

ORDINANCE NS-2200

AN ORDINANCE AMENDING THE CITY OF BEND GENERAL PLAN AND THE BEND URBAN AREA - TRANSPORTATION SYSTEM PLAN AND GENERAL PLAN IN RESPONSE TO A REMAND BY THE DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

Findings

- A. On November 12, 1998, the Oregon Department of Land Conservation and Development (DLCD) issued a notice of Periodic Review Order of the Bend Area General Plan.
- B. On March 6, 2000, the DLCD gave final approval for a revised Periodic Review work program (Order No. 001110), including Task #1, adoption of a Transportation System Plan.
- C. On October 11, 2000, the City of Bend adopted the Transportation System Plan (TSP) incorporating it into Chapter Seven of the Bend Area General Plan.
- D. On March 1, 2001, the DLCD remanded several items (Remand Order No. 001291) of the TSP back to the City to address as a part of Periodic Review work subtasks.
- E. On November 26, 2012, the Bend Planning Commission held a public hearing, for which public notice was provided, to receive public testimony about a proposed amendment to the Bend Area General Plan and the Bend Urban Area Transportation System Plan related to the financing subtasks of Periodic Review.
- F. On April 17, 2013 the Bend City Council held a public hearing, for which public notice was provided, to receive public testimony about a proposed ordinance to amend the Bend Area General Plan and the Bend Urban Area Transportation System Plan related to the financing subtasks of Periodic Review.
- G. The requested Refinement Plan Amendment, PZ 12-389, is consistent with the March 1, 2001 DLCD Action Letter and the criteria of Section 4.6.200 of the Bend Development Code.

Based on these findings, THE CITY OF BEND ORDAINS AS FOLLOWS:

- Section 1. The Bend Urban Area Transportation System Plan and Bend Area General Plan are amended as contained in Exhibit A.
- Section 2. The table of contents, figure numbers and page numbers in the Bend Urban Area Transportation System Plan and Bend Area General Plan are amended as necessary to accommodate the amendments contained in Exhibit A.
- Section 3. In addition to the above findings, the City Council adopts the findings in Exhibit B.

First Reading: April 17, 2013.

Second reading and adoption by roll call vote: May 1, 2013.

YES: Mayor Jim Clinton
Councilor Jodie Barram
Councilor Scott Ramsay
Councilor Victor Chudowsky
Councilor Sally Russell

NO: none

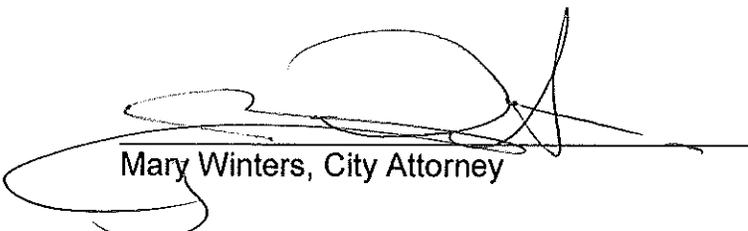


Jim Clinton, Mayor

Attest: 

Robyn Christie, City Recorder

Approved as to form:



Mary Winters, City Attorney

Exhibit A

BEND URBAN AREA TRANSPORTATION SYSTEM PLAN

7.0 TRANSPORTATION SYSTEM IMPLEMENTATION

7.1 TRANSPORTATION IMPROVEMENT PLANNING & DEVELOPMENT PROVIDERS WITHIN TSP PLAN AREA

City of Bend: The city of Bend is responsible for maintenance and capital improvements for the transportation system under the City's jurisdiction. It plans for its transportation system needs through a *Capital Improvement Program* (CIP) process. The Bend CIP represents a five-year planning forecast of prioritized transportation system improvements. This document is updated yearly and it is incorporated within the City's Budget. The CIP addresses transportation elements that include construction and modernization needs of roads, sidewalks and bike lanes. Modernization projects are construction of roadways to urban and/or complete street standards. As such, many of the planned improvements are typically focused on bicycle, pedestrian and safety improvements.

The CIP is also coordinated with the Bend Metropolitan Planning Organization, the Community Development and Public Works Departments, along with input from the Infrastructure Advisory Committee, the Deschutes County Bike and Pedestrian Committee and the Bend Transportation Safety Advisory Committee. Factors such as the assessment of transportation system priorities, transportation coordination needs, other funding opportunities and maintenance or operational impacts as well as changes in population and/or land use patterns all help to define the priorities and structure of the Bend CIP.

The City's Biennial Budget is adopted by the Bend City Council by the end of June of every other year. The CIP is incorporated into the City biennial budget.

Bend Metropolitan Planning Organization – The Bend Metropolitan Planning Organization (BMPO) was designated as a MPO in December 2002. The BMPO is the federally designated regional transportation planning organization for Bend. It serves as a forum for cooperative and coordinated transportation decision-making by state and local governments, and regional transportation and planning services. The current adopted BMPO boundary is slightly larger than the city of Bend Urban Growth Boundary (UGB).

Deschutes County – Deschutes County is responsible for maintenance and capital improvements for the transportation system under the County's jurisdiction. It programs transportation improvement and maintenance projects through an annual process known as the Major Roads Capital Improvement Program (MRCIP). The County's MRCIP is a 20-year list of capital and major maintenance projects. Projects are prioritized based on

a high to low ranking methodology and are forwarded for development and construction through the annual budget process which is approved by the Board of County Commissioners. County transportation improvements are typically focused on roadways that fall outside the UGB.

State of Oregon – The Oregon Department of Transportation (ODOT) utilizes a process called the Statewide Transportation Improvement Program (STIP) to plan for highway improvements along the state system. This is a four-year programming document that is updated every two years. The STIP is ODOT’s short-term capital improvement program, providing project funding and scheduling information for the state and other affected government jurisdictions. For administrative purposes, ODOT segregates the state into five distinct *regions*. The STIP document is organized and addresses projects within each of these defined regions. The Central Oregon area, including Bend, is contained within State Region 4. In recent STIPs, the compound effect of ever increasing existing transportation needs, combined with a shrinking funding stream, have placed more and more priority on making investments in maintenance related projects rather than adding new modernization (capacity and facility upgrade) projects. The latest version of the STIP (2015-18) provides funding for both “Fix-it” (typically maintenance related) projects and preserves a portion of funding for “Enhance-it” (capacity increasing) projects.

