing water is found), and (2) measures to relieve adjoining property from roadway runoff impacts.

### Guardrail

Guardrail installation and repair is usually funded as part of the road safety program. Guardrails are sometimes included in conjunction with a rural road project.

New guardrail or a replacement guardrail projects that are independent of a road project are funded in this category.

### Sidewalk

New sidewalk construction is included in arterial, collector and local road projects.

Sidewalk segments needed to connect schools, residential areas, and shopping areas are funded from this category.

### Safety Improvements

Monies are set aside for unanticipated traffic hazards requiring immediate attention to minimize hazards, e.g., to repair a washed out roadway, and are funded from this category.

Traffic signal preemption devices for emergency vehicles are funded from monies set aside in this category or are included in designated intersection improvement projects. Specific intersections have been identified for

preemption devices and are listed on Page 21. Preemption devices involving Light Rail Services (Tri-Met involvement) at certain intersections require more investigation before committing funds to those devices.

### Carryover

The Capital Improvement Program must include a carryover category because some road projects take more than one year to complete. Carryover funds from the previous fiscal year, and the status of projects are shown in the (revised) 1992-96 Transportation Capital Improvement Program. The program for Carryover projects is based on best available information.

### **CIP Project Schedule**

The five-year Capital Improvement Program schedule is shown in the 1992-1996 Capital Improvement Program on Page 22. Projects are listed in order of highest ranking within each category and priority. The schedule displays by year monies allocated for right-of-way acquisition and/or construction for each programmed project. A Project Detail Sheet provides greater information on the scope of work intended for each scheduled project.

### **Project Detail Sheets**

Project Detail Sheets describe the transportation projects scheduled for construction within the Capital Improvement Program for 1992-1996. Project detail description are organized by order of project ranking, scheduled to be completed within the five-year period.

Information on the Project Detail Sheets include:

- \* Project Name (street name and from - to termini points);
- \* Page Number (page number of project in this section of the Program);
- \* Map Number (the identification number on the CIP and Program Map);
- \* Project Number (a unique number assigned for cost accounting purposes for budgeted projects, if available);
- \* Project Description (brief description of the planned improvements);
- \* Detail Map of Project Area (highlighting project location).

The marked boxes of the project detail sheet indicate what is included as part of the project. Funding sources and costs are allocated per budget year, and totaled.

SIGNALIZED INTERSECTIONS IDENTIFIED FOR PREEMPTION DEVICES

<u>Intersection</u>	<u>Installation Year</u>	<u>Funding Category</u>
181st/Glisan	92/93	\$8,000 safety improvement
223rd/Glisan	95/96	\$8,000 safety improvement
Stark/202nd	93/94	In conjunction with Federal Aide signal safety project
181st/Stark	93/94	\$18,000 safety improvement
162nd/Halsey	92/93	(Under contract)
172nd/Glisan	95/96	In conjunction with signal safety project
182nd/Division	93/94	\$18,000 safety improvement
174th/Stark	94/95	In conjunction with signal safety project
182nd/Tibbetts	95/96	\$18,000 safety improvement
185th/Stark	94/95	\$8,000 safety improvement
162nd/Stark	94/95	In conjunction with signal safety project
190th/Division	93/94	In conjunction with 190th Avenue Improvement
257th/Cherry Parkway	93/94	\$8,000 safety improvement
257th/Columbia	94/95	\$8,000 safety improvement
181st/Burnside		Requires further analysis
Stark/Burnside		Requires further analysis
188th/Burnside		Requires further analysis
197th/Burnside		Requires further analysis
172nd/Burnside		Requires further analysis
162nd/Burnside		Requires further analysis
190th/Stark		Requires further analysis

**MULTNOMAH COUNTY**  
**DEPARTMENT OF ENVIRONMENTAL SERVICES, TRANSPORTATION DIVISION**  
**1992-96 CAPITAL IMPROVEMENT PROGRAM**

PROJECT NAME:	92 - 93	93 - 94	94 - 95	95 - 96	96 - 97
<b>Category: ARTERIAL</b>					
N.E. 207th Connector					
Phase 1 (I-84 - Halsey)	\$815,000 R	\$1,100,000 C	\$1,000,000 C		
Phase 2 (Halsey - Glisan/223rd)			\$2,150,000 R	\$3,000,000 C	
S.E. Stark St. (257th - Troutdale)			\$1,300,000 C		
N.E. Glisan (202nd - 223rd)				\$2,000,000 C	
N.E. Halsey (190th - 201st)	\$41,100 R	\$34,691 R			\$1,200,000 C
N.E. 223rd (Glisan - Halsey)					\$350,000 R
<b>Category: COLLECTOR</b>					
Arata Rd. (223rd - 238th)			\$100,000 R	\$960,000 C	
Hensley Rd. (262nd - Troutdale)			\$260,000 C		
Troutdale Rd. (Strebin - Stark)			\$130,000 R		\$1,350,000 C
<b>Category: SIGNAL</b>					
SE Orient Dr. / SE 282nd Ave.			\$310,000 C		
Halsey / 238th			\$350,000 C		
Burnside / 242nd			\$100,000 R	\$250,000 C	
Sub Totals:	\$856,100	\$1,134,691	\$5,700,000	\$6,210,000	\$2,900,000
<b>Category: DEVELOPMENT SUPPORT</b>					
	\$160,000	\$810,000	\$150,000	\$150,000	\$150,000
<b>Category: DRAINAGE</b>					
	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
<b>Category: SIDEWALKS</b>					
	\$70,000	\$70,000	\$100,000	\$100,000	\$100,000
<b>CAPITAL BUDGET:</b>	<b>\$1,116,100</b>	<b>\$2,044,691</b>	<b>\$5,980,000</b>	<b>\$6,490,000</b>	<b>\$3,180,000</b>
<b>Category: SAFETY IMPROVEMENT</b>					
S.E. Powell Valley Rd.	\$250,000 D	\$250,000 C	\$50,000	\$50,000	\$50,000
N.E. Halsey / 162nd Signal	\$117,680 C	\$15,915 C			
<b>Category: CARRYOVER*</b>					
N.W. Cornell Rd.	\$1,000 Rs		Cp		
S.E. Division / 235th Ave. Signal	\$1,000 Rs		Cp		
E. Burnside - Phase II.	\$1,000 Rs	\$1,000 Rs			
221st / 223rd - Road & Bridge	\$1,000 Rs	\$1,000 Rs			
S.E. Stark (242nd - 257th)	\$2,000 Rs	\$2,000 Rs			
S.E. Stark (223rd - 242nd)**	\$26,146 R	\$26,146 R			
N.W. Cornelius Pass Rd./Skyline Blvd.	\$1,000 Rs		Cp		
N.W. Cornelius Pass Rd./Skyline Blvd. (Const.)	\$2,500 Rs		Cp		
N.E. 257th Ave. (Columbia - Stark)	\$1,000 Rs		Cp		
S.E. Cleveland (Division - Powell)	\$1,000 Rs	\$1,000 Rs			
S.E. 190th (Yamhill southerly)	\$300,000 C		Cp		
S.E. 174th / Division St. **	\$1,675 R	\$1,675 R			
S.E. 162nd (Burnside - Glisan) **	\$74,500 R	\$74,500 R			
N.E./S.E. 223rd (Stark - Glisan) **	\$4,000 R	\$4,000 R			
Corbett Hill Rd.	\$1,000 Rs		Cp		
N.E. Halsey (190th - 201st)	\$41,100 R	\$34,691 R			
S.E. Foster (122nd - 136th)	\$1,200,000 C	\$2,000,000 C			
S.E. Bull Run (Burnside - 257th)	\$16,050 R	\$9,476 R			
S.E. 242nd (Hall - Division)	\$1,175,000 C	\$1,175,000 C			
Gordon Creek Rd.	\$190,000 R	\$16,700 R			
N.E. Halsey / 223rd Ave.	\$300,000 R	\$106,000 R			
N.W. Cornelius Pass Rd. - Curve Realign.	\$305,000 C	\$600,000 C			
S.E. Orient / 257th Ave.	\$450,000	\$450,000 C			
S.E. Stark / 202nd Signal	\$47,400 C	\$41,838 C			
S.E. Hogan (Johnson Cr. Bridge)	\$1,000,000 C	\$1,150,000 C			
N.E. 238th/242nd (Oregon - Glisan)	\$200,000 Cp		Cp		
Palmer Mill Rd. - Slide Repair	\$60,000 C		Cp		
E. Burnside Landscaping	\$25,000 C		Cp		
257th Landscaping	\$10,000 C	\$5,000 C			

Project Status Codes: C=Construction, Cp=Complete, Cn=Cancel, D=Delay, R=R/W, Rs=Reserve Funds for Project Close Out

\* Carryover funds have been budgeted in previous fiscal years and are continued until project is complete. They are not cumulative between fiscal years.

\*\* Construction is complete, only R/W acquisition remains.

## 1992-96 Project Detail Sheets - Index

1. NE 207th Connector
  - 1a. Phase 1 (I-84 - Halsey Street)
  - 1b. Phase 2 (Halsey Street - Glisan Street/223rd Avenue)
2. SE Stark Street (257th Drive - Troutdale Road)
3. NE Glisan Street (202nd Avenue - 223rd Avenue)
4. NE Halsey Street (190th Avenue - 201st Avenue)
5. NE 223rd Avenue (Glisan Street - Halsey Street)
6. Arata Road (223rd Avenue - 238th Drive)
7. SW Hensley Road (SW 262nd Avenue - SE Troutdale Road)
8. SE Troutdale Road (SE Strebin Road - SE Stark Street)
9. SE Orient Drive/SE 282nd Avenue (signal)
10. NE Halsey Street/NE 238th Drive (signal)
11. SE Burnside Road/SE 242nd Drive (signal)
12. SE Powell Valley Road safety improvements
13. NE Halsey Street/NE 162nd Avenue (signal safety)
14. SE 190th Avenue (SE Yamhill Street southerly)
15. SE Foster Road (122nd Avenue - 136th Avenue)
16. SE Bull Run Street (SE Burnside Street - SE 257th Drive)
17. SE 242nd Drive (SE Hall Street - SE Division Street)
18. Gordon Creek Road
19. NE Halsey Street/NE 223rd Avenue (signal)
20. NW Cornelius Pass Road - Curve Realignment
21. SE Orient Drive/SE 257th Drive (signal)
22. SE Stark Street/SE 202nd Avenue (signal)
23. SE Hogan Drive Avenue (Johnson Creek Bridge)
24. NE 238th Drive/NE 242nd (NE Oregon Street - NE Glisan Street)
25. Palmer Mill Road - Slide Repair
26. E Burnside Street - Landscaping
27. SE 257th Drive Landscaping

Carryover

# PROJECT DETAIL

Page No. 1a

New Project

Map No. 421

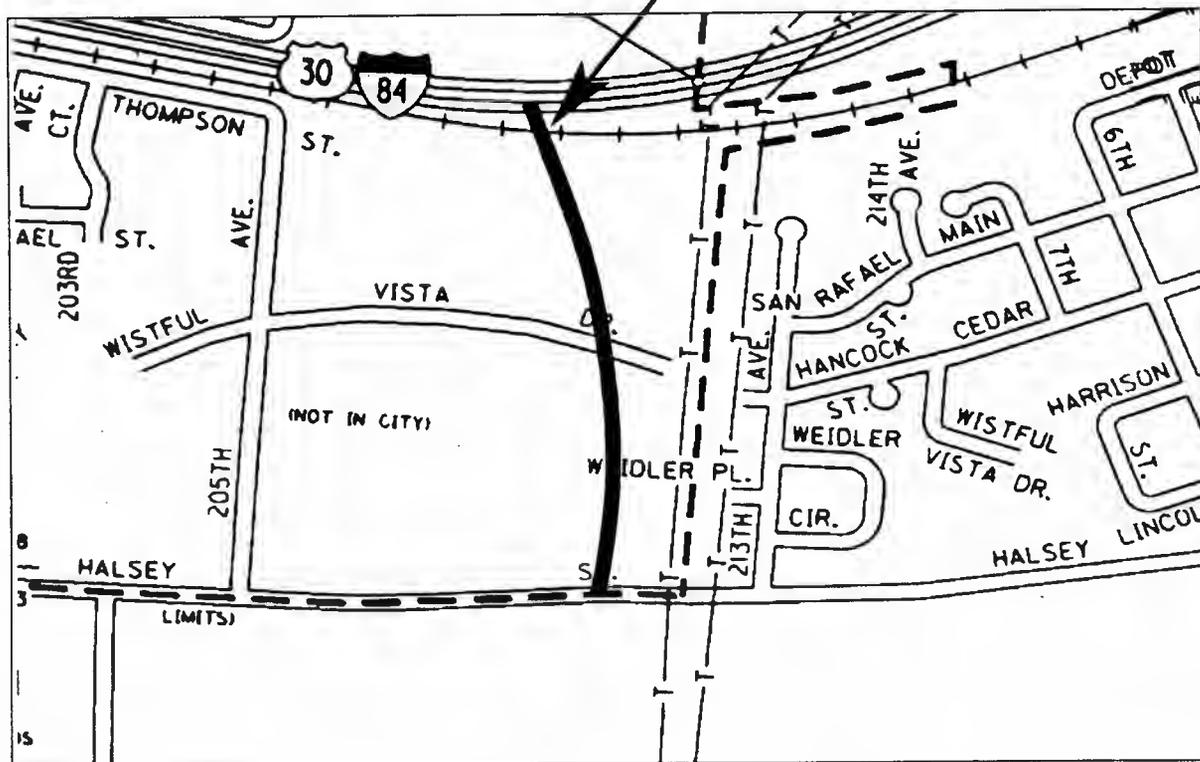
Program:  
Transportation Capital

Project:  
NE 207th Connector: NE Halsey St, I-84

Project # CO275

**Project Description:** Construct five lane roadway with sidewalk, curb, bikepath, drainage, illumination, and traffic signals connecting with ODOT interchange at I-84 and NE 207th Avenue.

