

Draft 100% List as of September 16,2013

Key Number	Project	Project Scope Elements	Scoping Team Estimate
SAFETY - 100% LIST			
S1	OR8: at SE 44th and SE 45th Ave	Upgrade crossing with RRFB. Assumes existing island is kept. Truncated domes are damaged and estimate includes cost to replace them.	\$ 504,000
S2	OR8 at OR219 (Hillsboro)	Systematic intersection improvements include signing, additional signal heads, and striping improvements. Replace existing through/left to left only Install left-turn phasing for southbound S. 1st street.	\$ 500,000
S3	OR8: MP1.5-16.67	Systematic intersection improvements at 37 intersections which may include signing, signals, reflectorized back boards, red extension, enforcement assistance light, and striping improvements.	\$ 1,875,000
S4	OR213: NE Couch St - SE Pine Street	Assuming no widening of existing roadway width. Full signal rebuild at Burnside. Assumes driveway modifications Assumes rebuilding corners to meet ADA standards.	\$ 1,140,725
S5	OR213: SE Clay St - SE Mill St	Full signal rebuild. Assumes pavement repair on Mill St. gutter lines to address tripping hazards for pedestrians. Also assumes constructing new sidewalk along Mill St. and eliminating/reducing driveways that don't appear to be used at properties adjacent to intersection. Assumes no realignment of Mill St. due to extensive ROW acquisitions required.	\$ 1,087,928
S6	OR213 at S Union Mills Rd	Rebuild and square up the intersection providing more standard right turn lanes to reduce all crash types at this location and better define the intersection. This may include sidewalk and/or curb for a distance on Union Mill. Improve sight distance issues NB on OR213. Provide improved advance signing on the mainline and signing at the intersection.	\$ 634,000
S7	OR224/OR281 Rural Systematic Improvements	Signing and striping improvements. Minor shoulder widening	\$ 558,750
S8	US26: SE 20th Ave - 33rd Ave	Signal upgrade at 21st and 26th and 33rd will require ADA ramps in all quadrants. New ADA ramps are proposed for 24th, 28th and 31st – total number of ADA ramps=14. Additional illumination assumed at 24th, 28th and 31st (one pole each). Tree removal and replanting costs assumed for 24th on both sides, 28th on the south side, and 31st on both sides. Raised island proposed for 31st. Additional island work proposed for existing islands at 24th and 28th, including provision for landscaping. Cost included for two RRFB's (location to be determined). New crosswalk striping and additional signing. Signal upgrade costs from Traffic estimate.	\$ 3,407,655
S9	US26: MP1.81-24.61	Systematic intersection improvements at 20 locations. Include signing, signals, and striping improvements.	\$ 1,406,250
S10	US30B: NE 103rd - 107th Ave	Upgrade traffic signal to reduce turning/angle crashes. Replace "doghouse" with standard traffic signal heads providing protected left turns. Evaluate removal of WB left turn prohibition. Remove median island trees; improve sight distance and visibility. Remove trees along US30 to improve sight distance and visibility. Upgrade ADA access at intersection.	\$ 504,000
SAFETY ADD-ON SUBTOTAL			\$11,618,309