Bend Park and Recreation District – The Bend Park and Recreation District (BPRD) is a special taxing district that was formed in 1974, when recreation functions separated from the City. BPRD is governed by a five-member publicly elected board of directors. The District includes a geographic area that is slightly larger than the area encompassed by the Bend UGB.

Under the terms of an ongoing intergovernmental agreement between the City and District, the District is responsible for the primary trail system. The District maintains and operates nearly 70-miles of trails. Primary trails are further described in the Bend TSP in Chapter: **6.3.1.3** and delineated on TSP Map **Exhibit-C**; the *Bend Urban Area Bicycle and Pedestrian System Plan – Trail Surface Type*. The maintenance and development of the major trail system of the City is primarily the District’s financial responsibility. Many other connector or secondary trails, multi-use pathways and accessway trails remain the responsibility of the City and/or private development.

The District derives funding for trails primarily from park system development charges, state and federal grant programs and other District general fund revenues. Many sections of the primary trail system have been, and will continue to be, acquired during development. A recent (2012) voter-approved Park Bond Measure will further augment trail system funding substantially.

The entire trail network is depicted on TSP Map **Exhibit-B**; *Bend Urban Area Bicycle and Pedestrian System Plan*.

Central Oregon Intergovernmental Council – The Central Oregon Intergovernmental Council (COIC) serves Crook, Deschutes and Jefferson counties and the cities of Bend, Culver, La Pine, Madras, Metolius, Prineville, Redmond and Sisters. COIC is governed by a 15-member board that is made up of elected officials appointed by each of the member governments and appointed representatives from several other key economic sectors. The respective county courts, councils or commissions make each appointment to the Board. COIC began serving the residents and communities of Central Oregon, in 1972, as a Council of Governments.

Since the fall of 2010, COIC’s Cascades East Transit (CET) has, through an intergovernmental agreement with the city of Bend, taken over the administration and management of the City’s former Bend Area Transit (BAT) system.

It is expected that COIC will seek the formation of a transit district and supporting operating levy in the future.

7.2 TRANSPORTATION FUNDING SOURCES

7.2.1 Historic Transportation Funding Distribution.

The largest share of historic transportation funding for Bend projects has been provided by transportation system development charges (T-SDCs). Roughly 2/3rds of the funding for improvements over the last ten years has come from T-SDCs. Table 13 provides a summary of the transportation funding sources.

Table 13

Historic Transportation Funding Sources			
	Last 10 years	Average per year	Percent
SDCs (net)	\$39,938,595	\$3,993,860	64%
State/Federal Grants	\$6,379,523	\$637,952	10%
Franchise Fees (water & sewer)	\$5,024,467	\$502,447	8%
Dev. Exactions/Contributions	\$4,216,294	\$421,629	7%
General Obligation Bonds	\$3,000,000	\$300,000	5%
Interest	\$2,527,796	\$252,780	4%
ROW/real property sales	\$878,622	\$87,862	1%
City/ODOT partnership	\$532,000	\$53,200	1%
Totals =	\$62,497,297	\$6,249,730	

7.2.2 Funding Sources

The sources of funds that the City relies on or has relied on to pay for transportation system operations and capital needs are outlined in this section.

Transportation System Development Charges - Growth related capital improvements are funded by Transportation System Development Charges (T-SDCs) which are assessed on new development. The T-SDC rate was established by methodology studies consistent with Oregon Revised Statutes. The City Council may adjust the charge to reflect changes in methodology, construction standards and costs and inflation.

In prioritizing the TSP projects to be considered eligible for T-SDC expenditure, only those projects that are anticipated to be necessary within the 20-year planning period were included as T-SDC funding eligible. This project list is the basis for calculating the T-SDC. However, the T-SDC funding eligible projects were further prioritized to achieve a fiscally constrained T-SDC project list because the City Council elected to set the T-SDC at 55% of the amount calculated by the methodology for the unconstrained T-SDC project list. The T-SDC methodology contains two project categories: one, projects that are currently eligible for expenditure of T-SDCs and two, a second category of potentially eligible projects that are unfunded. If local priorities change and a project in the second category becomes a priority it can replace a project (or projects) of an equal cost on the first list so that no change in the T-SDC rate would be required. The adopted T-SDC ordinance maintains the flexibility to make this type of change solely within the yearly CIP/City Budget process. A list of currently eligible T-SDC expenditure projects and a map are included in TSP **Appendix E**.

The City used the Deficiency Methodology (growth share = cost – existing deficiency) to allow for a larger portion of some projects to be funded by T-SDCs. Although fewer projects are allocated funding with the constrained list, a larger portion of project costs are now SDC eligible.

Also, if private development occurs that would precipitate the need to build a project identified in the TSP plan but not on the T-SDC list, it would remain ineligible for T-SDC expenditure. However, the facility improvement would be authorized by the TSP and could be built either at the developer's expense, using some other funding source, or both.

The T-SDC also recognizes multi-modal projects as eligible cost expenditures. Now included in the list of eligible projects for T-SDC is the construction of missing sidewalks, including projects along the state highway system.

T-SDC funds remain a relatively variable funding source given fluctuations in development because of the economy. The city experienced large fluctuations in the fund over the last ten years, which makes it difficult to plan for projects and be assured of stable funding.

Both the “Slow Growth Scenario” and “Strong Growth Scenario” funding estimates anticipated incremental increase in T-SDC rates. Increasing the T-SDC rates is one of many potential funding options available to the City. The decision to raise the T-SDC rate is a discretionary decision to be made by the City Council in the future based on the information and policy considerations available to them at the time.

Franchise Fees – In 2004, the City implemented a 4% garbage franchise fee assessed on gross revenues collected by the solid waste franchisees. This revenue provides approximately \$480,000 (2012 dollars) annually and is primarily dedicated to funding street maintenance.

In 2006, the City implemented a 3% water and sewer franchise fee which is assessed on water and sewer rate revenues generated by the City, Roats Water System and Avion Water Company. This revenue is primarily used to fund transportation system capital improvement implementation. In 2012, water and sewer franchise fees generated close to one million annually. These fees are a flexible funding source and can be used to supplement the SDC fund.