## CONST. SITE



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> SIDEWALKS          |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$815,000	\$212,300	\$200,000			\$1,227,300
FEDERAL		\$1,257,700	\$1,065,000			\$2,322,700
<b>TOTAL</b>	\$815,000	\$1,470,000	\$1,265,000			\$3,550,000
<b>COST</b>						
RIGHT-OF-WAY	\$815,000					\$815,000
CONSTRUCTION		\$1,470,000	\$1,265,000			\$2,735,000
<b>TOTAL</b>	\$815,000	\$1,470,000	\$1,265,000			\$3,550,000

X Carryover

Page No. 1b

# PROJECT DETAIL

X New Project

Map No. 421

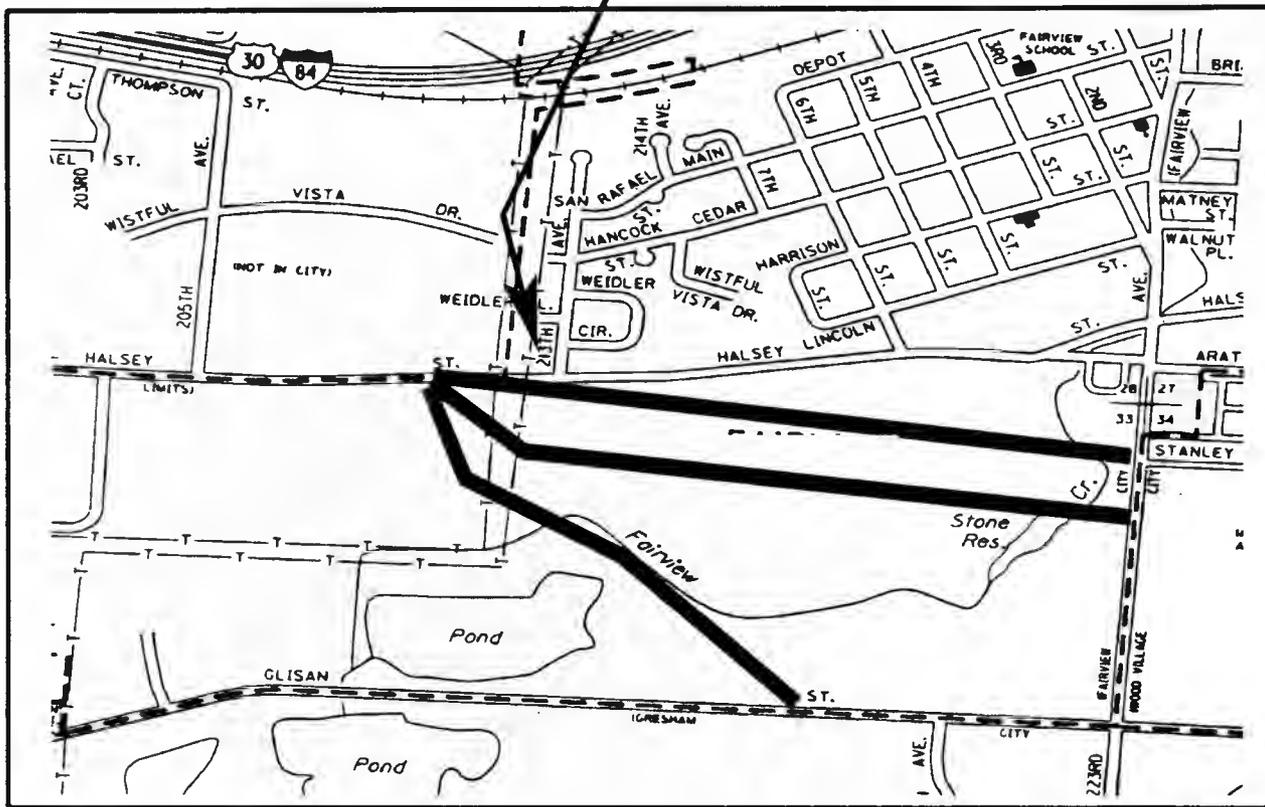
Program:  
Transportation Capital

Project:  
NE 207th Connector : NE Halsey St. to NE Glisan St., 223rd Ave.

Project #

Project Description: Construct five lane roadway with sidewalk, curb, bikepath, drainage, illumination, and traffic signals connecting with ODOT interchange at I-84 and NE 207th Avenue.

## CONST. SITE



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> SIDEWALKS          |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY			\$218,500	\$400,000		\$618,500
FEDERAL			\$1,831,500	\$2,600,000		\$4,431,500
<b>TOTAL</b>			\$2,050,000	\$3,000,000		\$5,050,000
<b>COST</b>						
RIGHT-OF-WAY			\$2,050,000			\$2,050,000
CONSTRUCTION				\$3,000,000		\$3,000,000
<b>TOTAL</b>			\$2,050,000	\$3,000,000		\$5,050,000

Carryover

Page No. 2

# PROJECT DETAIL

X New Project

Map No. 409

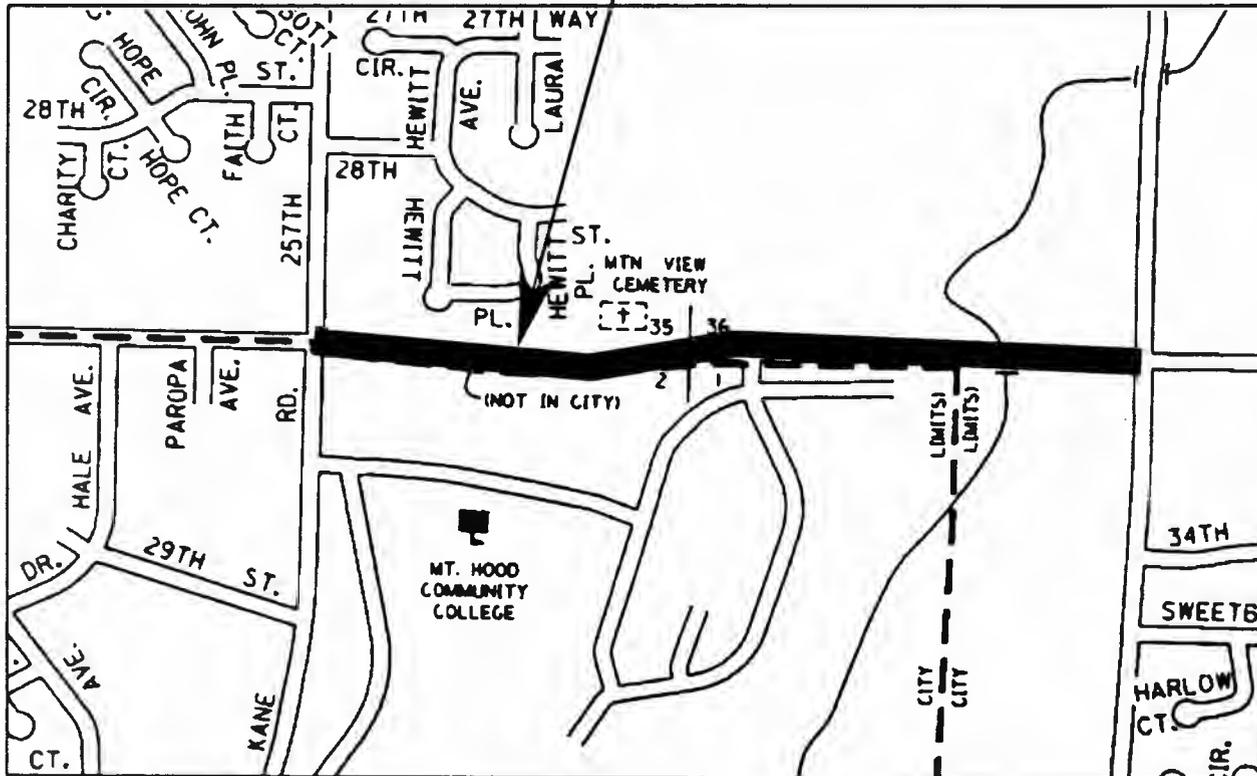
Program:  
Transportation Capital

Project:  
SE Stark St. ( 257th Ave. to Troutdale Rd. )

Project #

**Project Description:** Improve SE Stark St. to arterial standards by widening the existing two lanes to provide for four traffic lanes, a continuous left turn lane, bike lanes and sidewalks.

## CONST. SITE



- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- OTHER

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY			\$1,300,000			\$1,300,000
FEDERAL						
<b>TOTAL</b>			\$1,300,000			\$1,300,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION			\$1,300,000			\$1,300,000
<b>TOTAL</b>			\$1,300,000			\$1,300,000

Carryover

# PROJECT DETAIL

Page No. 3

X New Project

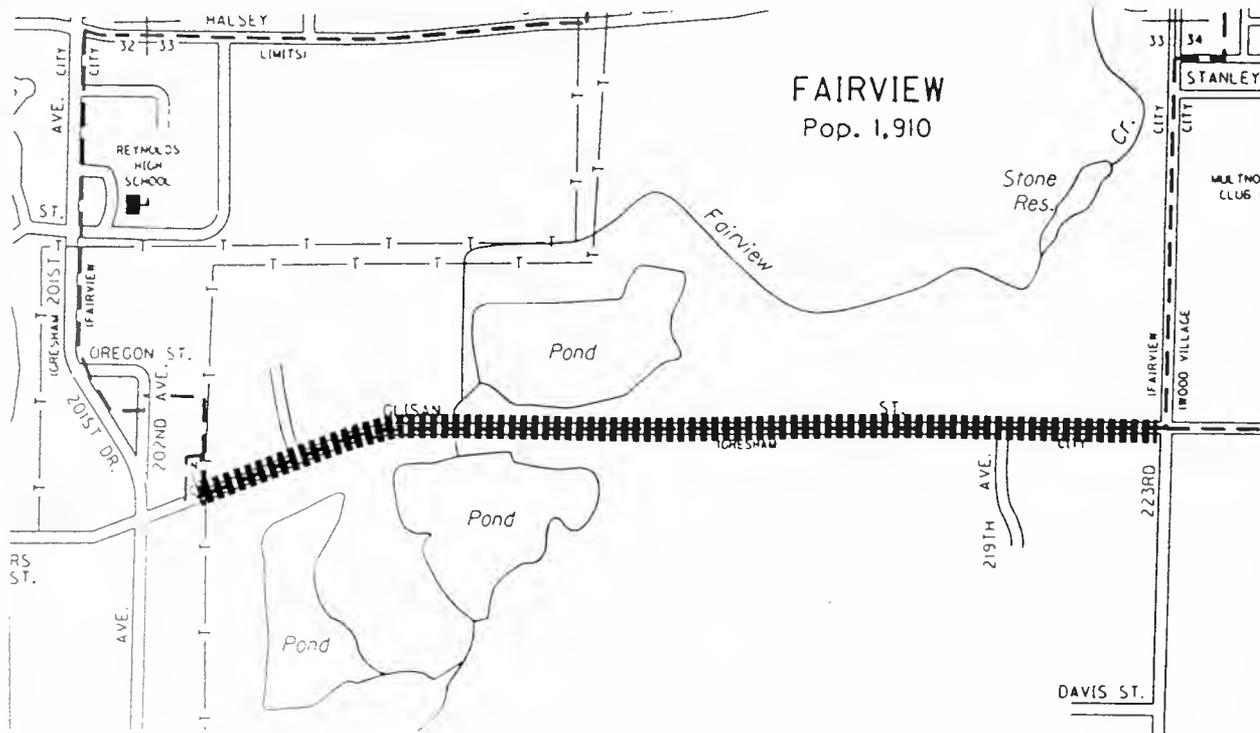
Map No. 407

Program:  
Transportation Capital

Project:  
NE Glisan St. (202nd Ave. to 223rd Ave.)

