



# Clackamas to Columbia (C2C) Corridor Plan

>>> Task 7.1 Investment Packages and  
Project Evaluation Memorandum

## INTRODUCTION

This memorandum describes the methodology and creation of investment packages for the Clackamas to Columbia (C2C) Corridor Plan. All the projects within the C2C corridor were previously identified through other planning and public engagement efforts within the cities of Gresham and Happy Valley and Clackamas and Multnomah counties. These projects were then evaluated in *Task 6.1: Project List Memorandum* and reviewed with Project Partners<sup>1</sup> to ensure all projects within the corridor were properly identified and assessed from a cost and performance perspective. These projects are located directly on, roadways intersecting, or projects substantially impacting/supporting the C2C Corridor. This memorandum identifies eight potential packages of investments, combining these projects based on the proposed investment package methodology, for review by the partnering agencies and public.

Projects were developed through other planning efforts which included extensive public outreach. The C2C Corridor Plan does not seek to develop individual projects, but to consolidate those established into a unified, cross-jurisdictional plan. Additionally, this document identifies the priorities for the C2C Corridor, and does not reflect countywide or citywide project priorities for each of the jurisdictions. For example, the Sunrise Corridor is a high priority for Clackamas County. The Sunrise Corridor is not the top priority for the C2C Corridor, which prioritizes north-south connectivity in the east Metro area.

## INVESTMENT PACKAGE METHODOLOGY

The methodology for developing investment packages considers their inclusion in the Metro Regional Investment Measure, criticality to establishing a multimodal C2C mainline, potential to be funded and/or constructed by development frontage improvements, and their evaluation score.

Establishing a complete multimodal C2C mainline is the highest priority for the corridor. Thus, mainline projects proposed to be either partially or fully funded by Metro Regional Investment Measure were identified as Package #1. Second, remaining projects on the C2C mainline were evaluated for their potential to be funded and/or constructed by development. Those that were less likely to be funded by development and more likely to need to be capital projects were identified as Package #2. The highest score capital projects were collected into Package #3, as these projects are anticipated to be needed in order to support future development along 172nd Avenue and the 172nd-190th Connector which are included in Package #4. While some could be funded by development, the implementation and success of other projects in the region depend on the mainline, and thus the C2C mainline projects with development projects would need to be constructed soon after, therefore those projects are designated as Package #4.

The remaining projects were sorted by their likelihood to be driven by development and their respective evaluation scores (see *Memo 6.1 – Project List Memorandum* for further details on scoring criteria). Those likely to be capital projects (i.e., not funded directly through development projects) were further sorted by score, with

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<sup>1</sup> Evaluation for Project #19, Rock Creek Improvements, was modified since *Task 6.1: Project List Memorandum* as it provides increased safety within a school zone and connectivity for multiple modes.

highest score projects being Package #3, medium score Package #5, and lower score Package #6. Projects that were not critical to the mainline and were likely to be funded and/or constructed by development were in the last set of investment packages, with higher scored projects as Package #7 and lower scored projects as Package #8.

## INVESTMENT PACKAGES

The section summarizes the project ranking from *Task 6.1: Project List Memorandum* and expands on these rankings to include whether projects were included in the Metro Regional Investment Measure, have potential to be funded and/or constructed by development, or have additional funding sources and partners that could support these projects. From this, projects were organized into investment packages.

### PROJECT RANKING SUMMARY

*Task 6.1: Project List Memorandum* evaluated and scored projects based on the following categories: safety and security, equitable transportation, multimodal mobility, livability and accessibility, economic development, fiscal stewardship, and connectivity. The scores in each of the categories were then totaled and those totals became a key consideration to rank the projects. Table 1 shows summarized scores and also provides more information on whether these projects were included in the Metro Regional Investment Measure, whether they have potential to be development-driven, and what other potential sources of funding are available for the projects. Details on the ranking process can be found in Table A-1 in Appendix A.