General Obligation Bonds – State law allows local governments to issue general obligation debt for infrastructure improvements. An unlimited-tax general obligation bond often must follow a voter authorization in which local residents agree to raise property taxes by an amount equal to debt-service requirements over the life of the bonds.

On May 17, 2011, Bend voters approved a \$30 million general obligation bond to fund various transportation capital improvements including construction of three new roundabouts, and reconstruction and modernization of the Reed Market Corridor. The projects will be completed by 2015. The City intends to use the bond program for transportation improvements in the future.

General Fund Allocation – The City allocates monies from its General Fund each year for street maintenance and preservation and transportation planning. General Fund allocations to street maintenance and preservation and transportation planning have historically ranged from \$1.1 million to \$2.7 million annually. These allocations can be adjusted by the City Council to meet future transportation needs.

Local Improvement Districts (LIDs) – Local street infrastructure improvements that benefit specific properties in a defined area may be funded by LID assessments. Bend Code 2.10.005 provides the governing rules and procedures to create an LID for funding street improvements. Generally a street LID would be initiated by property owners, and if approved by City Council, the local street improvement is planned, designed and constructed by the City and an LID assessment is charged to benefited property owners over a period of ten years to finance the local street improvement.

Developer Contributions – Private land development is currently required to build the entire local, collector and/or arterial streets within or fronting their respective new

developments. In addition, private development is required to contribute a proportional share for improvements to all affected higher classified facilities that are within a predefined impact area. This includes mitigating impacts sufficiently to ensure that adopted transportation mobility standards are met. T-SDC credits are given to private development if the projects are eligible for T-SDC reimbursement under the City's SDC reimbursement section of the Bend Code.

Urban Renewal Funding – Governed by ORS 457, the purpose of urban renewal is to improve specific areas of a City that are poorly or under developed (such as areas that have deteriorated buildings) or lack adequate public infrastructure. Urban renewal provides the authority to use tax increment financing to finance improvement projects. The City has established several urban renewal districts over the years to fund transportation improvements within each district including:

- The Central Bend Development Program Area
- The Juniper Ridge Urban Renewal Plan
- The Murphy Crossing Urban Renewal Plan

Surface Transportation Program (STP) Funds – Started in 2000, the STP is a Federal Highway Administration (FHWA) program created under the Transportation Equity Act for the 21st Century (TEA-21). The STP provides flexible funding for road and bridge reconstruction or resurfacing projects, transit capital and operational projects, bikeways and planning. The funds are approved and allocated by the MPO Board. For fiscal year 2011-12, the BMPO allocated \$668,611 in STP funds to the City for street maintenance.

Moving Ahead for Progress in the 21st Century – Moving Ahead for Progress in the 21st Century (MAP-21) is the current federal funding authorization bill. MAP-21 authorizes Federal-aid highway programs for the next two years (2013-2014) while maintaining current spending levels. MAP-21 guidelines and policies will be implemented by ODOT and there could be opportunities for funding to the City based on the outcome of that process.

Grants – Federal and state transportation grants historically have been available on a competitive basis. Bend has benefited from several transportation grant programs over the last ten years. The City will continue to apply for grants for needed transportation facilities and improvements.

- **OTIA** – In 2001, The Oregon Transportation Investment Act (OTIA) I and II were created to fund increases to lane capacity and improve interchanges, repair and replace bridges, and preserve road pavement. In 2003, the Oregon Legislature enacted OTIA III to focus on repairing and replacing aging bridges throughout Oregon.

In the early 2000s, the City partnered with the ODOT on a large project on Highway 20, between 12th and 27th streets to fully complete the highway to five lanes, including a trail undercrossing on the east side of Pilot Butte. The project was supported by \$6.5 million in funding from OTIA I & II. The city of Bend also

received \$4.76 million of OTIA III grant funds for replacement of the Newport Bridge, in 2005.

- **JTA** - The Oregon Jobs and Transportation Act (JTA) is the transportation funding plan adopted by the 2009 Legislature through House Bill 2001. The increased fuel tax and vehicle fees provided new funding for highways, roads and streets. The JTA allocated \$25 million for the US 97 at Murphy Road Overcrossing project. The Murphy Overcrossing project will begin construction in 2013 and will be completed by 2015-16.

- **Connect Oregon** – In 2005, the Oregon Legislature authorized \$100 million for Oregon’s Multimodal Transportation Fund to invest in air, rail, marine and transit infrastructure. In 2007, the Oregon Legislature approved a second authorization of an additional \$100 million. In 2009, a third authorization (House Bill 2001) added another \$100 million. Most recently, in 2011, a fourth authorization added another \$40 million statewide.

The City has received various grant awards through the Connect Oregon Program that have included; the Bear Creek Road Transit Operations and Maintenance Center (Connect Oregon I), the Hawthorne Intermodal Transit Facility (Connect Oregon II) and the Bend Airport taxiway improvements (Connect Oregon IV).

- **STIP** – The Oregon *Statewide Transportation Improvement Program* (STIP) is the state’s four-year transportation improvement program for state and regional transportation systems, interstate, state, and regional highways, bridges, and public transportation. It covers all state and federally-funded system improvements for which funding is approved and that are expected to be undertaken during each four-year period. The STIP is updated every other year and each update cycle begins in odd numbered years. The STIP is adopted by the Oregon Transportation Commission (OTC) and is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as required by federal law.

One element of the STIP is funding for bicycle and pedestrian projects. This program is managed using a combination of projects on state highways, emergency grants, and a statewide competitive grant application process. The program is state-funded and implements ORS 366.514, which requires cities, counties, and ODOT to provide pedestrian and bicycle facilities on all road construction and reconstruction projects. The statute also requires cities, counties, and ODOT to spend no less than 1% of the State Highway Fund on projects that improve bicycle and pedestrian transportation. ODOT’s Bicycle and Pedestrian Program includes three elements: Grants, urban highway pedestrian projects and quick fixes. Grants are awarded for stand-alone pedestrian and/or bicycle projects on a competitive basis to cities and counties for improvements on City streets or county roads.