Project #

**Project Description:** Improve NE Glisan St. to arterial standards by widening the existing two lane road to include four traffic lanes, a continuous left turn lane, bike lanes and sidewalks, and intersection improvements. The existing drainage ditch will be upgraded with a storm sewer. Additional improvements will occur if the Glisan St. alignment for the 207th Connector is selected.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                              | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER                         |

FISCAL YEAR	97-98	98-99	99-00	00-01	01-02	TOTALS
FUNDING SOURCES						
COUNTY						
FEDERAL					\$2,000,000	\$2,000,000
TOTAL					\$2,000,000	\$2,000,000
COST						
RIGHT-OF-WAY						
CONSTRUCTION					\$2,000,000	\$2,000,000
TOTAL					\$2,000,000	\$2,000,000

Carryover

Page No. 4

# PROJECT DETAIL

New Project

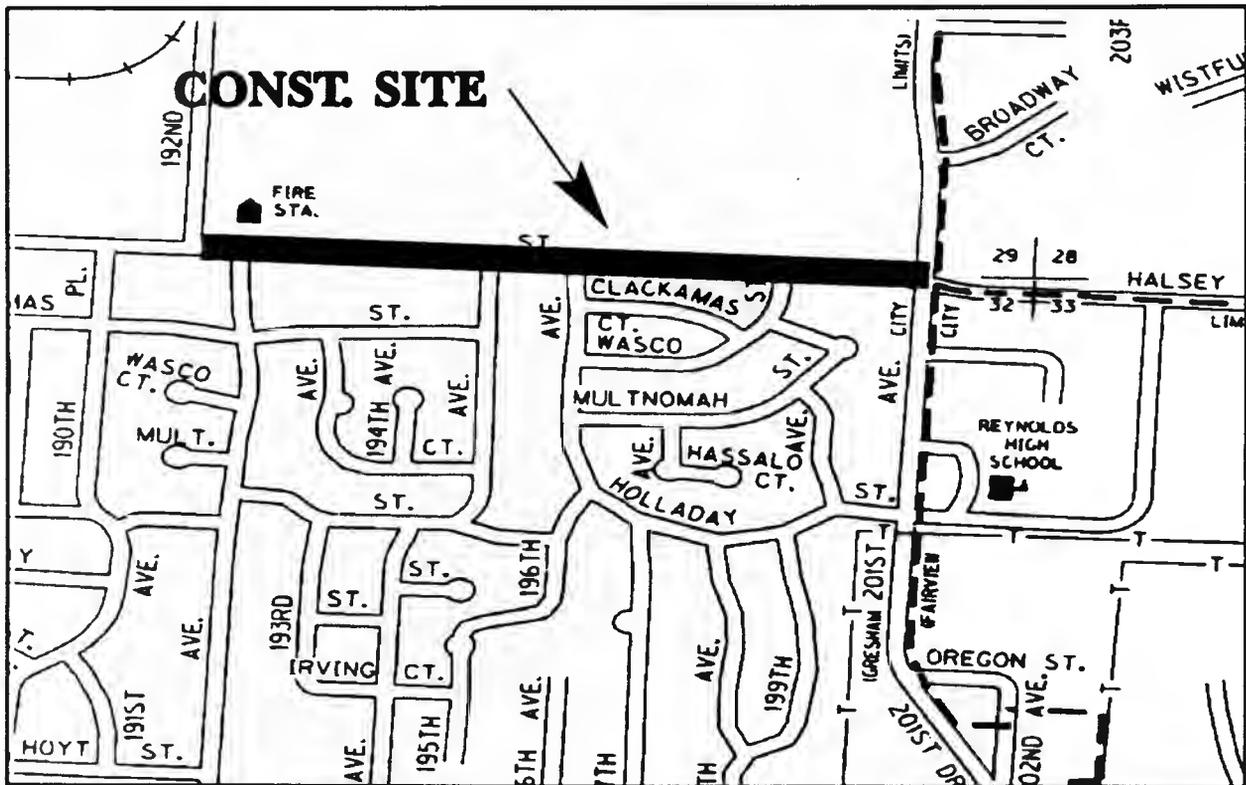
Map No. 200

**Program:**  
Transportation Capital

**Project:**  
NE Halsey St. ( 190th Ave. to 201st Ave. )

**Project #** \_\_\_\_\_

**Project Description:** Improve NE Halsey St. to arterial standards by widening existing two lanes to include four travel lanes, a continuous left turn lane, signals, intersection improvements, sidewalks, bike lanes, and street lights. Ditch drainage will be upgraded to storm sewers.



- STRUCTURES
- ROAD CONSTRUCTION
- ILLUMINATION
- SIGNAL
- INTERSECTION IMPROVEMENT
- BRIDGES
- BICYCLE/PEDESTRIAN
- DRAINAGE
- OTHER

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$41,100	\$34,691			\$1,200,000	\$1,275,791
FEDERAL						
<b>TOTAL</b>	\$41,100	\$34,691			\$1,200,000	\$1,275,791
<b>COST</b>						
RIGHT-OF-WAY	\$41,100	\$34,691				\$75,791
CONSTRUCTION					\$1,200,000	\$1,200,000
<b>TOTAL</b>	\$41,100	\$34,691			\$1,200,000	\$1,275,791

Carryover

# PROJECT DETAIL

Page No. 5

New Project

Map No. 423

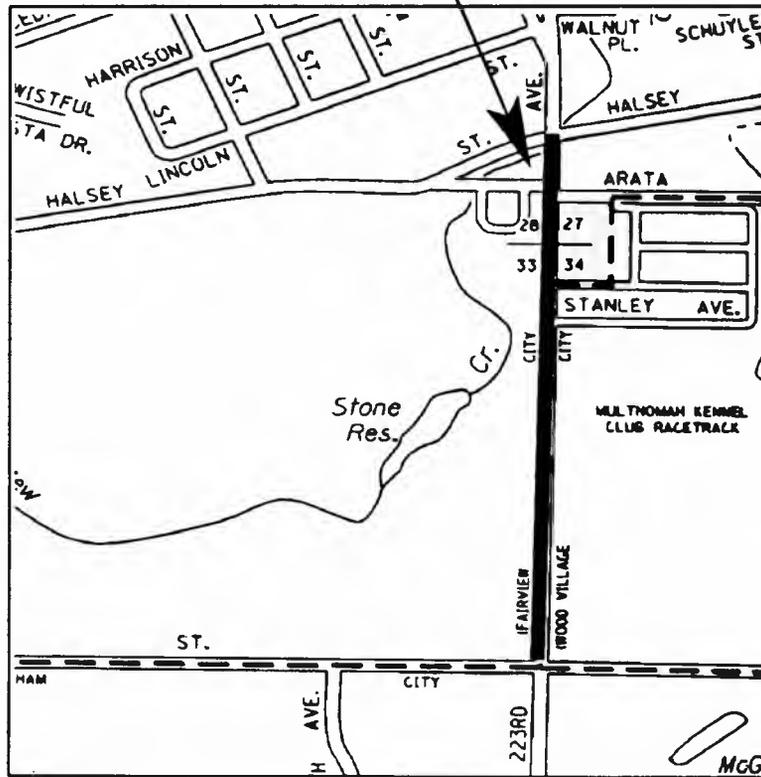
Program:  
Transportation Capital

Project:  
NE 223rd Ave. ( Glisan St. to Halsey St. )

Project #

**Project Description:** Improve NE 223rd Ave to 3 lanes north of the to be determined 207th Connector (refer to project detail, page 1b) and five lanes on the 223rd Ave section of the 207th Connector. Include a continuous left turn lane, bike lanes and sidewalks, and intersection improvements.

## CONST. SITE



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                              | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                      |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER                         |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY					\$350,000	\$350,000
FEDERAL						
<b>TOTAL</b>					\$350,000	\$350,000
<b>COST</b>						
RIGHT-OF-WAY					\$350,000	\$350,000
CONSTRUCTION						
<b>TOTAL</b>					\$350,000	\$350,000

Carryover

Page No. 6

# PROJECT DETAIL

New Project

Map No. 430

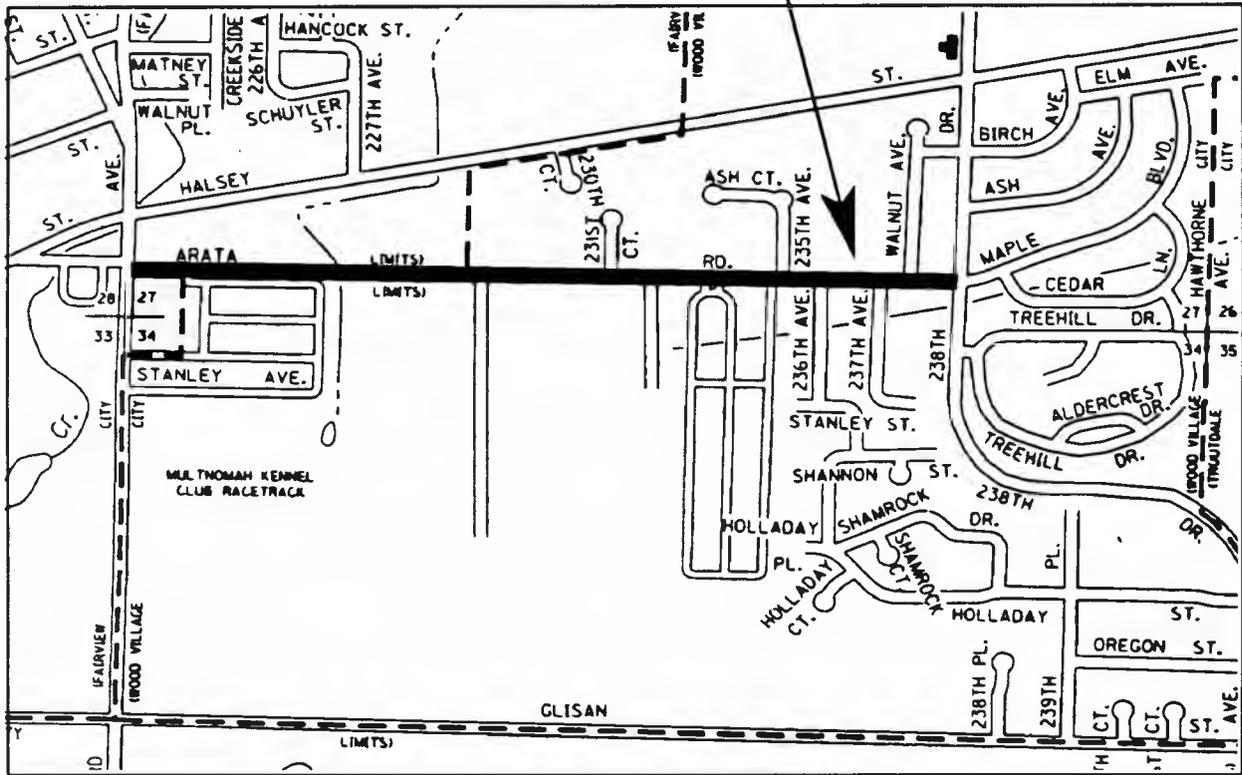
Program:  
Transportation Capital

Project:  
Arata Rd. ( 223rd Ave. to 238th Dr. )

Project #

**Project Description:** Improve NE Arata Road from a two lane roadway to collector standards with two traffic lanes, a continuous left turn lane, intersection improvements and sidewalks. Drainage improvements include storm drains.

## CONST. SITE



- STRUCTURES
- ROAD CONSTRUCTION
- ILLUMINATION
- SIGNAL
- INTERSECTION IMPROVEMENT
- BRIDGES
- BICYCLE/PEDESTRIAN
- DRAINAGE
- OTHER

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY			\$100,000	\$960,000		\$1,060,000
FEDERAL						
<b>TOTAL</b>			\$100,000	\$960,000		\$1,060,000
<b>COST</b>						
RIGHT-OF-WAY			\$100,000			\$100,000
CONSTRUCTION				\$960,000		\$960,000
<b>TOTAL</b>			\$100,000	\$960,000		\$1,060,000

# PROJECT DETAIL

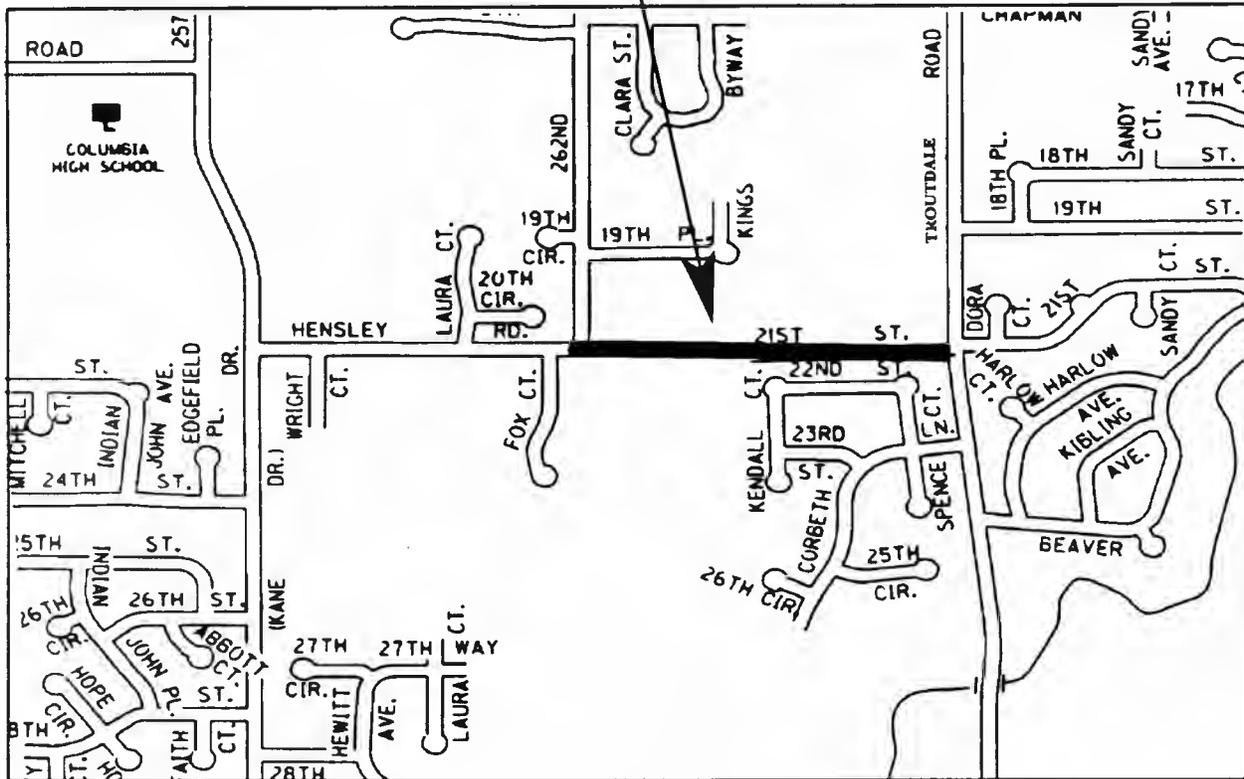
**Program:**  
Transportation Capital

**Project:**  
Hensley Road ( 262nd Ave. to Troutdale Rd. )

**Project #** \_\_\_\_\_

**Project Description:** NE Hensley Road will be developed to neighborhood collector standards to include two traffic lanes, a continuous center left turn lane, sidewalks and intersection improvements and storm drains will be installed.