Several projects for C2C are included in the Metro Regional Investment Measure, which will be voted on in November 2020. In Table 1, projects 5 and 14 are described as "Partial: interim improvement" as the funding measure doesn't fully fund the complete project as identified in Memo 6.1. Project 5 is the 190th/Highland Bridge Replacement, which does not include all the costs estimated as part of Memo 6.2: *SE 190th Drive Refinement Plan*. The costs associated with the upstream and downstream tie-in considerations such as the need to carry the cross-section further south, narrowing after SW Linneman Avenue south of bridge were not included in the regional investment measure package. Project 14 is the 172<sup>nd</sup>-190<sup>th</sup> Connector which is proposed to be funded at 2-lanes, not the ultimate 5-lane cross-section. All projects proposed to be partially funded by the Metro Regional Investment Measure will have the remaining funding need added to a later investment package depending on the other criteria.

Some projects are noted as having potential to be development driven, meaning nearby lands are undeveloped and future development may build all or a portion of a project. Built-out areas are less likely to be redeveloped and are considered to be likely capital projects. Additionally, improvements such as bridges, new roadways, or projects with substantial right-of-way needs across multiple parcels are also more likely to be capital projects.

**Table 1. Project Ranking Summary**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
1	Enhanced Transit on C2C	Funded through Expanded Service District; Other Funds	11.7	No	No	Expanded Service District Tax Revenue
2	181 <sup>st</sup> Avenue Improvements	\$70,100,000	12.7	Yes	No	
3	182 <sup>nd</sup> Avenue Improvements		12.7	Yes	No	
4	Powell and Division/ 182 <sup>nd</sup> Avenue Improvements	\$2,093,000	5.5	No	No	
5	190 <sup>th</sup> /Highland Bridge Replacement	\$13,400,000-\$16,398,000 *Dependent on selected bridge alternative	10	Partial; Interim Improvement	No	
6	SE 190 <sup>th</sup> Drive Improvements	\$32,019,000 *Not Including Right-of-Way (ROW)	11.7	No	Partial	
7	Giese Road Extension & Improvements	\$22,714,000 + 2 Stream Crossings *Not Including ROW	6.3	No	No	
8	Pleasant Valley 172 <sup>nd</sup> Avenue Extension & Improvements	\$13,020,000 + 1 stream crossing *Not Including ROW	7.3	No	No	
9	172 <sup>nd</sup> /Foster Roundabout	\$6,500,000 - \$8,300,000	6.7	Yes	No	
10	Foster Road Improvements	\$7,593,000 + 2 stream crossings *Not Including ROW	8.2	No	Yes	
11	Clatsop Street Extension	\$4,302,000	6.3	No	No	
12	Cheldelin Extension & Road Improvements	\$12,000,000	7.7	No	Yes	
13	172 <sup>nd</sup> Avenue Widening North	\$10,000,000	7.3	No	Yes	
14	172 <sup>nd</sup> -190 <sup>th</sup> Connector	\$71,888,000	13	Partial; Interim Improvement	No for 2-lane; Yes for widening	
15	172 <sup>nd</sup> Avenue Improvements	\$43,000,000	12	No	Yes	
16	Foster Road	\$28,000,000	4.2	No	Yes	
17	Tillstrom Road	\$15,054,000	4.2	No	Yes	

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
18	SE Sunnyside Rd East Extension	\$13,159,000	1.8	No	No	
19	Rock Creek Boulevard Improvements	\$13,539,000	3.8	No	Yes	
20	Sunrise Phase 2A	\$204,200,000	11	Yes	No	ODOT
21	Sunrise Phase 2B Planning & Design	\$34,000,000	11	No	No	ODOT
	Sunrise Phase 2B Construction	\$292,879,000				
22	Sunrise Phase 2C	\$19,998,000	11	No	No	ODOT
23	Sunrise Phase 3	TBD	TBD	No	No	ODOT

## INVESTMENT PACKAGES

Each of the projects were assigned to eight investment packages. The following sections and Figure 1 illustrate these project packages.

### Package 1: Metro Regional Investment Measure Projects

Package 1 contains projects proposed to be fully and partially funded through the Metro Regional Investment Measure, as shown in Table 2. Projects that are partially funded have the remaining project needs added to another package based on its presence on the C2C mainline, potential for development, and additional funding sources and partners. Package 1 projects are shown in gray in Figure 1.