Over the years, the City has received a number of grants for bicycle and pedestrian improvements from the state of Oregon. Most recently in 2009, the City received

\$255,000 for bike/pedestrian improvements on Galveston (14th St. to Lindsay Ct.) and has been awarded another grant of \$649,993 for improvements to Riverside Boulevard and Franklin Avenue (from Lava to Broadway).

- **TIGER** - The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, administered by the US Department of Transportation (USDOT) have provided funding for projects that have a significant impact on the nation, a region or a metropolitan area. For 2012, USDOT is authorized to award \$500 million pursuant to the Consolidated and Further Continuing Appropriations Act, 2012. TIGER grants are awarded on a rigorous competitive basis and past projects awarded have been multi-modal, multi-jurisdictional projects or projects that are otherwise challenging to fund through existing programs.

- **ARRA** – The American Recovery and Reinvestment Act of 2009 (ARRA) and commonly referred to as the Stimulus or The Recovery Act, was an economic stimulus package that was enacted by the U.S. Congress, in February 2009. The intent was to respond to the recession of the late 2000s with a primary objective of the Act to save and create jobs almost immediately.

In Bend, ARRA funding has supported improvements to the transit system (purchase of replacement transit vehicles, several bus stop improvements and the installation of on-board security cameras), efficiency improvements to many of the City's existing traffic signals and a series of street maintenance repaving (overlay) projects. Projects included: 1) Bend Area Transit = \$627,612 (federal share), 2) Signal efficiency = \$180,000 (federal share), and 3) street overlays = \$1,230,000 (federal share).

Public-Private Partnerships – The City can enter into partnerships with private developers for the construction of transportation improvements. In general, with new development proposed by developers, the Bend Development Code has the provision that if public facilities are not adequate, new development must either wait for the City to install the facilities or pay the cost of a needed project if it is ahead of the City's Capital Improvement Plan schedule. The City and developers can enter into a public/private partnership to accomplish the funding and timelines for such improvements. In 2000, the City and a consortium of 12 developers (called the Westside Consortium) entered into an agreement that constructed many west Bend transportation system roundabouts and street improvements that increased transportation system capacity and served the developments that were proposed by the developers. The consortium plan resulted in the construction of over \$20-million in transportation improvements.

Debt Service – Since year 2000, the City has issued \$17.5 million in debt for transportation system improvements. There was \$11.5 million for the Southern River Crossing (Bill Healy Bridge) and \$6 million for the Olney connection. The current debt matures in 2021-2022 and is repaid from transportation SDCs. When considering long-term debt for capital projects, the City adheres to adopted fiscal policies which require that there is sufficient debt capacity and that the debt is financially manageable before

debt is issued. In general, debt constraints are as follows:

1. Debt is issued only when necessary for capital improvements that are too large to be funded by current available resources.
2. Capital projects financed through long-term debt shall be financed for a period not to exceed the useful life of the project.
3. Sources of repayment, debt ratios and the affordability of debt will be analyzed prior to issuance of long term debt.

The City will also determine the least costly financing available when issuing debt. State bond banks or financing programs may offer loans at low interest rates and if the total cost of obtaining such loans is lower than the total cost of issuing debt, the City will apply for low interest loans offered by state or federal programs.

7.2.3 Potential New Revenue Sources of Funds for Transportation

Possible new revenue sources that have not been used in the past were included in the funding “Stronger Growth Scenario” funding forecast. Descriptions of these additional funding sources are as follows:

Local Fuel Tax – The City could pursue a local fuel tax as a method of raising additional funding for the transportation system. Under the City’s current Charter, voter approval is required for the City to enact such a tax. In 2009, the Oregon Legislature placed a moratorium on new local fuel taxes. The moratorium will expire in September of 2014.

Transportation Utility Fee – A Transportation Utility Fee (TUF) is a fee assessed monthly through the utility bills. Approximately 19 cities in Oregon use a TUF to fund street maintenance and improvements. The City Council has the authority to enact a TUF when it is deemed necessary to meet transportation maintenance needs.

Local Option Levy – Local governments may ask voters for either a five or ten year local option levies for general government operations. These levies can include street maintenance and transportation improvements. A levy of ten cents per \$1000-tax assessed value is estimated to raise approximately \$800,000 annually using the 2012 assessed valuation of the City.

Local Vehicle Registration Fee – The City had considered a local vehicle registration fee in year 2000 but decided against it at that time. However in Oregon, current state law now only permits counties (but not cities) to implement a local vehicle registration fee. Adoption of a local vehicle registration fee can now only be imposed by *counties* with a population of less than 350,000 if they are supported by the voters of the respective counties.

7.3 PROJECT PRIORITIZATION

Capital Improvement Plan (CIP)

In developing the City CIP for transportation, the City currently has developed the Capital Improvement Strategy that was created in 2010. This document outlines a two-year and five-year CIP that is fiscally constrained, provides recommendations for program direction and intent, and is transparent to the community. It was based on a newly created evaluation model that will be periodically implemented as the CIP is updated.

The transportation needs for the next 20 years were determined by the Transportation System Plan (TSP), current City CIP projects, and City Council priorities.

The objectives for the strategy were the following:

- Define revenue estimates, timing, and possible new sources of funds
- Identify strategies for managing revenue, assets and programs
- Define the criteria and process for ranking and implementing projects
- Develop a down-sized two - five year capital improvement program

The following evaluation criteria were developed:

- Safety – Does the project address or provide enhancements to a known and documented safety-needs location or deficient area? (Providing a crossing, reducing vehicle conflicts, provides connections, etc.)
- Congestion/Mobility – Does the project have the potential to improve existing and expected future traffic flow when compared to a no-build condition? Does it improve local and regional traffic throughout the City on different road hierarchies?
- Cost/Funding Feasibility – Does the project appear to offer user benefits greater than the cost? Is the project able to leverage funding through development and/or synergy can be found with other related projects for funding or construction?
- Connectivity – Does the project create more connections or routes to key destinations including redevelopment, commercial, entertainment and residential areas? Does it provide appropriate facilities for vehicles, bicyclists, pedestrians and transit vehicles?
- Economic Development – Is the project consistent with economic development goals? Does it allow for future economic development and provide for future growth? The project should not heavily impact commercial and employment land within the City.