## CONST. SITE



- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- OTHER

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY			\$260,000			\$260,000
FEDERAL						
<b>TOTAL</b>			\$260,000			\$260,000
<b>COST</b>						
RIGHT-OF-WAY			\$260,000			\$260,000
CONSTRUCTION			\$260,000			\$260,000
<b>TOTAL</b>			\$260,000			\$260,000

Carryover

# PROJECT DETAIL

Page No. 8

X New Project

Map No. 434

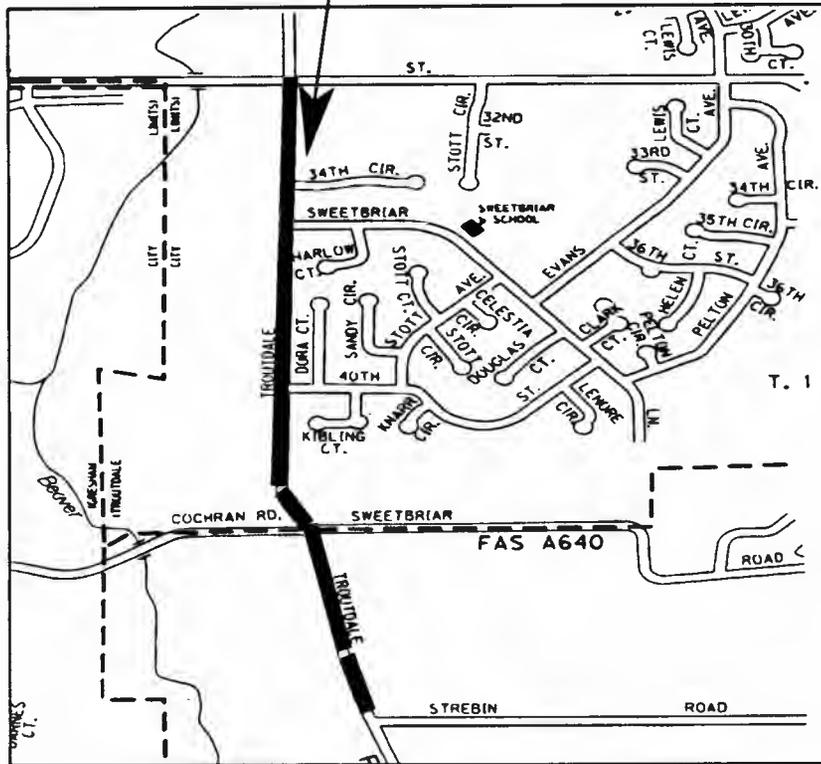
Program:  
Transportation Capital

Project:  
Troutdale Rd. ( Strebin Rd. to Stark St. )

Project #

**Project Description:** Improve SE Troutdale Road from two lanes to collector standards with two traffic lanes, a center left turn lane, bike lanes and sidewalks. Intersection improvements and storm drainage are included.

## CONST. SITE



- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- OTHER

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY			\$130,000		\$1,350,000	\$1,480,000
FEDERAL						
<b>TOTAL</b>			\$130,000		\$1,350,000	\$1,480,000
<b>COST</b>						
RIGHT-OF-WAY			\$130,000			\$130,000
CONSTRUCTION					\$1,350,000	\$1,350,000
<b>TOTAL</b>			\$130,000		\$1,350,000	\$1,480,000

Carryover

Page No. 9

# PROJECT DETAIL

X New Project

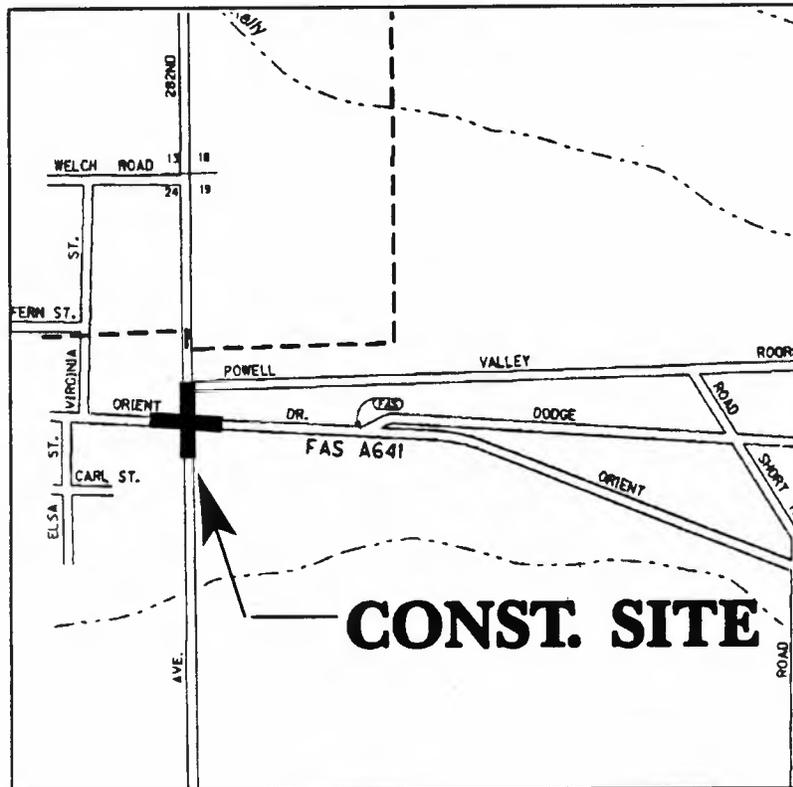
Map No.

Program:  
Transportation Capital

Project:  
SE Orient Dr./SE 282nd Ave.

Project #

Project Description: Install new traffic signals, left turn lanes, paved shoulders and ditch drainage improvements.



- |  |  |  |
|--|--|--|
| <input type="checkbox"/> STRUCTURES        | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN  |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER               |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
FUNDING SOURCES						
COUNTY			\$310,000			\$310,000
FEDERAL						
<b>TOTAL</b>			\$310,000			\$310,000
COST						
RIGHT-OF-WAY			\$310,000			\$310,000
CONSTRUCTION			\$310,000			\$310,000
<b>TOTAL</b>			\$310,000			\$310,000

Carryover

Page No. 10

# PROJECT DETAIL

X New Project

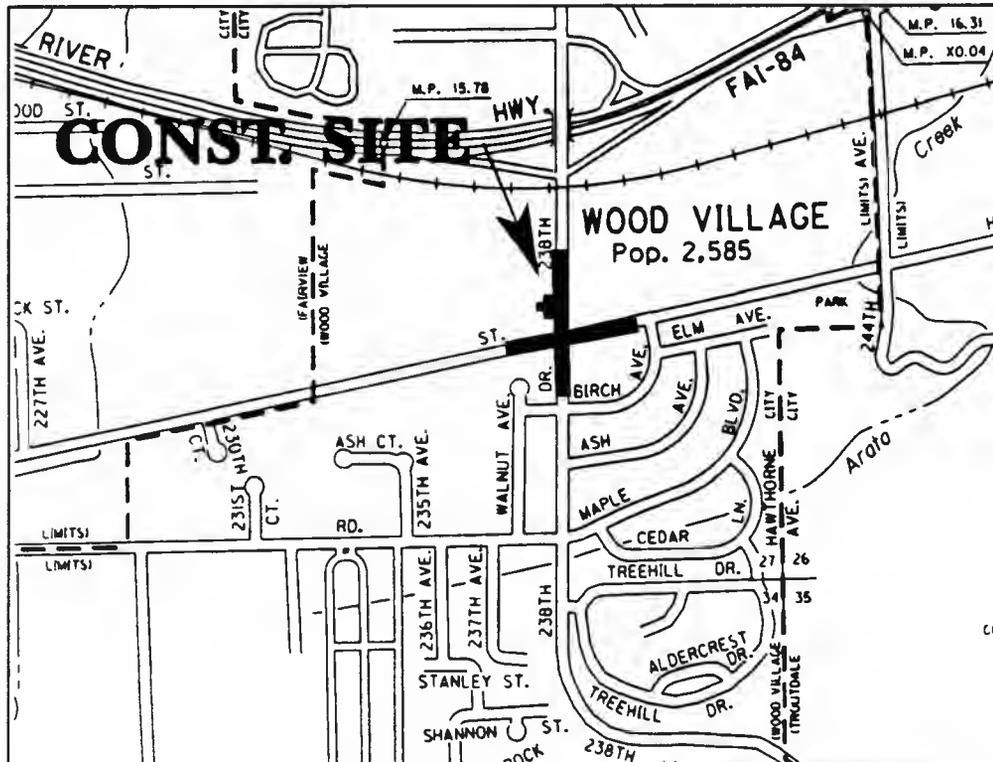
Map No. 451

Program:  
Transportation Capital

Project:  
Halsey St. / 238th Dr.

Project #

**Project Description:** Install new traffic signals at the intersection of NE Halsey St. and 238th Dr., including new sidewalks, turn lane improvements, and street lights.



- STRUCTURES
- ROAD CONSTRUCTION
- ILLUMINATION
- SIGNAL
- INTERSECTION IMPROVEMENT
- BRIDGES
- BICYCLE/PEDESTRIAN
- DRAINAGE
- SIDEWALKS

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY			\$350,000			\$350,000
FEDERAL						
<b>TOTAL</b>			\$350,000			\$350,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION			\$350,000			\$350,000
<b>TOTAL</b>			\$350,000			\$350,000

Carryover

# PROJECT DETAIL

Page No. 11

New Project

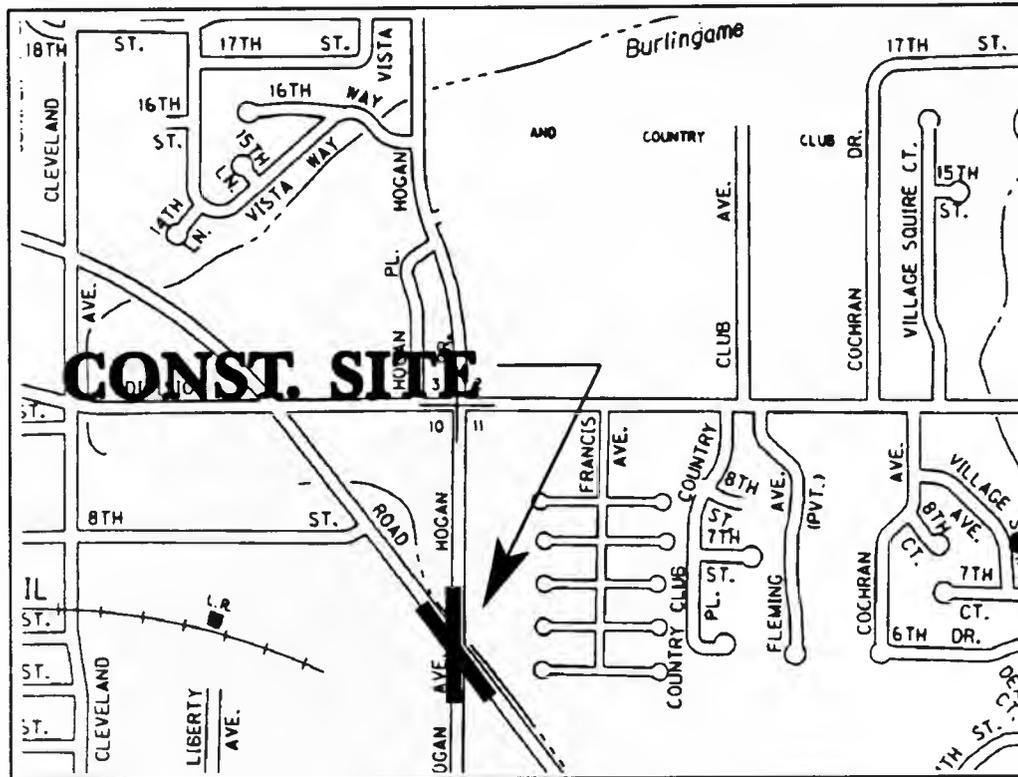
Map No. 559

Program:  
Transportation Capital

Project:  
Burnside Rd. / 242nd Ave.

