



<b>Projected Time Frame to Address Issue</b>	
<b>Issue Description</b>	<b>Potential cost</b>

<b>Early Preliminary Engineering</b>	
Lincoln Harbor station location	\$
Willamette Bridge vertical clearance	\$ - \$\$\$
SE 17th Ave station locations	(\$\$)
Elevated or at-grade McLoughlin crossing	(\$\$)
Park Ave Park and Ride configuration	(\$)
Willamette River bridge type	\$\$\$

<b>Middle of Preliminary Engineering (Target - prior to July 2009)</b>	
Multi use (bike/ped) paths throughout alignment	\$\$
SW Moody Street elevation	(\$\$\$)
Project wide stormwater approach and treatment	\$
Supplemental safety measure SE 8-12th Ave. (noise)	\$\$
SE Powell overpass assumptions	\$\$\$
Alternative bike route to SE 17th	(\$)
SE 17th Ave streetscape and track treatment	\$\$
Environmental mitigation (type and locations)	
Streetcar scope in project (east and west)	\$\$

<b>Late Preliminary Engineering (Target - prior to November 2009)</b>	
Oversized freight route - SE Water	
Urban design elements in public ROW	
Lake Road station urban design treatments	\$
Milwaukie bus circulation	
Tacoma Park and Ride size and traffic mitigation	
Design treatment for Kellogg Creek bridge	

**Rough Order of Magnitude Cost Range**

\$ = less than \$5 Million, \$\$ = \$5 to \$10 Million, \$\$\$ = more than \$10 Million

**Note:**

During the adoption of the Locally Preferred Alternative, a number of policy and design issues were identified by local jurisdictions. The list above highlights some of the key issues that need either policy and/or public involvement input for decisions in order to keep the Project on schedule and within budget. This is not a complete, nor a final list of all design issues, but is meant to be a tool to help the Project make timely decisions.