Roadway System Inventory:

The roadway system inventory information is included on TSP **Appendix A**.

Roadway System Cost Estimates:

Planning level cost estimates have been developed for the roadway system and are included on TSP **Appendix B**.

Roadway System Priorities:

Transportation system priorities for the community are summarized in **Appendix C**.

Roadway System Intersection Priorities:

A proposed schedule for intersection improvements has also been developed in the TSP as many of these intersections will likely be improved ahead of roadway link improvements. Projections (and estimates) have been made for possible intersection control at all intersections (i.e., a traffic signal vs. a roundabout) that are forecast to meet warrants for higher level traffic control. This list also includes existing intersections that are forecasted to be grade-separated. This detail is included on **TSP Appendix D**.

For planning purposes, forecasted transportation improvements have been categorized into three time periods; *near-(1-10 years)*, *mid (11-20 years)* and *far-term (beyond 20-years)*. *Near-term* priorities are projects that have been identified in the five-year CIP process, have other committed funding or are recognized as an improvement that is in imminent need. *Mid-term* priorities are typically beyond the funding capabilities of the current CIP, but none-the-less represent other acknowledged important transportation needs that are anticipated over the twenty-year planning period of the TSP. *Far-term* priorities represent the balance of transportation improvements that are beyond the planning period but are projects that are authorized by the Bend TSP.

The CIP is updated each year. Changes in transportation priorities will result as changes in the community occur with growth and new development, or as new funding is identified. The projects that are defined in the TSP as near and mid-term transportation priorities represent transportation improvements that will be necessary to serve the community for the next twenty-years.

7.4 LONG TERM TRANSPORTATION NEEDS

7.4.0 Transportation Implementation Plan

In 2001, the Bend City Council adopted the Transportation Implementation Plan (TIP) in an effort to provide City staff with policy direction and design criteria for implementing the goals of the General Plan and the TSP. The TIP identified 12 topic areas of guidance; nine of the subjects dealt with completing transportation infrastructure, two with transportation studies and one concerned public involvement. The fundamental premise of the TIP was “*to continue creating a transportation system, which maximizes the ability of vehicles to flow smoothly through the city streets while providing alternative transportation modes, protecting neighborhoods and enhancing the livability of the community.*”

Sidewalk Priorities The completion of the sidewalk system is a major priority for the City. Not only will an improved pedestrian system serve the needs of the mobility disadvantaged (people without a car and/or people that may have some form of physical

mobility limitation) with a more complete system of sidewalks, it will provide safer pedestrian access to and from the public transportation system that serves the City. Virtually all roadway improvements are required to include sidewalks on both sides of a street by the Bend Development Code. About half of the City's T-SDC projects are specifically proposed for sidewalk infill.

7.4.1 Multi Modal System

The twenty-year estimate of the urban area collector and arterial transportation system is estimated to cost approximately \$291 million (in year 2012 estimates). The share anticipated to be funded from City and private development is \$213 million (not including urban renewal projects).

The City's current funding sources for meeting twenty-year transportation needs includes; T-SDC's, state and federal funding, private developer funded exactions and public / private partnerships and Transportation General Obligation Bonds. Projects that are within the two approved urban renewal districts (Juniper Ridge and Murphy Crossing) will be funded with separate urban renewal district generated funding.

The timing of the construction of many of these improvements will occur when the additional capacity demand is created by new development, and the transportation facility must be improved for operations and safety. The timing of the dollars collected from T-SDCs will be consistent with the timing of the new demand generated by development and will be managed through requirements for improvements by developers or construction by the City.

Based on a review of historic transportation related funding, including the growth of SDCs, water and sewer rate increases, the bonding capacity of the City, including General Obligation Bonds, state and federal grant programs, private development potential, reserves and other miscellaneous funding for transportation, the City has developed a revenue forecast that ranges from a conservative *Slow Growth Scenario* to a more optimistic *Stronger Growth Scenario* (Table 15).

Major assumptions in the revenue forecasts include the following:

1. In both the conservative and stronger growth scenarios, T-SDCs are adjusted each year by a 2% inflation factor, then in 2017 the T-SDCs are adjusted to \$6,374 per peak hour trip (a 30% increase) and in 2023, the T-SDCs are raised again by another 5%. These adjustments are incorporated in the revenue estimates to reflect the level of T-SDC needed to fund transportation improvements identified in the TSP. In the 2004 T-SDC methodology update, the City's maximum allowable T-SDC rate was determined to be \$6,119/Peak Hour Trip (PHT) and in the 2011 methodology update, the maximum allowable T-SDC rate was determined to be \$8,058/PHT. The City opted to keep the SDC rate below the maximum allowable in an effort to keep development costs down. In order to provide adequate funding for the transportation improvements identified, the revenue estimates assume the City will raise its T-SDC rate in 2017 to a higher level, but still below the maximum allowable rate.

2. In both scenarios, another \$40 million GO bond is assumed in 2032. The City's current GO bond will be paid off in 2032 and the revenue estimates assume that voters will approve another GO bond for transportation improvements to replace the current one that will expire.
3. In the stronger growth scenario, a new revenue source (e.g., local gas tax) is assumed to provide \$500,000 each year starting in 2015.

It is projected that sufficient funding will be available to build the twenty-year needs of the transportation system that are included in the TSP (and are further defined as the near- and mid-term priorities). It should also be noted that actual funding availability will be directly correlated to the rate of community growth and fluctuations in growth rates will lead to varying amounts between the lower and upper funding estimates. Likewise, transportation improvements (and need) will also vary according to actual community growth, and the desires and goals of the community to improve the transportation system. The estimated transportation funding and twenty-year system needs are summarized in Tables 14 and 14A.