Project #

Project Description: Improve traffic signals at the intersection of Burnside Rd. and 242nd Ave. and add left turn lanes.



- |  |  |   |
|--|--|---|
| <input type="checkbox"/> STRUCTURES        | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE           |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> SIDEWALKS          |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
FUNDING SOURCES						
COUNTY			\$100,000	\$250,000		\$350,000
FEDERAL						
TOTAL			\$100,000	\$250,000		\$350,000
COST						
RIGHT-OF-WAY			\$100,000			\$100,000
CONSTRUCTION				\$250,000		\$250,000
TOTAL			\$100,000	\$250,000		\$350,000

Carryover

Page No. 12

# PROJECT DETAIL

X New Project

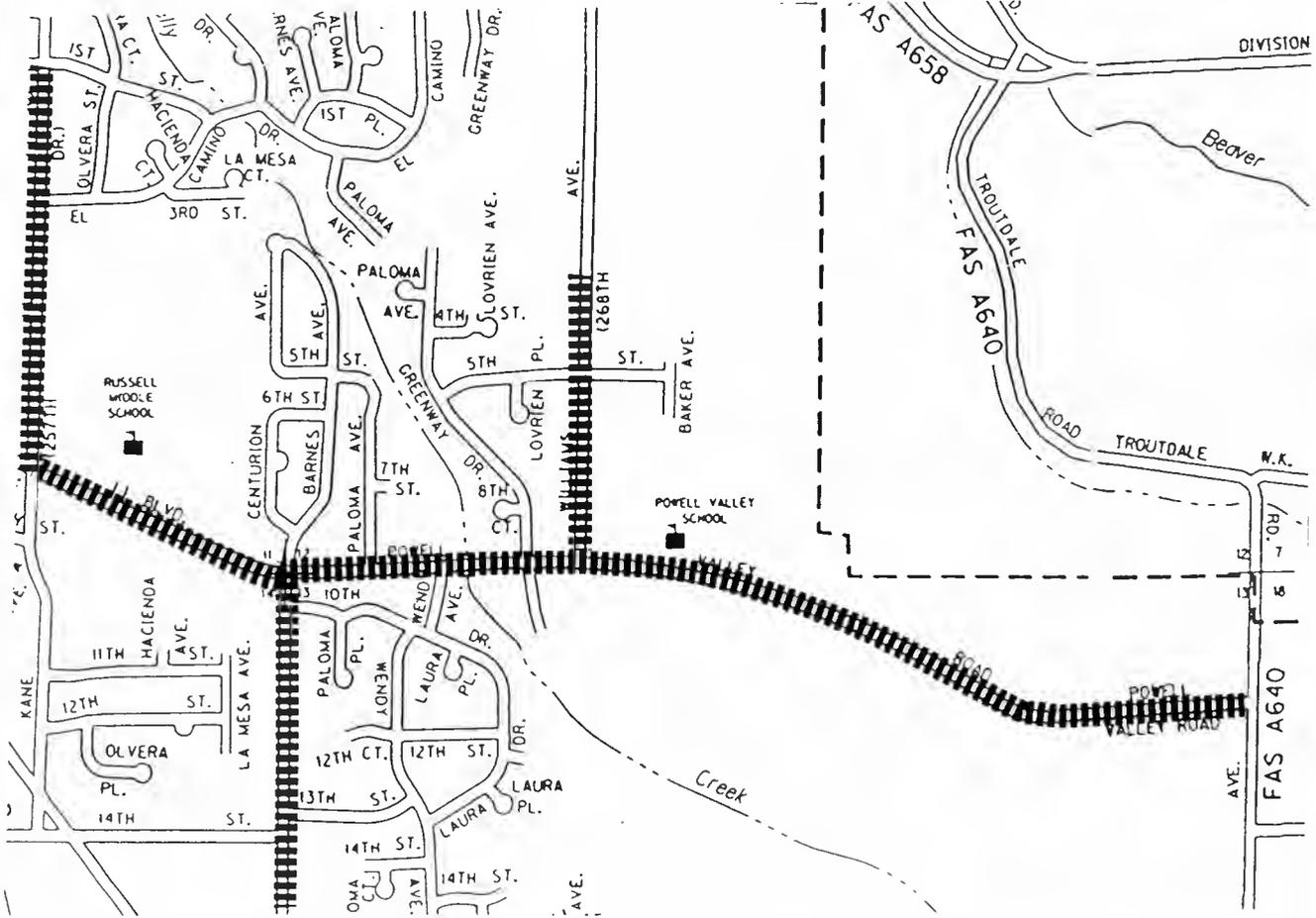
Map No.

Program:  
Transportation Capital

Project:  
Shoulder Improvements - Various Locations

Project #

Project Description: Widen and pave minimum four foot wide shoulders on:  
Powell Valley Road, Williams Road, 257th Ave. and 262nd Ave.



- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- SIDEWALKS

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY		\$250,000				\$250,000
FEDERAL						
<b>TOTAL</b>		\$250,000				\$250,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION		\$250,000				\$250,000
<b>TOTAL</b>		\$250,000				\$250,000

Carryover

Page No. 13

# PROJECT DETAIL

New Project

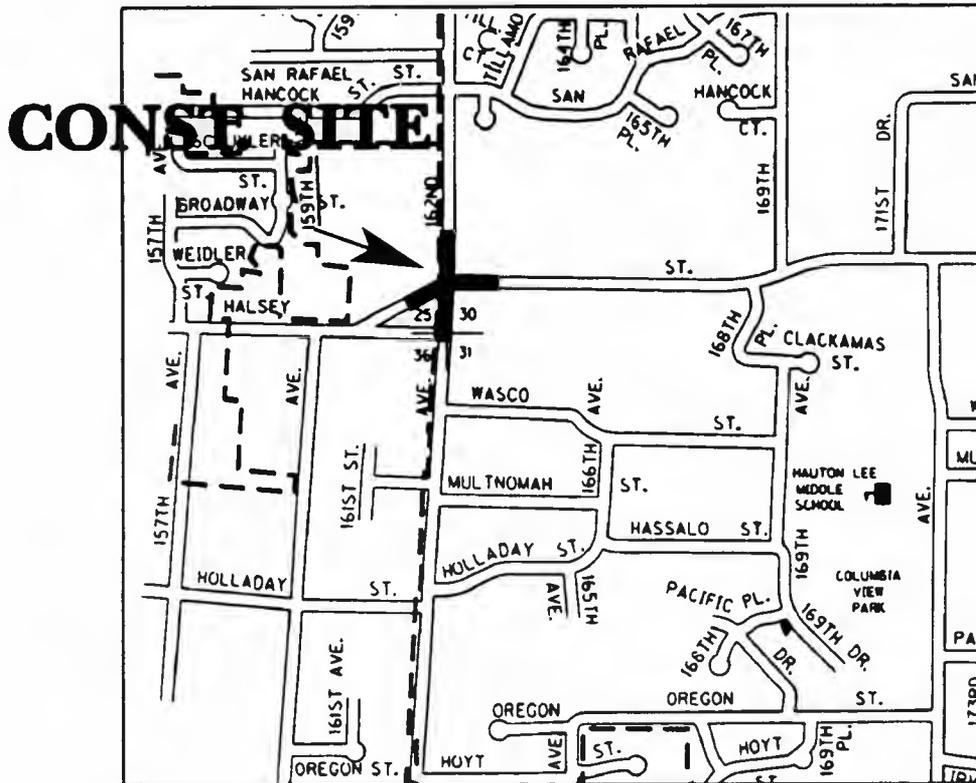
Map No.

Program:  
Transportation Capital

Project:  
NE Halsey St. / NE 162nd Ave.

Project # S0213

Project Description: Install new signals, modify curb returns and reconstruct drainage facilities.



- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- SIDEWALKS

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$117,680	\$15,915				\$133,595
FEDERAL						
<b>TOTAL</b>	\$117,680	\$15,915				\$133,595
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION	\$117,680	\$15,915				\$133,595
<b>TOTAL</b>	\$117,680	\$15,915				\$133,595

Carryover

# PROJECT DETAIL

Page No. 14

New Project

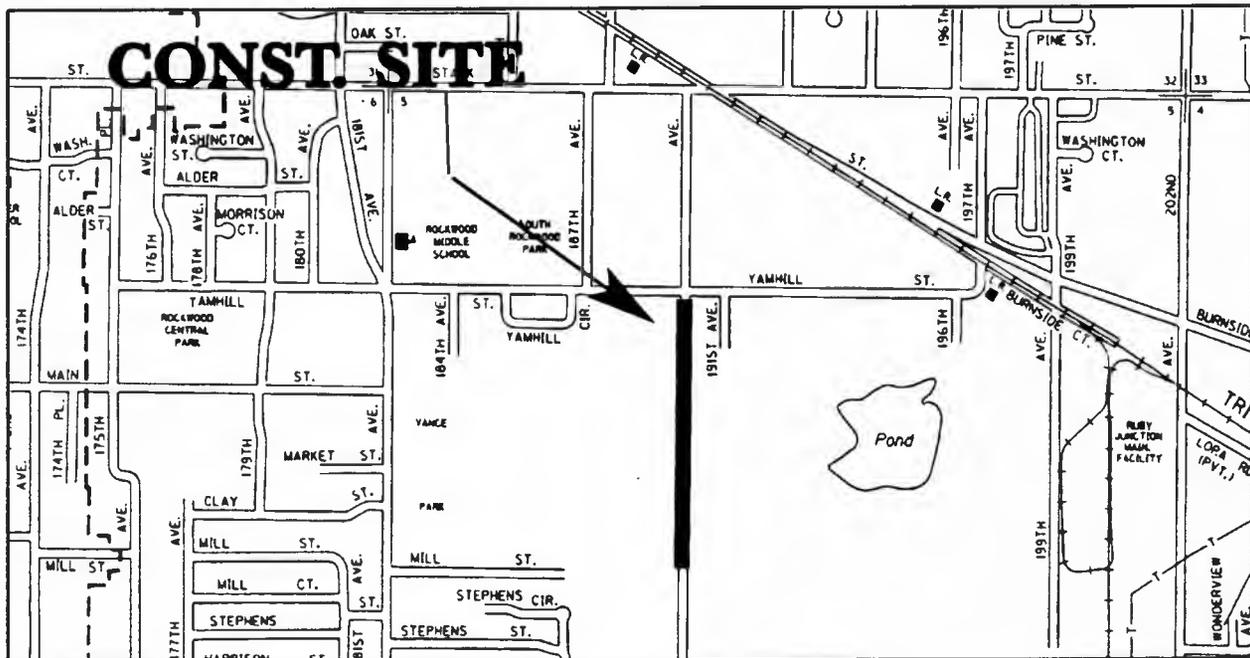
Map No. 220

Program:  
Transportation Capital

Project:  
SE 190th Ave. ( Yamhill St. Southerly )

Project # CO278

**Project Description:** Improve SE 190th Avenue to collector standards from Yamhill Street southerly as far as sanitary sewers have been completed. Further southerly improvements will depend on completion of sanitary sewers from Division Street to Vance vicinity.