**Table 2. Investment Package 1**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
2	181 <sup>ST</sup> Avenue Improvements	\$70,100,000	13	Yes	No	
3	182 <sup>nd</sup> Avenue Improvements		13	Yes	No	
5	190 <sup>th</sup> /Highland Bridge Baseline Replacement	\$13,400,000 <sup>1</sup>	10	Partial; Interim Improvement	No	
9	172 <sup>nd</sup> /Foster Single-Lane Roundabout	\$6,500,000 - \$8,300,000 <sup>2</sup>	6.7	Yes	No	
14	172 <sup>nd</sup> -190 <sup>th</sup> 2-Lane Connector	\$61,600,000 <sup>1</sup>	13	Partial; Interim Improvement	No for 2-lane; Yes for widening	
20	Sunrise Phase 2A	\$204,200,000	11	Yes	No	ODOT
21	Sunrise Phase 2B Planning and Design	\$34,000,000	11	Yes	No	ODOT
<b>Total Package Price</b>				<b>\$364,300,000</b>		

<sup>1</sup>Estimate for interim 190<sup>th</sup>/Highland Bridge Baseline Replacement and 2-lane facility from Metro Regional Investment Measure work, including right-of-way.

<sup>2</sup>\$6.5M is the 2019 budget figure within the Metro Regional Investment Measure work; \$8.3M is year of execution project cost based on project descriptions and potential delivery timelines as of June 30 2020, subject to change.

## Package 2: C2C Mainline Capital Projects

Package 2 contains projects located along the C2C mainline which are unlikely to be constructed through development as shown in Table 3. Package 2 projects are shown in red in Figure 1. Package 2 projects also include enhanced transit on the C2C Corridor. While frequent service may not be immediately needed and/or feasible in the near-term, the corridor will be complete within Package 2 and benefit from transit services. As densities in the area grow, transit can be improved to meet "enhanced transit" criteria. Clackamas County is currently producing a Transit Development Plan (TDP) to assess the densities and associated frequencies for transit in the County, including the C2C Corridor.

**Table 3. Investment Package 2**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
1	Enhanced Transit on C2C	Funded through Expanded Service District	12	No	No	Expanded Service District Tax Revenue
5	190 <sup>th</sup> /Highland Complete Bridge Replacement	Up to \$2,998,000 <sup>1</sup>	10	Partial; Interim Improvement	No	
6	SE 190 <sup>th</sup> Drive Improvements + ROW	\$32,019,000	12	No	Partial	
<b>Total Package Price</b>				<b>\$32,019,000 - \$35,017,000 + ROW for Project 6</b>		

<sup>1</sup>Difference between Metro Regional Investment Measure estimate and SE 190<sup>th</sup> Drive Refinement Memorandum Estimate.

## Package 3: High Score Capital Projects

Package 3 contains projects which were likely to be capital projects and were higher scored than others, as shown in Table 4. Package 3 projects are shown in yellow in Figure 1. These projects are anticipated to be needed to support future development along 172<sup>nd</sup> Avenue and the 172<sup>nd</sup>-190<sup>th</sup> Connector. Constructing these will promote development-driven improvements for the next package. Sunrise Phase 3 improvements will be determined in later planning efforts and are shown as a placeholder here.

**Table 4. Investment Package 3**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
21	Sunrise Phase 2B Construction	\$292,879,000	11	No	No	ODOT
22	Sunrise Phase 2C	\$19,998,000	11	No	No	ODOT
<b>Total Package Price</b>				<b>\$312,877,000</b>		

### Package 4: C2C Mainline Development Projects

Package 4 contains projects located along the C2C mainline which are likely to be constructed through development (e.g., half street improvements and improvements in undeveloped areas) as shown in Table 5. Package 4 projects are shown in orange in Figure 1.

**Table 5. Investment Package 4**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
14	172 <sup>nd</sup> -190 <sup>th</sup> 5-Lane Connector	\$10,288,000 <sup>1</sup>	13	Partial; Interim Improvement	No for 2-lane; Yes for widening	
15	172 <sup>nd</sup> Avenue Improvements	\$43,000,000	12	No	Yes	
<b>Total Package Price</b>				\$53,288,000		

<sup>1</sup>Cost differential between 5-lane and 2-lane cost estimates. Actual value may differ, depending on amount of 2-lane facility that is forward-compatible.

### Package 5: Medium Score Capital Projects

Package 5 contains projects which were likely to be capital projects and had moderate scores compared to other capital projects, as shown in Table 6. Package 5 projects are shown in green in Figure 1.