Table 14
Twenty-year Forecast Funding and estimated Transportation Needs Summary

20-Year Transportation Funding Growth Forecast Scenarios	
Slow Growth	Stronger Growth
\$193,000,000	\$234,000,000
Estimated 20-year Transportation System Needs (non-state and non-urban renewal)	
\$213,000,000	

Table 14A

Planning Period Needs			
	Near Term (1-10 yrs.)	Bal. of Plan. Period (11-20 yrs.)	Total 20-years
Existing Arterial Modernization	\$94,000,000	\$50,000,000	\$144,000,000
New Arterials	\$10,000,000	\$19,000,000	\$29,000,000
Existing Collector Modernization	\$10,000,000	\$48,000,000	\$58,000,000
New Collectors	\$9,000,000	\$33,000,000	\$42,000,000
Subtotal	\$124,000,000	\$149,000,000	\$273,000,000

Subtract Urban Renewal	<u>-\$28,000,000</u>	<u>-\$32,000,000</u>	<u>-\$60,000,000</u>
Total	\$96,000,000	\$117,000,000	\$213,000,000
Urban Renewal			
Districts	Near Term (1-10 yrs.)	Bal. of Plan. Period (11-20 yrs.)	Total 20-years
Juniper Ridge	\$12,000,000	\$25,000,000	\$37,000,000
Murphy Crossing	<u>\$16,000,000</u>	<u>\$7,000,000</u>	<u>\$23,000,000</u>
Total	\$28,000,000	\$32,000,000	\$60,000,000

Table 15

Forecast Potential Transportation Funding Sources					
Next 20-years					
	Growth Scenario		Slow: Strong	Average	Percent *
	Slower	Stronger	Aver. 20-yrs	per year	
SDCs (net)	\$90,210,156	\$118,957,482	\$104,583,819	\$5,229,191	48%
General Obligation Bonds	\$67,000,000	\$67,000,000	\$67,000,000	\$3,350,000	31%
Franchise Fees (water & sewer)	\$31,147,031	\$32,312,250	\$31,729,640	\$1,586,482	15%
Possible <u>NEW</u> Revenue Sources	-	\$9,000,000	\$9,000,000	\$450,000	4%
Current reserves	\$7,000,000	\$7,000,000	\$7,000,000	\$350,000	3%
State/Federal Grants	\$2,285,476	\$2,885,476	\$2,585,476	\$129,274	1%
Interest	\$1,530,000	\$1,530,000	\$1,530,000	\$76,500	1%
Dev. Exactions/Contrib utions	\$1,200,000	\$1,750,000	\$1,475,000	\$73,750	1%
ROW/real property sales	\$0	\$0	\$0	\$0	0%
City/ODOT partnership	\$0	\$0	\$0	\$0	0%
Debt Service	-\$7,323,030	-\$6,149,715	-\$6,736,372	-\$336,819	-3%
Totals =	\$193,049,633	\$234,285,493	\$218,167,563	\$10,908,378	

* Note: Percentages do not add up to 100% due to rounding.

The City will continue to evaluate and update its yearly CIP and make adjustments, as necessary, to project priorities and/or assess the need to seek additional funding that may be necessary to complete needed transportation system improvements.

If projected funding cannot be acquired, the City Council may consider accepting additional congestion on the transportation system and postponing transportation projects beyond the planning period.

7.4.2 Non Roadway System

Public Transportation System

As indicated in TSP Section 7.1, the operation and maintenance of the local fixed-route public transportation system that serves the City is currently the responsibility of Cascades East Transit (CET). As of September of 2010, CET assumed the responsibility to run Bend's local transit system. This arrangement was formalized by an Intergovernmental Agreement that included the transfer of the existing transit maintenance facility, on Bear Creek Road, as well as the existing fleet of transit vehicles (both fixed-route and Dial-a-Ride vehicles). Bend's 2010 to 2015 financial commitment to fund transit through CET is one million dollars per year. CET also agreed to manage and coordinate the construction of the Connect Oregon grant funded intermodal transit facility located adjacent to the existing Bend Transit Center, on Hawthorne Avenue. Under terms of the agreement, CET also acquired ownership of the new inter-modal facility when construction was completed.

CET has successfully run the Bend Area Transit system with no reduction in service for approximately two years. Completion of the Hawthorne transit station has provided an important transit hub in Bend that provides both easy access for county residents coming into Bend from north and south county origins to the Bend transit system as well as providing Bend residents the added mobility to reach destinations outside of the City.

For general planning purposes, Table 16 provides a rough estimate of typical transit system costs particularly those related to bus stops.

Table 16
Miscellaneous Transit Costs

Transit Costs (typical)	
Description	Cost (2012 \$)
Fixed-Route Vehicle ¹	\$151,000
Dial-a-Ride Vehicle ²	\$72,000
Bus Stop: Basic ³	\$225
Bus Stop: PLUS ⁴	\$450
Bus Stop: Covered Shelter ⁵	\$7,800
Bus Stop Pad ⁶	\$1,200
Bike Racks ⁷	\$350
Other Considerations ^{8,9}	variable

1 = 31-ft. Diesel Bus (seating for 27-passengers) with 10-year life including: bus graphics, radio, bike racks, fare box system, digital destination signs, mobile data terminal (MDT) & licensing
2 = Dial-a-Ride Vehicle - fully equipped (including MDT & licensing)
3 = Sign + pole + schedule holder + braille sign
4 = "3" + Additional costs [for a bench and trash can]
5 = Large Shelter: installed price (costs vary depending on size of shelter)
6 = Concrete Pads - installed: costs can vary depending upon location; unit cost represents typical dimensioned pad for a bus stop, if needed
7 = Cost for a Standard "U"- style bike rack, installed
8 = Landscaping, ash cans, information boards, supplemental bus stop access sidewalk - needs vary dependent on location & demand
9 = Other: Bus Stop Design/Engineering costs - dependent on location

Note: This data is provided for information purposes only. CET is responsible for providing public transit services within Bend's UGB.

Neighborhood Accessway System

The Neighborhood Accessway System is comprised of a network of local streets, forming a grid of approximately a 1/4-mile frequency, and the system of community wide trails. Most of the planned Accessway System will be completed by the respective development or redevelopment of those areas of the City as they are eventually urbanized.

The Neighborhood Accessway System is depicted on TSP Map B. Costs for the development of the trail system are included in the *Assessment of Bicycle and Pedestrian System Needs* report. Development of the full network of the planned Neighborhood Accessway System is anticipated to be completed principally by private and some public funding resources. In the case of the local roadways, most if not all of any new local roads will be constructed by private development. Development of adjacent Primary and Secondary (i.e., connector) trails are also normally a required part of the private development responsibility.