- |   |   |   |
|---|---|---|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN   |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE  |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> SIDEWALKS |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$300,000					\$300,000
FEDERAL						
<b>TOTAL</b>	\$300,000					\$300,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION	\$300,000					\$300,000
<b>TOTAL</b>	\$300,000					\$300,000

Carryover

Page No. 15

# PROJECT DETAIL

New Project

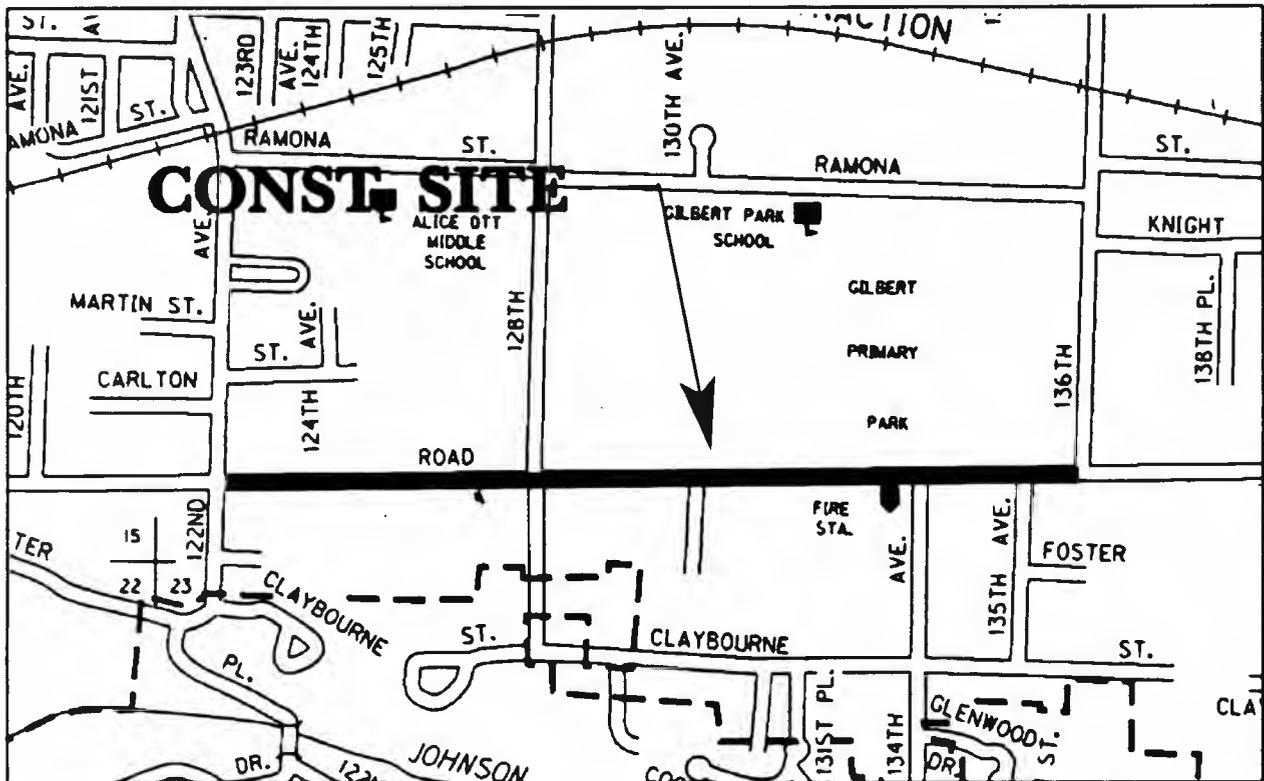
Map No. 303

Program:  
Transportation Capital

Project:  
SE Foster Rd. ( 122nd Ave. - 136th Ave. )

Project # CO289

**Project Description:** Widen SE Foster Road from two lanes to collector street standards with two lanes, a continuous left turn lane, bicycle lanes and sidewalks.



- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- SIDEWALKS

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$1,200,000	\$2,000,000				\$3,200,000
FEDERAL						
<b>TOTAL</b>	\$1,200,000	\$2,000,000				\$3,200,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION	\$1,200,000	\$2,000,000				\$3,200,000
<b>TOTAL</b>	\$1,200,000	\$2,000,000				\$3,200,000

Carryover

# PROJECT DETAIL

Page No. 16

New Project

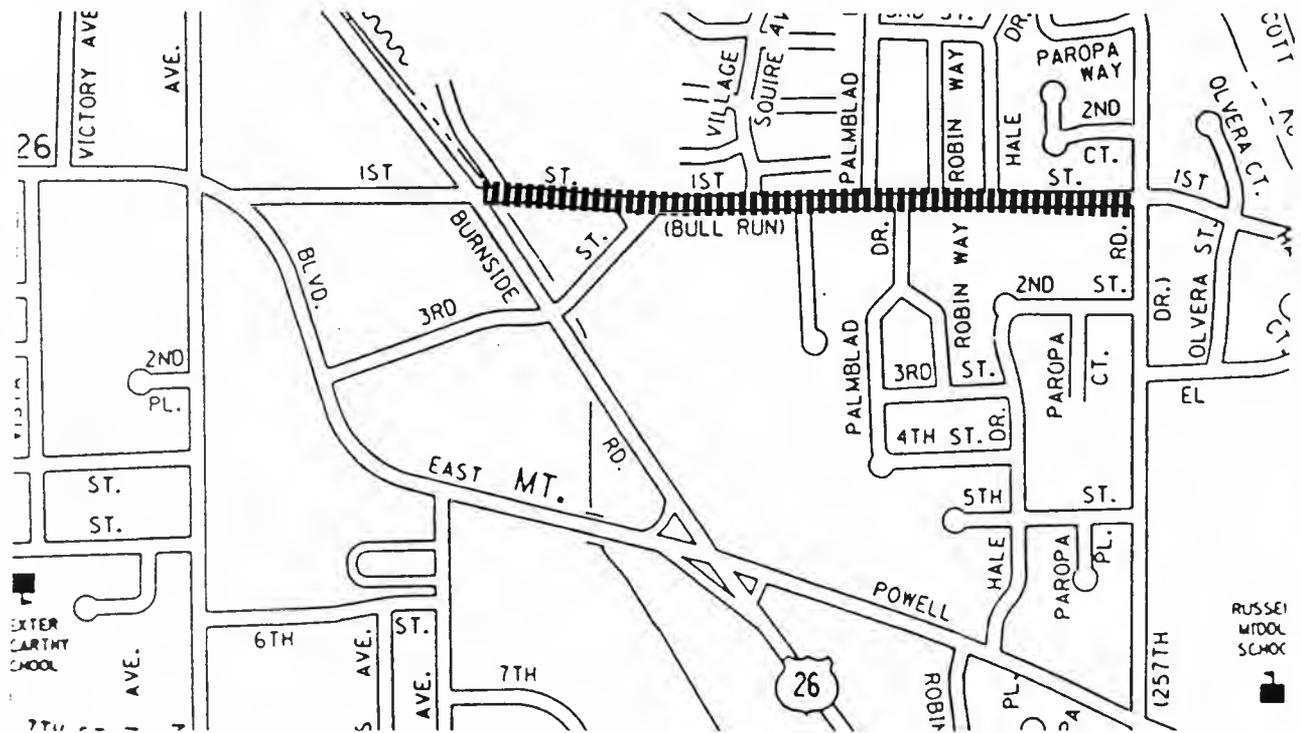
Map No. 521

**Program:**  
Transportation Capital

**Project:**  
SE Bull Run St. ( Burnside Rd. - 257th Ave. )

**Project #** \_\_\_\_\_

**Project Description:** Reconstruct and widen Bull Run Street from existing 24 ft. roadway to 44 ft. paved width to include two travel lanes, left turn lanes at intersections, sidewalks, bike lanes and street lights. Existing drainage ditch will be upgraded to storm sewer system.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                              | <input checked="" type="checkbox"/> BICYCLE/PEDESTRIAN |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE           |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> OTHER; SIDEWALKS   |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$16,050	\$9,476				\$25,526
FEDERAL						
<b>TOTAL</b>	\$16,050	\$9,476				\$25,526
<b>COST</b>						
RIGHT-OF-WAY	\$16,050	\$9,476				\$25,526
CONSTRUCTION						
<b>TOTAL</b>	\$16,050	\$9,476				\$25,526

X Carryover

# PROJECT DETAIL

Page No. 17

X New Project

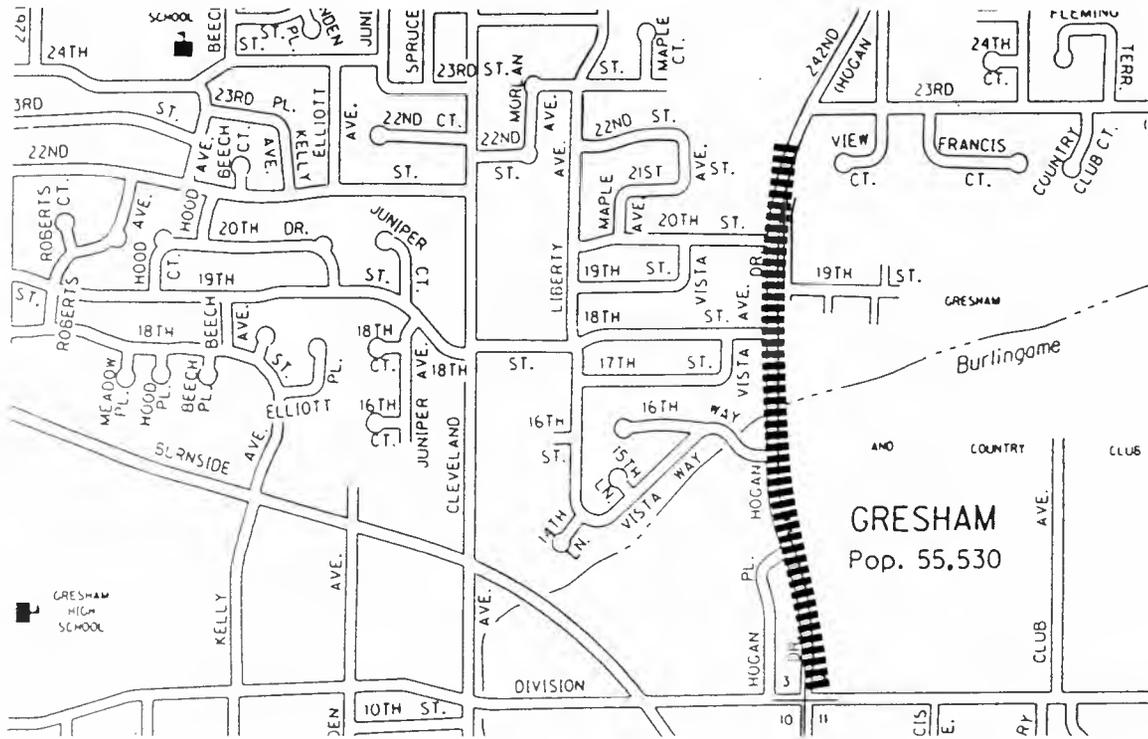
Map No. 462

**Program:**  
Transportation Capital

**Project:**  
SE 242nd Ave. ( Hall Rd.to Division St.)

**Project #** CO275

**Project Description:** Reconstruct the existing two lane roadway to provide for a 66 ft. paved road with four travel lanes, a continuous left turn lane, sidewalks, street lights and bike lanes. Existing ditch drainage will be upgraded to storm sewers.



- STRUCTURES
- ROAD CONSTRUCTION
- ILLUMINATION
- SIGNAL
- INTERSECTION IMPROVEMENT
- BRIDGES
- BICYCLE/PEDESTRIAN
- DRAINAGE
- OTHER

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY		\$1,175,000				\$1,175,000
FEDERAL						
<b>TOTAL</b>		<b>\$1,175,000</b>				<b>\$1,175,000</b>
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION		\$1,175,000				\$1,175,000
<b>TOTAL</b>		<b>\$1,175,000</b>				<b>\$1,175,000</b>



X Carryover

Page No. 19

# PROJECT DETAIL

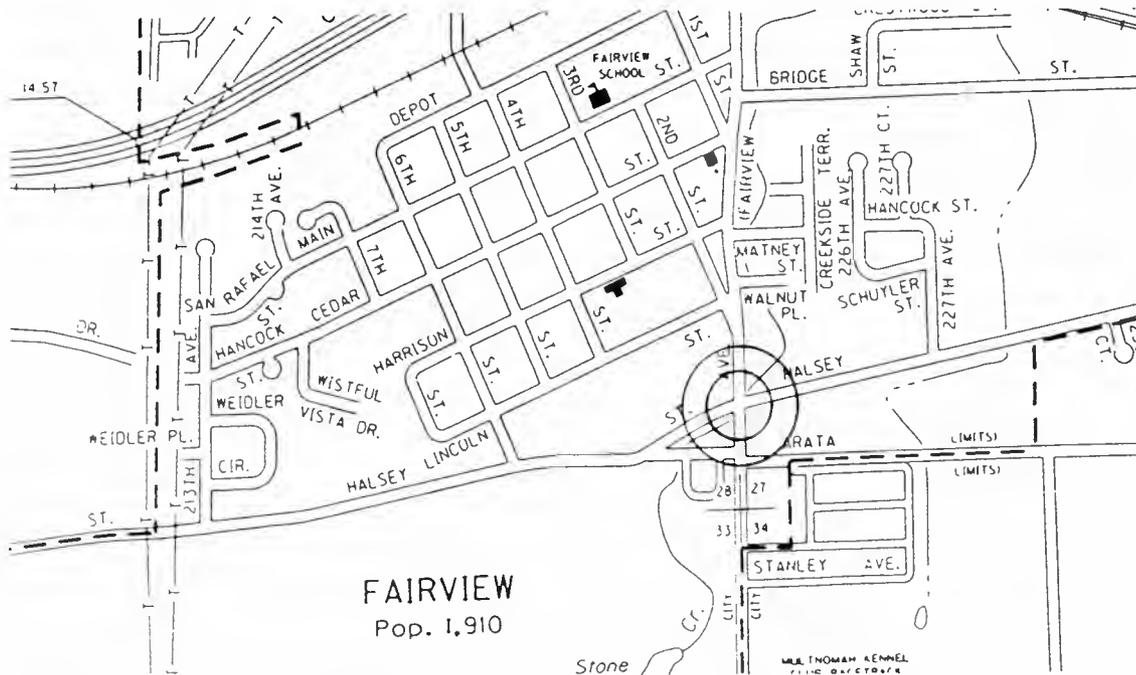
X New Project

Map No. 454

**Program:** Transportation Capital  
**Project:** NE Halsey St. / 223rd Ave

**Project #** CO568

**Project Description:** Improve intersection of 223rd Avenue and Halsey Street for traffic safety; including left turn lanes, signals, sidewalks and bike lanes. Upgrade existing drainage ditch to storm sewer.