**Table 6. Investment Package 5**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
7	Giese Road Extension & Improvements	\$22,714,000 + 2 Stream Crossings	6.3	No	No	
8	Pleasant Valley 172 <sup>nd</sup> Avenue Extension & Improvements	\$13,020,000 + 1 stream crossing	7.3	No	No	
<b>Total Package Price</b>				\$35,734,000 + 3 Stream Crossings		

### Package 6: Low Score Capital Projects

Package 6 contains projects which were likely to be capital projects and had lower scores compared to other capital projects, as shown in Table 7. Package 6 projects are shown in blue in Figure 1.

**Table 7. Investment Package 6**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
4	Powell and Division/ 182 <sup>nd</sup> Avenue Improvements	\$2,093,000	5.5	No	No	
11	Clatsop Street Extension	\$4,302,000	6.3	No	No	
18	SE Sunnyside Rd East Extension	\$13,159,000	1.8	No	No	
23	Sunrise Phase 3	TBD	TBD	No	No	ODOT
<b>Total Package Price</b>				\$19,554,000		

### Package 7: High Score Development Projects

Package 7 contains projects which were likely to be development-driven and had higher scores compared to other development-driven projects, as shown in Table 8. Package 7 projects are shown in purple in Figure 1.

**Table 8. Investment Package 7**

Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
10	Foster Road Improvements	\$7,593,000 + 2 stream crossings + ROW	8.2	No	Yes	
12	Cheldelin Extension & Road Improvements	\$12,000,000	7.7	No	Yes	
13	172 <sup>nd</sup> Avenue Widening North	\$10,000,000	7.3	No	Yes	
19	Rock Creek Boulevard Improvements	\$13,539,000	6.5	No	Yes	
<b>Total Package Price</b>				\$43,132,000 + 2 Stream Crossings & ROW for Project 10		

### Package 8: Low Score Development Projects

Package 8 contains projects which were likely to be development-driven and had lower scores compared to other development-driven projects, as shown in Table 9. Package 8 projects are shown in pink in Figure 1.

