

2013 Road Fund contract overlay options  
(subject to change)

Rd #	Sec	Road Name	From	To	FC	PCI	AreaYd <sup>2</sup>	Cost (\$10 per Yd <sup>2</sup> )	adjusted costs	notes
<b>2013 considerations</b>										
1	155800	10 Golf Course RD	Tongue Ln	Cornelius Jur.	RA	60	27,028	\$ 270,282	\$ 700,000	shoulder widening?
2	241500	10 Verboort RD	Cornelius-Schefflin Rd	Martin Rd	RA	61	6,389	\$ 63,889	\$ 63,889	
3	223600	20 Scoggins Valley RD	Park entrance	Tanner Creek Rd	RC	55	87,907	\$ 879,067	\$ 879,067	
4	253600	20 Wren RD	Susbauer Rd	Cornelius-Schefflin Rd	RC	39	11,939	\$ 119,387	\$ 155,203	bike/ped FDR?
5	108800	10 Bany RD	Beavtn Jur. (.031 e/167th Pl)	170th Av	UA	56	4,619	\$ 46,193	\$ 46,193	
6	108800	20 Bany RD	179th Av	179th Av	UA	62	9,302	\$ 93,022	\$ 93,022	
7	108800	30 Bany RD	179th Av	185th Av	UA	64	6,428	\$ 64,283	\$ 64,283	
8	126600	30 Cedar Hills BL	End Odot Jur. (Hwy 26 wb ramps)	Barnes Rd	UA	39	1,800	\$ 18,000	\$ 18,000	
9	133000	15 Cornell RD	Cedar Hills Bl	119th Av	UA	61	4,645	\$ 46,453	\$ 46,453	
10	133000	20 Cornell RD	119th Av	Saltzman Rd	UA	46	4,971	\$ 49,707	\$ 49,707	
11	147200	10 Evergreen PK	185th Av	215th Av	UA	74	65,174	\$ 651,743	\$ 651,743	Rail removal to occur with CPM widening of Corn Pass. Ops to stripe buffered bike lanes
12	196000	65 Murray BL	Hwy 26 (w/bnd on and off ramps)	310' s/ Science Park Dr	UA	74	2,111	\$ 21,111	\$ 80,222	
13	235200	20 Thompson RD	Permian Dr	Saltzman Rd	UA	50	11,308	\$ 113,083	\$ 113,083	
14	244000	70 Walker RD	173rd Av	185th Av	UA	41	13,365	\$ 133,653	\$ 133,653	
15	008000	20 080th AV	Pine St	Oak St	UC	53	916	\$ 9,156	\$ 9,156	
16	008000	30 080th AV	Oak St	Taylors Ferry Rd	UC	58	12,937	\$ 129,367	\$ 129,367	
17	008000	40 080th AV	Taylors Ferry Rd	Oleson Rd	UC	63	7,587	\$ 75,867	\$ 75,867	
18	169200	10 Jamieson RD	Scholls Ferry Rd	Beaverton Jur.	UC	67	6,137	\$ 61,367	\$ 61,367	
							<b>Totals</b>	<b>\$ 2,845,630</b>	<b>\$ 3,370,275</b>	

This list represents candidate road segments that are currently being reviewed and considered for pavement overlays. It will be truncated to more accurately align with the adopted budget. Additionally, other roads may become candidates depending on unknown factors.

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