Draft 100% List as of September 16,2013

Map ID	Project Type	Project	Problem Description	Goals & Objectives	Scoping Estimate
PRESERVATION - 100% LIST					
P1	Pavement Preservation	OR-99E: SE Harold St to SE Harrison St	Road condition is fair to poor. Pavement shows cracking and delaminating. This is a 3R section with high traffic. Maintenance paving is currently holding section together and will continue to need further attention.	Bring pavement to fair or better condition.	\$ 8,246,000
P2	Pavement Preservation	OR99E: Pine St - SW Berg Pkwy (Canby) Sec. (PE Only)	Road condition is poor. This section is 3R or 4R. Potholes and rough sections. Cracking of pavement sections delaminating.	Bring pavement to fair or better condition.	\$ 300,000
P3	Pavement Preservation	OR-99E: SW Berg Parkway to Pudding River	Pavement condition is fair to poor. Bringing this section of roadway to fair or better would ensure that the section does not rapidly deteriorate increasing repair costs. It currently needs maintenance patching as F mix had deteriorated. This is crucial to keep it in the 1R category out to 2018.	Bring pavement to fair or better condition,	\$ 1,866,000
P4	Pavement Preservation	OR-211: HWY 213 to Meadowbrook (PE Only)	Road condition is fair to poor. This section of hwy is a very good candidate for 1R treatment to keep it from falling into the 3R category and increasing costs.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 255,000
P5	Pavement Preservation	OR-212: Richey Rd to OR-26	Pavement condition is poor and starting to rapidly deteriorate. This section has cracking, delaminating and pot holes. Maintenance patch has held this section together but will need a 3R treatment. This is a main connector to hwy 26 from I205.	Repair pavement to fair or better condition and improve ADA access, if necessary	\$ 2,666,000
P6	Pavement Preservation	OR-213: Mulino to Blackman's Corner	Pavement condition has started to erode. Showing cracking and pot holes. This pavement is in fair to poor condition. Maintenance patching is needed to keep in the 1R category. This is a good project to assure cost do not significantly increase due to pavement failure.	Bring pavement to fair or better condition,	\$ 2,876,000
P7	Pavement Preservation	OR213: Lindy to King	Road condition is fair to poor.	Bring pavement to fair or better condition.	\$ 2,500,000
P8	Pavement Preservation	US-26: NW Mountaindale Rd to NW Glencoe Rd	Road condition shows evidence of rutting. This section of Hwy is in fair condition as of 2010 and is expected to fall to poor out to 2018. It will be very important to pave this section before it drops further down in the ratings. Cost to repair will be significantly higher and fall out of the 1R category to 3R.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 2,080,000
P9	Pavement Preservation	US-30: NW Bridge Ave to McNamee Rd **	Pavement condition is poor and starting to rapidly deteriorate. This section of hwy has pot hole, cracking and delaminating. Maintenance patching will be needed to hold its current condition. This section will drop rapidly in condition if not paved out to 2018.	Bring pavement condition to fair or better and prevent significant pavement degradation.	\$ 4,691,000
	Pavement Preservation	Region 1 Pavement Reserve			\$ 620,000
REGION 1 100% PRESERVATION TOTAL					\$26,100,000