**Table 9. Investment Package 8**

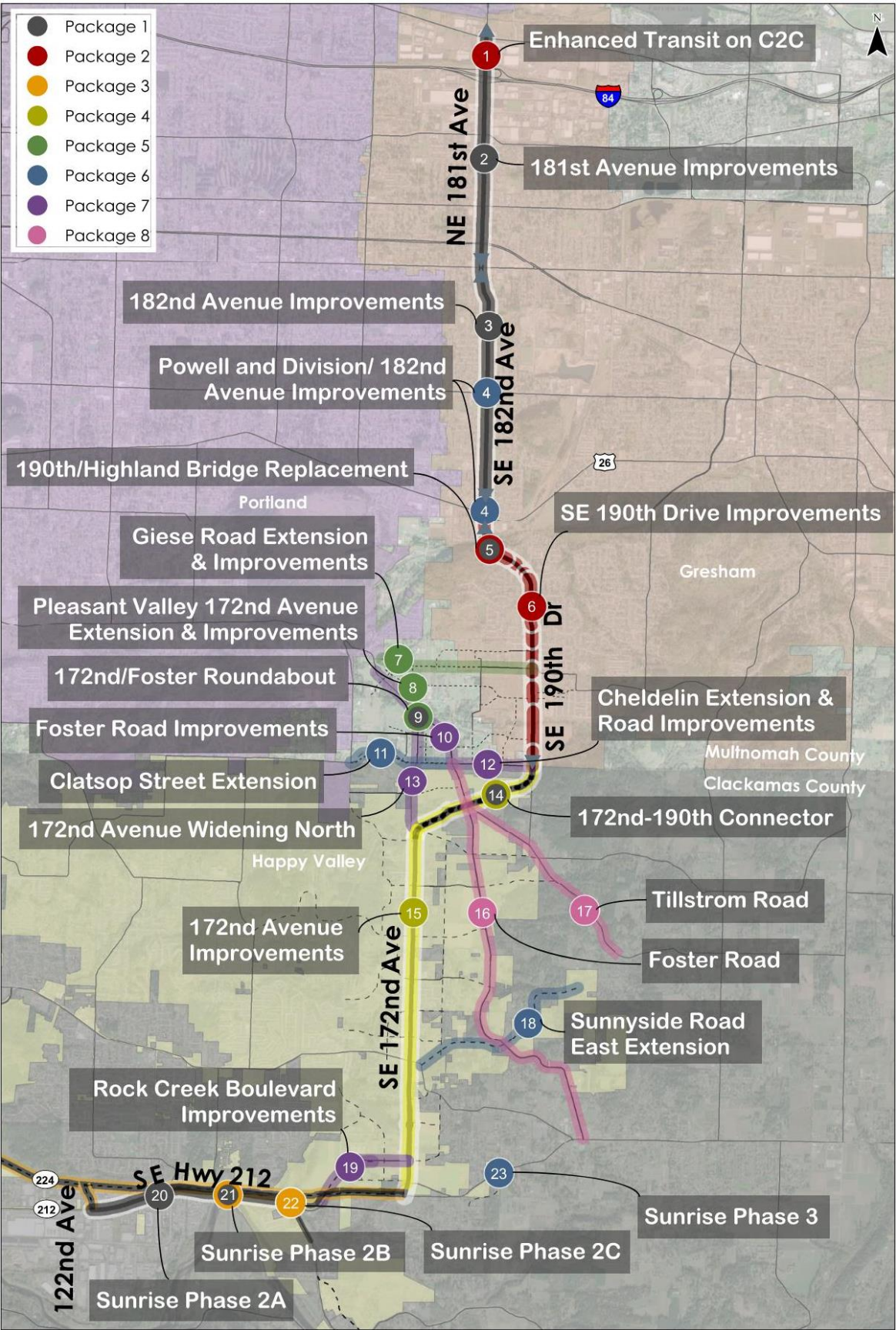
Map ID	Project Title	Adjusted 2020 Cost	Total Score	Metro Regional Investment Measure	Potential for Development-Driven	Additional Funding Source and Partners
16	Foster Road	\$28,000,000	4.2	No	Yes	
17	Tillstrom Road	\$15,054,000	4.2	No	Yes	
<b>Total Package Price</b>				\$43,054,000		

## NEXT STEPS

This memorandum was reviewed with the Steering Committee and stakeholders during public outreach for review and comment. The resulting investment packages and prioritization were finalized as part of the *Preferred Investment Package Memorandum (Task 7.3)*.