- |   |  |  |
|---|--|--|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN  |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                             | <input type="checkbox"/> OTHER               |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$300,000					\$300,000
FEDERAL						
<b>TOTAL</b>	\$300,000					\$300,000
<b>COST</b>						
RIGHT-OF-WAY	\$300,000					\$300,000
CONSTRUCTION						
<b>TOTAL</b>	\$300,000					\$300,000

X Carryover

Page No. 20

# PROJECT DETAIL

New Project

Map No. 103

Program:  
Transportation Capital

Project:  
NW Cornelius Pass Rd. ( curve realignment )

Project # CO253

**Project Description:** Improve safety on Cornelius Pass Road by widening roadway into hill sides, provide paved shoulders and new guard rail. Improve alignment at switchback curve above railroad tunnel portal.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN  |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> OTHER    |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY		\$600,000				\$600,000
FEDERAL						
<b>TOTAL</b>		\$600,000				\$600,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION		\$600,000				\$600,000
<b>TOTAL</b>		\$600,000				\$600,000

Carryover

# PROJECT DETAIL

Page No. 21

New Project

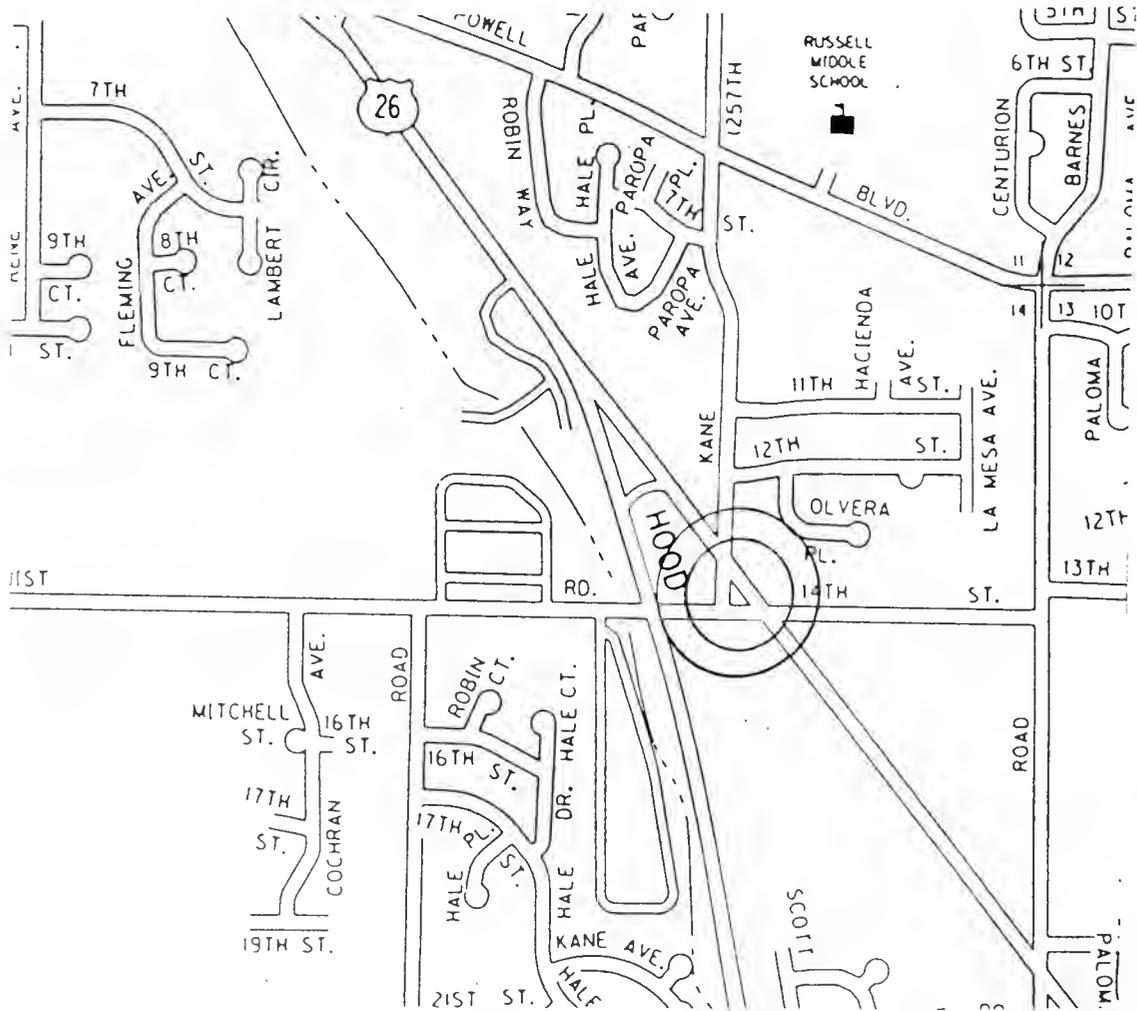
Map No. 552

Program:  
Transportation Capital

Project:  
SE Orient Ave. / 257th Ave.

Project # SO210

**Project Description:** Install new traffic signals at the intersection of SE Orient Drive and 257th Avenue, including sidewalks, lights and turn lane improvement.



- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- SIDEWALKS

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
FUNDING SOURCES						
COUNTY		\$450,000				\$450,000
FEDERAL						
TOTAL		\$450,000				\$450,000
COST						
RIGHT-OF-WAY						
CONSTRUCTION		\$450,000				\$450,000
TOTAL		\$450,000				\$450,000

X Carryover

# PROJECT DETAIL

Page No. 22

X New Project

Map No. 262

Program:  
Transportation Capital

Project:  
SE Stark St. / SE 202nd Ave.

Project # SO202

Project Description: Improve traffic signals at the intersection of Stark Street and 202nd Avenue, include turn lanes and sidewalks.



- |   |  |   |
|---|--|---|
| <input type="checkbox"/> STRUCTURES                   | <input checked="" type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN   |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input checked="" type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE             |
| <input checked="" type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                             | <input checked="" type="checkbox"/> SIDEWALKS |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY		\$41,838				\$41,838
FEDERAL						
<b>TOTAL</b>		\$41,838				\$41,838
<b>COST</b>						
RIGHT-OF-WAY		\$41,838				\$41,838
CONSTRUCTION		\$41,838				\$41,838
<b>TOTAL</b>		\$41,838				\$41,838

Carryover

# PROJECT DETAIL

Page No. 23

New Project

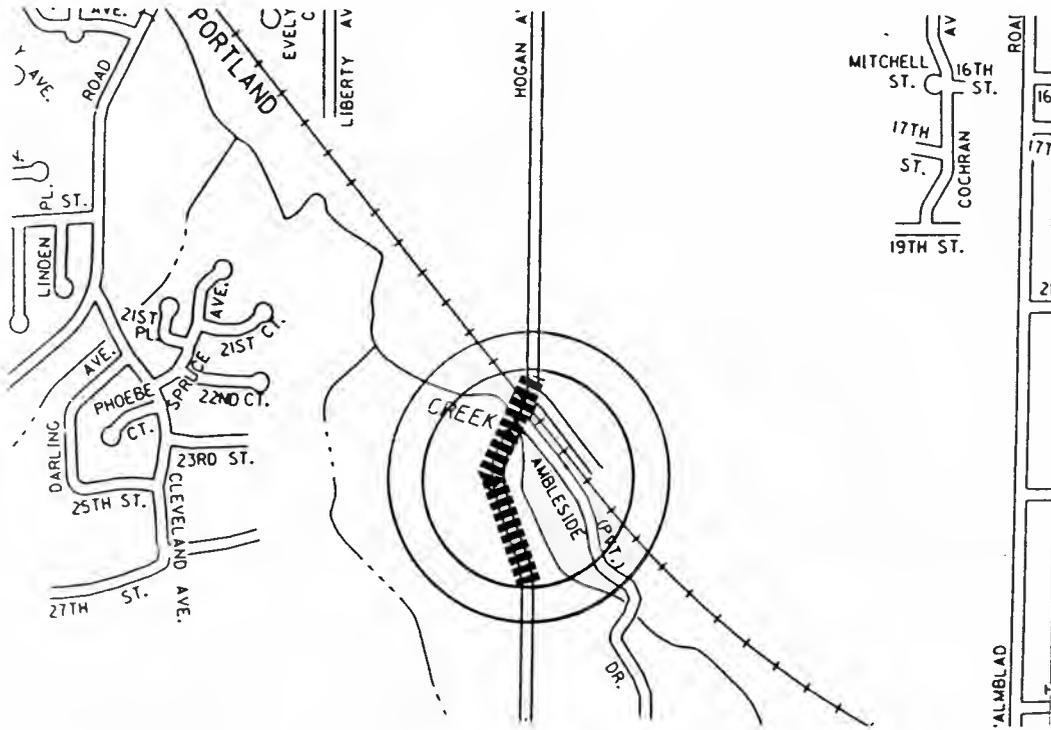
Map No. 511

Program:  
Transportation Capital

Project:  
SE Hogan Rd. (Johnson Creek Bridge)

Project # B0050

**Project Description:** Realign Hogan Rd. to eliminate dangerous curves at a high accident location. Replace bridge over Johnson Creek.



STRUCTURES

SIGNAL

BICYCLE/PEDESTRIAN

ROAD CONSTRUCTION

INTERSECTION IMPROVEMENT

DRAINAGE

ILLUMINATION

BRIDGES

OTHER

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY		\$1,150,000				\$1,150,000
FEDERAL						
<b>TOTAL</b>		\$1,150,000				\$1,150,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION		\$1,150,000				\$1,150,000
<b>TOTAL</b>		\$1,150,000				\$1,150,000



X Carryover

# PROJECT DETAIL

Page No. 25

New Project

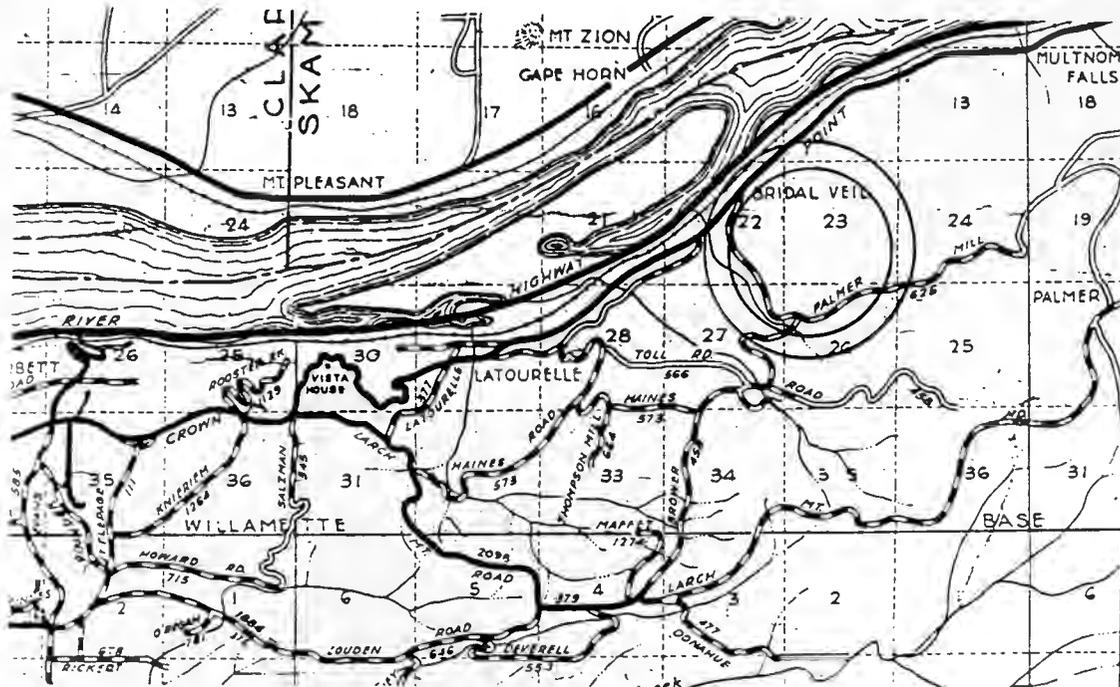
Map No.

Program:  
Transportation Capital

Project:  
Palmer Mill Rd. - Slide Repair

Project # CO296

**Project Description:** Move existing roadway into uphill side to overcome embankment failure on downhill side of roadway. Roadway will be widened to allow two-way traffic where roadway is now less than two lanes wide.