Trails Priorities Both the City and the Park District place a high priority in completing the River Trail system and large sections have been completed from the north end of the community to the south.

7.5 TRANSPORTATION FUNDING AND PRIORITIZATION POLICIES

Funding Policies:

1. The Bend City Council should regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.
2. The City shall work with the County and State to develop new sources of transportation funding for all transportation modes.
3. The City shall annually prepare a five-year capital improvement program for a balanced transportation system. The selection of transportation improvements, within the City's yearly Capital Improvement Program plan, shall continue to be subject to public review and comment through a City Council public hearing process.
4. The City shall explore ways in which to better inform and involve citizens in the development of transportation system budgets.
5. The City shall work with ODOT to develop funding sources for projects on the state highway system that include City and State as major funding partners.
6. The City shall use the City Council adopted Transportation Implementation Program (TIP) as a guide to the development of all transportation projects in the Capital Improvement Program (CIP).
7. The Financing Program projections show that sufficient funding will be available to build the twenty-year needs of the transportation system that are included in the TSP and further defined as the near- and mid-term priorities. However, if existing and future funding levels do not fully cover increased demand on the system, the City Council may accept additional congestion on the roadway system to allow transportation projects to be postponed beyond the planning period.

Benchmarks and Guidelines

1. City shall establish transportation revenue and needs benchmarks to monitor progress toward fulfilling a balanced transportation system. This will occur during the CIP budget process.

2. City will create a set of economic performance measures such as but not limited to building permits, population growth, and property tax revenues that establish benchmarks and guidelines to determine the need and timing for additional transportation revenues.

3. The City will use the following existing financial policies as guidelines for establishing and modifying the CIP and evaluating CIP projects:

A. *A five-year Capital Improvement Program (CIP) encompassing all City facilities shall be prepared and updated annually. A public hearing will be held to provide for public input on the CIP. The five year CIP will be incorporated into the City's budget and long range financial planning processes.*

B. *Projects included in the CIP shall have complete information on the need for the project, description and scope of work, total cost estimates, future operating and maintenance costs and how the project will be funded.*

C. *An objective process for evaluating CIP projects with respect to the overall needs of the City will be established through a ranking of CIP projects. The ranking of projects will be used to allocate resources to ensure priority projects are completed effectively and efficiently.*

D. *Changes to the CIP such as addition of new projects, changes in scope and costs of a project or reprioritization of projects will require City Council or City Manager approval.*

BEND URBAN AREA TRANSPORTATION SYSTEM PLAN

TSP Appendices (2012)

The following appendices include *planning level estimates* that generally account for estimated project costs that include; engineering, rights-of-ways, structures and roadway construction costs. Recent transportation corridor studies, preliminary project engineering estimates and or data developed for the transportation system charge study were also used in the development of these estimates. A more accurate estimation of project costs is contingent on development of thorough project costs associated with project survey and design, engineering, evaluation of rights-of-way needs, availability and cost of construction materials and labor costs.

Appendices List Organization:

Appendices A, B & C: The roadway segments are sorted first by roadway classification, beginning with the highest classification; Expressway, Principal Arterial, Major Arterial, Minor Arterial & Major Collector. The lists are then generally sorted alphabetically by segment and then geographically from the north to the south or from the west to the east.

Appendix D: The intersections are sorted alphabetically by the major street listed first.

Appendix E: The projects appear in the order that they appear in the SDC Methodology Report (Table C-1): *Fiscally Constrained SDC Project List* [also see: TSP Resource Document E.7]

Appendix A: Roadway System Inventory

- A 1.1 Existing Street System - Existing Conditions (3-pages)
- A 1.2 Existing Street System - Future Conditions (3-pages)
- A 1.3 Future Street System – Future Conditions (1-page)

Appendix B: Roadway System Cost Estimates

- B 1.1 Existing Street System – Modernization Costs (3-pages)
- B 1.2 Future Street System – Construction Costs (1-page)

Appendix C: Roadway System Priorities

- C 1.1 Existing Street System – Modernization Priorities (3-pages)
- C 1.2 New Street System – Construction Priorities (1-page)

Appendix D: Roadway System Intersections

- D 1.1 Existing Controlled Intersections: Type of Traffic Control (2-pages)
- D 1.2 Potential Traffic Control: Location, Type, Priority, Cost and Share (2-pages)

Appendix E: Transportation SDC Eligible Projects

- E 1.1 List of Eligible Transportation SDC Projects (3-pages)
- E 1.2 Map of Eligible Transportation SDC Projects (1-page)

BEND URBAN AREA TRANSPORTATION SYSTEM PLAN

Appendix Column Abbreviation Detail

The following is a more complete description of the abbreviations that appear at the top of the columns within the Appendices of the TSP. The list is in the order of the heading appearances within the TSP Appendices. If abbreviations repeat in subsequent Appendices, the definitions are not redefined (unless noted).