Figure 1. Investment Packages












Appendix A    Project Scoring Results

**Table A-1. Project Scoring**

Map ID	Project Title	Description		Location	Adjusted 2020 Cost	Safety & Security	Equitable Transportation	Multimodal Mobility	Livability and Accessibility	Economic Development	Fiscal Stewardship	Connectivity	Total
Metro RTP													
1	Enhanced Transit on C2C	Provide enhanced transit (arrivals every 15 minutes or better during most of the day) along the C2C Corridor		C2C Corridor	Funded through Expanded Service District	+0.7	+2	+1	+2	+2	+2	+2	11.7
Metro Transportation Investment Bond Refinement													
2	181 <sup>st</sup> Avenue Improvements	Adding complete sidewalks from I-84 to San Rafael, widening from I-84 to Sandy, add turn lanes for Halsey and 181 <sup>st</sup> , Rockwood safety improvements (Stark to I-84), Glisan intersection improvements, Glisan to Yamhill "Complete Boulevard" design improvements, adding turn lanes to Stark and Sandy intersections.		181 <sup>st</sup> Avenue (I-84 to 182 <sup>nd</sup> Avenue)	\$70,100,000	+1.7	+2	+2	+2	+2	+2	+1	12.7
3	182 <sup>nd</sup> Avenue Improvements	Filling sidewalk gaps from Eastwood Court to Division, seven pedestrian crossing additions or improvement along 182 <sup>nd</sup> , and intersection striping and intersection lighting improvements at 182 <sup>nd</sup> and Division		182 <sup>nd</sup> Avenue (181 <sup>st</sup> Avenue to Highland Drive)		+1.7	+2	+2	+2	+2	+2	+1	12.7
City of Gresham TSP													
4	Powell and Division/ 182 <sup>nd</sup> Avenue Improvements	Add a second westbound left turn lane at Division, add northbound and southbound double left-turn lanes and through lanes at Powell, and add transit/enhanced transit corridor supportive projects.		Powell Boulevard/ 190 <sup>th</sup> Avenue Intersection	\$2,093,000	+1	0	+1	+0.5	+2	+2	0	5.5
Pleasant Valley TSP Refinement													
5	190 <sup>th</sup> /Highland Bridge Replacement	Four-lane bridge replacement with sidewalks and bike facilities as well as a seismic upgrade.		190 <sup>th</sup> Avenue/ Highland Drive	\$13,400,000-\$16,398,000 *Dependent on selected bridge alternative	+1	0	+1	+2	+2	+2	+2	10
6	SE 190th Drive Improvements		Widen 190 <sup>th</sup> Drive from Powell Boulevard to Cheldelin Road. Provide 5-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks. Signalize or provide roundabouts for 190 <sup>th</sup> at Giese Road, Butler Road, Richey Road, and Cheldelin Road.	SE 190th Avenue (Powell Boulevard to Cheldelin Road)	\$32,019,000 *Not Including Right-of-Way (ROW)	+1.7	0	+2	+2	+2	+2	+2	11.7
7	Giese Road Extension & Improvements		Extend Giese Road from Foster Road to 182nd Avenue. Widen Giese Road from 182nd Avenue to 190th Drive. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Giese Road (Foster Road to 190th Drive)	\$22,714,000 + 2 Stream Crossings *Not Including ROW	+0.3	0	+1	+2	+2	+1	0	6.3
8	Pleasant Valley 172nd Avenue Extension & Improvements		Extend 172 <sup>nd</sup> Avenue from Foster Road to Giese Road. Widen 172 <sup>nd</sup> Avenue from Foster Road to Cheldelin Road. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	172nd Avenue (Giese Road to Cheldelin Road)	\$13,020,000 + 1 stream crossing *Not Including ROW	+0.3	0	+1	+2	+2	+1	+1	7.3
9	172 <sup>nd</sup> /Foster Roundabout	Convert intersection to single-lane roundabout with eastbound bypass right-turn lane to improve safety and ease traffic congestion.		172 <sup>nd</sup> Avenue/ Foster Road	\$6,500,000 - \$8,300,000	+1.7	0	+0.5	+1.5	+1	+2	0	6.7



Map ID	Project Title	Description		Location	Adjusted 2020 Cost	Safety & Security	Equitable Transportation	Multimodal Mobility	Livability and Accessibility	Economic Development	Fiscal Stewardship	Connectivity	Total
10	Foster Road Improvements		Widen Foster Road from 172 <sup>nd</sup> Avenue to Cheldelin Road. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Foster Road (172 <sup>nd</sup> Avenue to Cheldelin Road)	\$7,593,000 + 2 stream crossings *Not Including Right-of-Way	+1.7	0	+1	+1.5	+2	+1	+1	8.2
Happy Valley TSP (Continued Further Below)													
11	Clatsop Street Extension		Extend Clatsop Street from 162 <sup>nd</sup> Avenue to 172 <sup>nd</sup> Avenue. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Clatsop Street (162 <sup>nd</sup> Avenue and 172 <sup>nd</sup> Avenue)	\$4,302,000	+0.3	0	+1	+2	+2	+1	0	6.3
172 <sup>nd</sup> -190 <sup>th</sup> Corridor Management Plan													
12	Cheldelin Extension & Road Improvements		Extend Cheldelin Road from 172 <sup>nd</sup> Avenue to Foster Road. Widen Cheldelin Road from Foster Road to 190 <sup>th</sup> Drive. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Cheldelin Road (172 <sup>nd</sup> Avenue and 190 <sup>th</sup> Drive)	\$12,000,000	+1.7	0	+1	+2	+2	+1	0	7.7
13	172 <sup>nd</sup> Avenue Widening North		Widen 172 <sup>nd</sup> Avenue to 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks between 172 <sup>nd</sup> -190 <sup>th</sup> Connector to Cheldelin Road.	172 <sup>nd</sup> Avenue (Cheldelin Road to Connector)	\$10,000,000	+0.3	0	+1	+2	+2	+1	+1	7.3
14	172 <sup>nd</sup> -190 <sup>th</sup> Connector		Provide new connector from 172 <sup>nd</sup> Avenue to 190 <sup>th</sup> Drive. Provide 5-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks. Provide roundabouts at Cheldelin Road, Foster Road, and 172 <sup>nd</sup> Avenue.	Connector (172 <sup>nd</sup> Avenue and 190 <sup>th</sup> Avenue)	\$71,888,000	+2	+2	+2	+2	+2	+1	+2	13
15	172 <sup>nd</sup> Avenue Improvements		Widen 172 <sup>nd</sup> Avenue from Connector to Sunnyside Road. Provide 5-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks. Provide roundabouts at Hemrich Road and Scouter Mountain Road and signalize Troge Road and Vogel Road.	172 <sup>nd</sup> Avenue (Connector to Sunnyside Road)	\$43,000,000	+2	0	+2	+2	+2	+2	+2	12
16	Foster Road		Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks from Cheldelin Road to Sunnyside Road.	Foster Road (Cheldelin Road to Troge Road)	\$28,000,000	+1.7	0	+0.5	+1	0	0	+1	4.2