- |   |   |  |
|---|---|--|
| <input type="checkbox"/> STRUCTURES                   | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN  |
| <input checked="" type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input checked="" type="checkbox"/> DRAINAGE |
| <input type="checkbox"/> ILLUMINATION                 | <input type="checkbox"/> BRIDGES                  | <input type="checkbox"/> OTHER               |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$60,000					\$60,000
FEDERAL						
<b>TOTAL</b>	\$60,000					\$60,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION	\$60,000					\$60,000
<b>TOTAL</b>	\$60,000					\$60,000

Carryover

# PROJECT DETAIL

Page No. 26

New Project

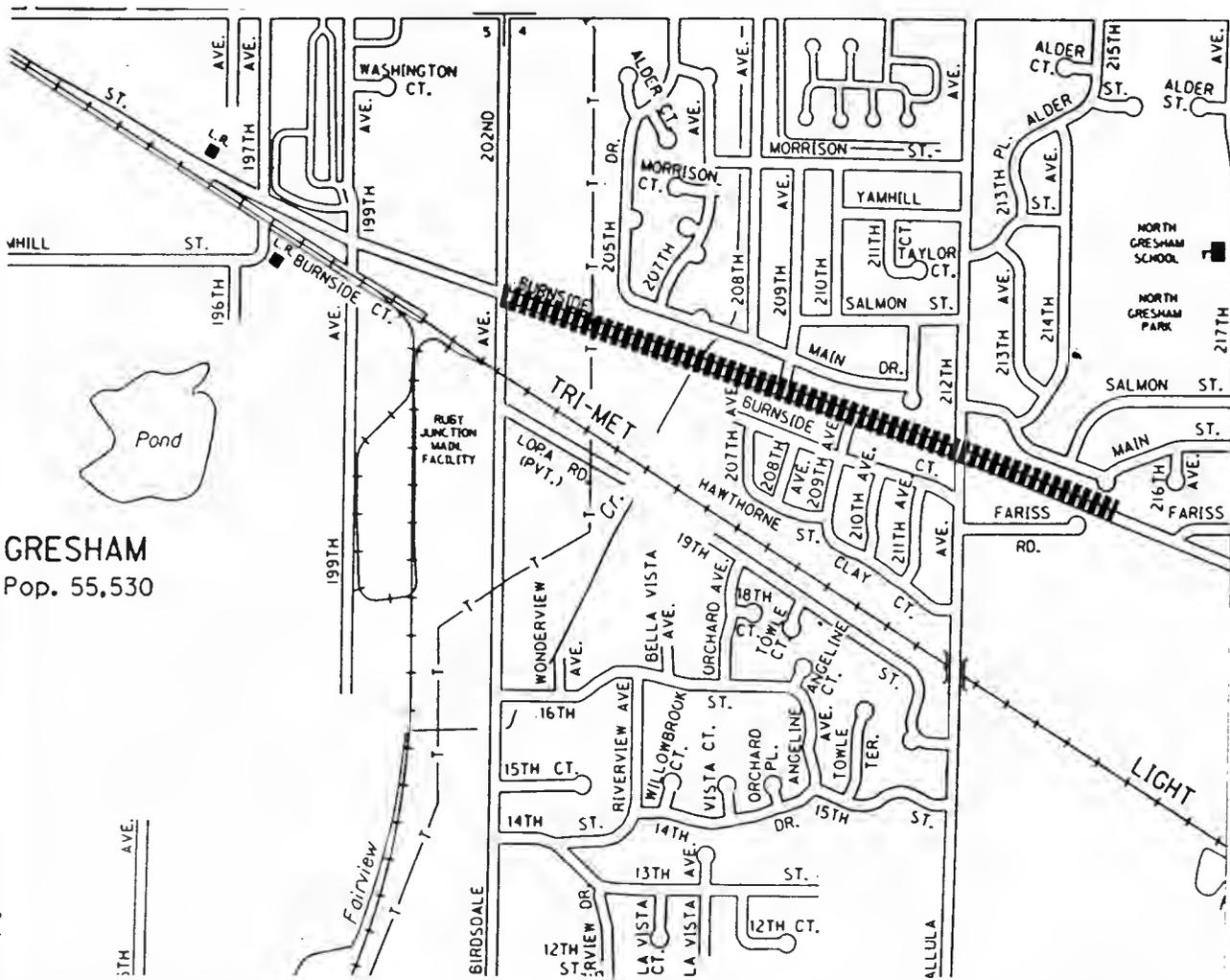
Map No. \_\_\_\_\_

Program:  
Transportation Capital

Project:  
E. Burnside Rd. Landscaping

Project # CO304

Project Description: Maintain or replace landscaping as required.



GRESHAM  
Pop. 55,530

- STRUCTURES
- SIGNAL
- BICYCLE/PEDESTRIAN
- ROAD CONSTRUCTION
- INTERSECTION IMPROVEMENT
- DRAINAGE
- ILLUMINATION
- BRIDGES
- LANDSCAPE MNTNCE

DISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY	\$25,000					\$25,000
FEDERAL						
<b>TOTAL</b>	\$25,000					\$25,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION	\$25,000					\$25,000
<b>TOTAL</b>	\$25,000					\$25,000

Carryover

# PROJECT DETAIL

Page No. 27

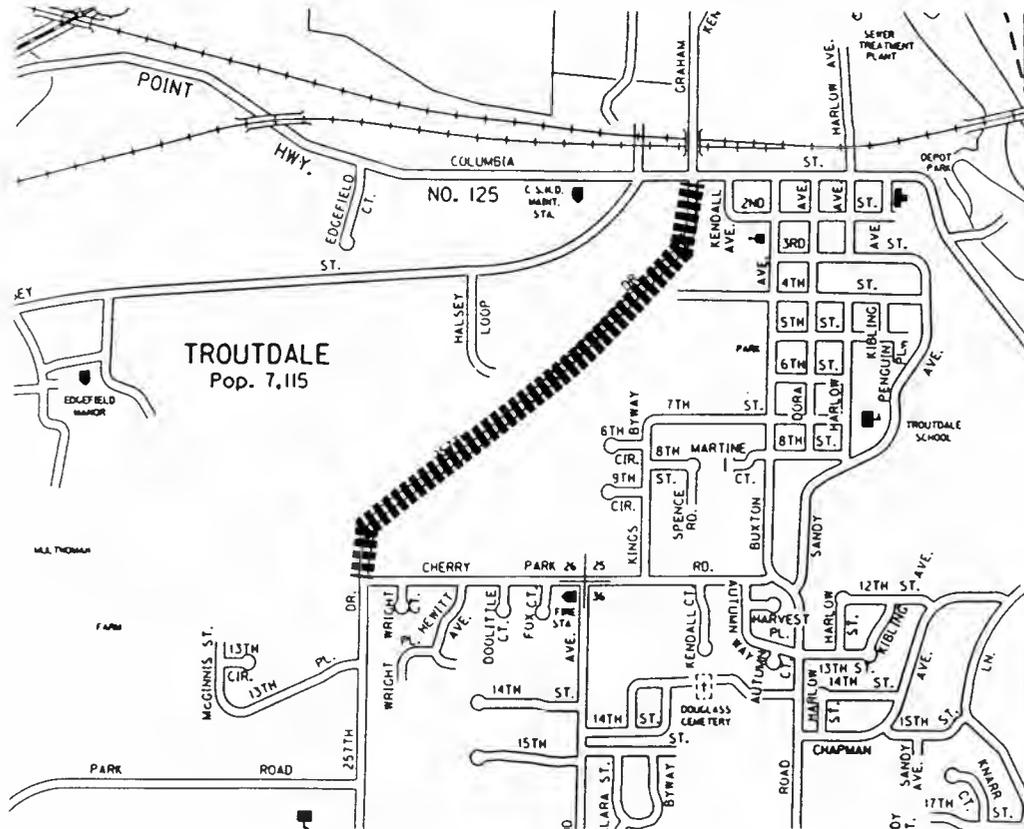
New Project

Map No. \_\_\_\_\_

Program: **Transportation Capital** Project: **NE 257th Dr. (Landscaping)**

Project # **CO306**

Project Description: **Maintain or replace landscaping as required.**



- |  |   |  |
|--|---|--|
| <input type="checkbox"/> STRUCTURES        | <input type="checkbox"/> SIGNAL                   | <input type="checkbox"/> BICYCLE/PEDESTRIAN          |
| <input type="checkbox"/> ROAD CONSTRUCTION | <input type="checkbox"/> INTERSECTION IMPROVEMENT | <input type="checkbox"/> DRAINAGE                    |
| <input type="checkbox"/> ILLUMINATION      | <input type="checkbox"/> BRIDGES                  | <input checked="" type="checkbox"/> LANDSCAPE MNTNCE |

FISCAL YEAR	92-93	93-94	94-95	95-96	96-97	TOTALS
<b>FUNDING SOURCES</b>						
COUNTY		\$5,000				\$5,000
FEDERAL						
<b>TOTAL</b>		\$5,000				\$5,000
<b>COST</b>						
RIGHT-OF-WAY						
CONSTRUCTION		\$5,000				\$5,000
<b>TOTAL</b>		\$5,000				\$5,000

APPENDIX I  
CAPITAL IMPROVEMENT PLAN  
PROJECT EVALUATION FRAMEWORK

Street Hierarchy

Priority 1 Streets (Greatest Need)

1. Need reconstruction within first two years of the planning period;  
or,
2. Existing level of Service E or below; or,
3. A hazardous condition which results in a high accident rate  
(critical location); or,
4. Substantial increases of traffic anticipated within first two  
years of the planning period that would result in a level of  
Service E or below; or,
5. The construction of a new arterial or collector street project  
would logically extend the street system and is needed to serve an  
area that will develop within the first two years of the planning  
period; or,
6. Projects that have outside funding committed.

Priority 2 Streets (Need)

1. Need reconstruction within the 3rd through 5th years of the  
planning period; or,
2. A hazardous condition exist; or,
3. Substantial increases in traffic are anticipated within the 3rd  
through 5th years of the planning period that would result in a  
level of Service E or below; or,
4. The construction of a new arterial or collector street project  
would logically extend the street system and is needed to serve an  
area that will develop within the 3rd through 5th years of the  
planning period.

Priority 3 Streets (No Immediate Need)

1. Level of Service D or above; and
2. No reconstruction needed within the five year planning period; and
3. Low accident rate; and
4. No traffic increases are anticipated within the 5 year planning period which would result in an E or below level of service; or,
5. Meets street standards.

**CIP 1992-1996 PROJECT CONSTRAINTS  
MULTNOMAH COUNTY DES, TRANSPORTATION DIVISION**

PRIORITY 1 PROJECTS		CONSTRAINTS						Early Start
		Sewer Projects	Water Projects	Storm Projects	Assoc Project	EIS, EA Corridor Study Req.	R/W Req.	
<b>CATEGORY:</b>		Rank Order						
<b>ARTERIAL STREETS</b>								
Stark St. (257th-Troutdale)	1							'94
Glisan St. (202nd-223rd)	2							
Foster Rd. (122nd-136th)	3		93-94					
257th Ave. (Bull Run-Division)	4			93-94		94-95+		
Halsey St. (190th-201st)	5							
207th Connector (Interchg-Glisan /223rd)	6							
223rd Ave. (Glisan-Halsey)	7							
Foster Rd. (136th-800' E of 145th)	8							
242nd Ave. (Powell-Burnside)	9							
162nd Ave. (Glisan-Halsey)	10	96-97	98-99+					
257th Ave. (Powell Valley-Bull Run)	11							
<b>COLLECTOR STREETS</b>								
Arata Rd. (223rd-238th)	1							
136th Ave. (Foster-Powell)	2	95-96						
201st Ave. (Halsey-Sandy)	3					97-98		
Main St. (162nd-174th)	4							
Hensley Rd. (262nd-Troutdale)	5							95
Troutdale Rd. (Strebin-Stark)	6							95
174th Ave. (Division-Stark)	7	97-98	98-99					
174th Ave. (450' N of Powell-Division)	8	97-98	98-99					
190th Ave. (Division-2400' S of Yamhill)	9	95-96						
Jenne Rd. (2050' N of Foster-800' S of Powell)	10							
201st Ave. (Glisan-Halsey) & RR Bridge	11							
Bull Run Rd. (Burnside-257th)	12		94-95					
202nd Ave. (Stark-Glisan)	13							
Hensley Rd. (257th-262nd)	14							

**CIP 1992-1996 PROJECT CONSTRAINTS  
MULTNOMAH COUNTY DES, TRANSPORTATION DIVISION**

PRIORITY 1 PROJECTS	Rank Order	CONSTRAINTS						Early Start
		Sewer Projects	Water Projects	Storm Projects	Assoc Project	EIS, EA Corridor Study Req.	R/W Req.	
<b>CATEGORY:</b>								
<b>LOCAL STREETS</b>								
Stark St. (Troutdale-Evans)	1							
<b>BRIDGES (NON-WILLAMETTE RIVER)</b>								
201st Ave. (RR at I-84)	1							
223rd Ave. (RR-I-84)	2							
<b>SIGNALS/INTERSECTIONS</b>								
Stark St./Troutdale Rd.	1							
Halsey St./238th Ave.	2				94-95			
Halsey St./201st Ave.	3		96-97					
Foster Rd./136th Ave.	4							
Burnside Rd./242nd Ave.	5							
Powell Blvd./Walters Rd.	6							
172nd Ave./Foster Rd.	7							
162nd Ave./Stark St.	8							
Division St./168th Ave.	9							
Orient Dr./282nd Ave.	10							