** Cost is actually \$6,491,000 - Agency priority program is providing \$1.8M towards this project

Draft 100% List as of September 16,2013

Map ID	Project Type	Project	Problem Description	Goals & Objectives	Scoping Estimate
OPERATIONS 100% LIST					
OP1	Illumination	I-5: Denver, NB Tunnel	Existing luminaries are non-functional, creating dark conditions in the tunnel. This is creating poor visibility into the tunnel from the outside.	Install 88 luminaries to bring tunnel lighting closer to current standards similar to the tunnels that have been re-done at the I-205/I-84 interchange. Improve visibility and safety.	\$ 321,000
OP2	Other Operations	I-84: Farley Slide (PE Only)	Columbia River is eroding a long standing slide on I-84	Stabilize slide to reduce damage to I-84	\$ 500,000
OP3	Full Signal Upgrade	OR8 Operational Improvements	Signal is old and difficult/costly to maintain.	Upgrade signal or beacons to meet current standards to improve safety of the traveling public. Locations are Cedar Hills Blvd, SW Hall, SW Hocken, SW Watson	\$ 964,500
OP4	Illumination	99E: Railroad Pedestrian Tunnel in Ore City	The pedestrian tunnel suffers from obsolete fixtures and poor electrical conditions creating poor visibility.	Install approximately 50 luminaries to reduce maintenance costs and increase electrical safety for maintenance personnel. Project will increase visibility in the tunnel, improving safety for public.	\$ 1,940,000
OP5	Other Operations	OR212 @ N. Fork Deep Creek Culvert	Existing culverts are in poor shape and there have been several occasions when the water has flooded the highway causing it to close. This is a major oversized route for Motor Carrier too.	Replace existing culvert	\$ 1,000,000
OP6	Full Signal Upgrade	OR213 Operational Improvements	Signal is old and difficult/costly to maintain.	Upgrade signals to meet current standards to improve safety of the traveling public. Locations are Burnside, NE Wasco, SE Flavel, SE Foster, SE Mill, SE Raymond, SE Woodstock, SE Yamhill	\$ 5,676,000
OP7	Illumination	OR217: Allen and Denny Interchanges	The electrical system is old and showing signs of corrosion, creating potential unsafe conditions for maintenance personnel. Corrosion on poles could hasten pole failure, a danger to the public.	Install 44 poles and fixtures to bring existing lighting system up to current standards, improving visibility and safety to the public. Improve safety to maintenance personnel working on electrical system.	\$ 205,000
	Other Operations	LED Replacement Bucket	Existing LED are at the end of their useful life	Funding will be used to purchase LED's	\$ 200,000
	Other Operations	Loop Replacement Bucket	Existing loops are old and not functioning correctly	Funding will be used to update loops	\$ 300,000
	Other Operations	Misc. Hardware/Software Bucket	Software and Hardware needed for operating the various electronic devices and improving system management effectiveness	Funding will be provided to update hardware and software used by the region for TMOC operations and other systematic needs	\$ 500,000
	Other Operations	Operations Quick Hit Reserve	Frequently, unanticipated needs are identified between STIP cycle updates	Funding will be used to fund unanticipated operational needs for the region during the 2016-2018 timeframe	\$ 350,000
	Other Operations	Region 1 Striping Bucket	Highway striping replacement and upgrades	Funding will be provided to various projects though out the region to update or address striping needs	\$ 200,000
	Other Operations	Rockfall Scaling Project	Various locations region wide continue to have rockfalls onto the highway system, which disrupt or close highway traffic.	Project will provide scaling and rockfall mitigation at various sites region wide.	\$ 3,607,000
REGION 1 100% OPERATIONS TOTAL					\$ 15,763,500

Draft 100% List as of September 16,2013

Map ID	Project Name	Scope	Funding
BRIDGE 100% LIST			
B1	I-5: Hwy 1 over NE Hassalo ST & NE Holladay St Bridge #08583	Deck Overlay, Joints, End Panels	\$ 1,432,000
B2	I-5: Morrison Interchange Ramp Bridges #08589A, 08589B	Deck Seals	\$ 1,008,000
B3	I-84: Tanner Creek Bridge #02062A	Deck Overlay, Joints	\$ 1,159,000
B4	US26: Boring Road Bridge O'xing #09381	Vertical Clearance, Deck Overlay	\$ 6,351,000
B5	US26: Willamette River (Ross Island) Br# 05054	Paint	\$ 29,000,000
B5	US 26: Hwy 3 NB over Hwy 1 & Conns (Ross Island Intchg)Bridge #08194	Deck Overlay, Joints	\$ 1,261,000
	I-5: Marquam Bridge - Capitol Highway (Pavement Preservation)	Deck Seal, Joints Br 08591C, Deck Seal Br 08590C	\$ 1,770,000

Draft 100% List as of September 16,2013

Map ID	PROJECT NAME	PROBLEM	ESTIMATED TREATMENT	16-18 IM PROGRAM FUNDS (Inflated)
INTERSTATE MAINTENANCE 100% LIST				
IM1	I-84: Corbett - Multnomah Falls	RUTTING (1/2") + RAVELING	SINGLE LIFT INLAY (lanes only, no shoulder)	\$ 8,400,000
IM2	I-84: Jordan Rd. - Corbett	FLUSHING + 1/2"-3/4" RUTS	SINGLE LIFT INLAY (lanes only, no shoulder)	\$ 3,800,000
IM3	I-205: Johnson Creek - Glenn Jackson Bridge	STUD WEAR RUTTING (1/2" - 3/4"), RAVELING, Patching and delaminations at bridge transitions	SINGLE LIFT INLAY (lanes only, no shoulder) 2" OVLY (Bare CRC)	\$ 10,500,000
	I-5: Marquam Bridge - Capitol Highway	STUD WEAR RUTTING (1/2" - 3/4"), RAVELING, CRACKING Higher wear rate than normal	SINGLE LIFT INLAY (lanes only, no shoulder)	\$ 8,300,000