Map ID	Project Title	Description	Location	Adjusted 2020 Cost	Safety & Security	Equitable Transportation	Multimodal Mobility	Livability and Accessibility	Economic Development	Fiscal Stewardship	Connectivity	Total
17	Tillstrom Road	 Widen Tillstrom Road and realign at Foster Road at a stop-controlled intersection. Provide 3-lane vehicle cross-section, bicycle lanes, landscape strip, and sidewalks.	Tillstrom Road (Foster Road to Borges Road)	\$15,054,000	+1.7	0	+0.5	+1	0	0	+1	4.2
Pleasant Valley/North Carver & Happy Valley TSP												
18	SE Sunnyside Rd East Extension	 Construct new 5-lane road with continuous left turn lane, sidewalks, bike lanes and traffic signals.	Sunnyside Road (172 <sup>nd</sup> Avenue to Foster Road)	\$13,159,000	+0.3	0	+0.5	+1	0	0	0	1.8
19	Rock Creek Boulevard Improvements	Construct new 5-lane vehicle cross-section from Sunrise Corridor to 162 <sup>nd</sup> Avenue; Widen existing alignment of Rock Creek Boulevard to five lanes from 162 <sup>nd</sup> to 177 <sup>th</sup> Avenue. Facility improvements include continuous left turn lane, sidewalks, bike lanes and traffic signals. In addition, will improve safety on a High Injury Corridor.	Rock Creek Boulevard (Sunrise Corridor to 162 <sup>nd</sup> Avenue)	\$13,539,000	+1	0	+0.5	+1	+2	0	+2	6.5
Damascus Mobility Plan												
20	Sunrise Phase 2A	Get Moving 2020 Improvements: <ul style="list-style-type: none"> <li>Local street connections and realignments for connectivity</li> <li>Highway 212 complete street sidewalk improvements, transit shelters, street lights, buffered bike lanes, and safety medians</li> <li>Community stability preventing displacement of families and businesses</li> </ul>	OR 212 (135 <sup>th</sup> Avenue to 152 <sup>nd</sup> Avenue)	\$204,200,000	+2	+2	+1.5	+1.5	+2	+2	0	11
21	Sunrise Phase 2B	Sunrise Facility 122 <sup>nd</sup> – 172 <sup>nd</sup> : <ul style="list-style-type: none"> <li>Constructs Sunrise Gateway access-controlled facility from 122<sup>nd</sup> Avenue to 172<sup>nd</sup> Avenue and parallel trail</li> </ul>	Sunrise Gateway (122 <sup>nd</sup> Avenue to 172 <sup>nd</sup> Avenue)	Planning \$34,000,000 Construction \$292,879,000	+2	+2	+1.5	+1.5	+2	+2	0	11
22	Sunrise Phase 2C	Constructs Rock Creek Junction roundabout	Rock Creek Junction	\$19,998,000	+2	+2	+1.5	+1.5	+2	+2	0	11
23	Sunrise Phase 3	Eastern Improvements: <ul style="list-style-type: none"> <li>Provides improvements east of 172<sup>nd</sup> Avenue</li> </ul>	OR 212 East of 172 <sup>nd</sup> Avenue	TBD	-	-	-	-	-	-	-	-