- **MILES:** This column converts the linear footage of each roadway segment into the nearest *hundredth of a mile distance*.
- **ROW (Appendix A 1.2):** This column provides the *width of rights-of-way* for the roadway segment. In areas where the rights-of-way may vary, a range or an average width may be listed.
- **Pave. Width:** This column lists the *pavement width* between inside face of curb, or edge to edge of paved surface. Where segments have varied widths, a range is listed.
- **No. Lanes:** This column describes the predominant *number of travel lanes*, including center turn lanes if available (odd numbers indicate the presence of a left turn lane), that are present on each roadway segment. Additional turn lanes, if present, are not included in the total. In most cases, these additional turn lanes (right or "double" left turns) are very localized and are present at only a few of the busier intersections.
- **PCI/Road Cond.: PCI:** This column indicates the *(roadway) pavement condition index* – it is expressed as a numeric value between 0 and 100. This is followed by the *Road Condition* column that is a descriptive rating that is based on the PCI. Both ratings included in the TSP inventory are based on available Public Works records. Ratings are given for *Good (G):70-100, Satisfactory (S):50-69, Fair (F):25-49 and Poor (P):0-24*. The city of Bend utilizes a Pavement Condition Index (PCI) that visually evaluates the surface conditions and assigns the index number based on the presence of potholes, cracking, weathering, asphalt bleeding, uneven pavement, wheel rutting, etc. The City utilizes this information to plan street chip sealing, overlays, reconstruction projects, and/or other roadway maintenance projects.
- **ADT/YR.:** These two columns provide *average daily traffic* count information for each roadway segment followed by the *most current year* that data has been collected. Actual traffic count volumes may vary along these roadway segments and the traffic volumes are typically derived from a variety of data sources. Where an "E" appears in the year column, these volumes represent *estimates* based on comparisons of roadways with similar traffic conditions. Where a "N/A" appears, no current count data or estimate is available.
- **Curb, Bike Lane, Sidewalk:** These columns provide a general summary for the *presence of curbs, bike lanes or sidewalks* along each roadway segment. The columns are annotated with either a yes (Y), no (N) or partial (P) for the presence of the facilities. City sidewalk inventory information is depicted on TSP Map D.
- **J: Jurisdiction** of the roadway segment; City of Bend (B), ODOT (O) and Deschutes County (D).
- **Min. Width (Appendix A 1.2):** The *minimum street width* determined to be necessary or forecast to maintain safe and efficient traffic flow on the subject roadway segment.
- **Linear Ft:** This is an *estimate of the length of the roadway segment* as measured in feet.
- **W (Appendix B):** This is the *width of the existing pavement* of the subject road segment.
- **P/W:** This is the proposed minimum *width of the future pavement* of the subject road.
- **Road/PE, [Sidewalk]:** This is the planning level *estimate for road construction and engineering cost [including sidewalk costs]* for the subject road segment.
- **ROW (Appendix B):** This is an *estimate for additional rights-of-way cost* for the road improvement.
- **Intersection Improvements:** This is the planning level *estimate for additional costs for intersection improvements* (some rights-of-way costs may also be included in the column total) for the subject road improvement. Rights-of-way costs are not included in the intersection costs estimates that are included on Appendix D 1.2.
- **Bridges, Adjust., etc., other:** This is the planning level estimate for other road improvement elements such as; *bridges, irrigation system crossings, other site specific improvements or other miscellaneous costs* that were not covered by the preceding column estimates for the subject road improvement.

TSP Appendix A 1.1

Street System Inventory - Existing Conditions

CLASSIFICATION	STREET NAME	FROM	TO	Miles	EXISTING CONDITIONS												
					ROW	Typ. W/dth	No. Lanes	PCI Value	Road Cond.	ADT	YR	Curb	Bike lane	Side walk	J		
Citywide	ITS PROJECTS	CITYWIDE	CITYWIDE	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	OVB
Expressway	N. PARKWAY (NEW 97)	HWY 2097 **	COLORADO	3.07	100+	74	4+	ODOT	ODOT	37,300	'10	Y	Y	P	O		
Expressway	S. PARKWAY (NEW 97)	COLORADO	HWY 97(S)	3.84	100	74	4	ODOT	ODOT	25,300	'10	Y	Y	P	O		
Expressway	HWY 97 (N)	N. UGB (2000)	COOLEY	0.61	170+	74	5	ODOT	ODOT	24,900	'10	Y	Y	P	O		
Expressway	HWY 97 (N)	COOLEY	HWY 20 (N)	0.89	100-210	74	5	ODOT	ODOT	31,200	'10	Y	Y	N	O		
Expressway	HWY 97 (S)	PARKWAY (S)	CHINA HAT	0.45	160	66	5	ODOT	ODOT	20,300	'10	N	Y	N	O		
Expressway	HWY. 20 (N)	UGB (2000)	COOLEY	0.57	200	60	5	ODOT	ODOT	12,500	'10	N	Y	N	O		
Expressway	HWY. 20 (N)	COOLEY	HWY 97 (N)	0.91	200	60	5	ODOT	ODOT	15,500	'10	N	Y	N	O		
Expressway	HWY. 20 (E)	12TH ST.	PURCELL	1.06	80	74	5	ODOT	ODOT	14,700	'10	Y	Y	Y	O		
Expressway	HWY. 20 (E)	PURCELL	27TH ST.	0.25	100	74	5	ODOT	ODOT	14,700	'10	Y	Y	Y	O		
Expressway	HWY. 20 (E)	27TH ST.	UGB (2000)	0.40	80	52	2-5	ODOT	ODOT	11,700	'10	P	Y	P	O		
Principal Arterial	HWY. 20 (N)	HWY 97 (N)	EMPIRE	0.42	100-150	66	5	ODOT	ODOT	20,400	'10	Y	Y	N	O		
Principal Arterial	HWY. 20 (N)	EMPIRE	DIVISION ST. (N)	1.00	100-130	66	5	ODOT	ODOT	22,000	'10	Y	Y	P	O		
Principal Arterial	HWY. 20 (N) / 3rd St.	DIVISION ST. (N)	REVERE	0.70	80-135	66	4-5	ODOT	ODOT	21,900	'10	P	N	P	O		
Principal Arterial	HWY. 20 (N) / 3rd St.	REVERE	GREENWOOD	0.53	80	64	5	ODOT	ODOT	21,900	'10	Y	N	Y	O		
Principal Arterial	3RD STREET, SE	GREENWOOD	FRANKLIN	0.27	80	64	5	ODOT	ODOT	28,700	'98	Y	N	Y	B		
Principal Arterial	3RD STREET, SE	FRANKLIN	WILSON	0.80	80-110	64	5	ODOT	ODOT	28,400	'98	Y	N	Y	B		
Principal Arterial	3RD STREET, SE	WILSON	DIVISION (S)	0.55	80-90	65	5	69	S	27,600	'98	Y	P	Y	B		
Principal Arterial	3RD STREET, SE	DIVISION (S)	POWERS	0.64	80-100	74	5	67	S	41,600	'98	Y	Y	P	B		
Principal Arterial	3RD STREET, SE	POWERS	MURPHY	0.63	75-110	74	5	70	G	35,100	'98	Y	Y	N	B		
Principal Arterial	3RD STREET, SE	MURPHY	PARKWAY (S)	0.51	90-125+	76	5	75	G	20,900	'98	P	Y	P	B		
Principal Arterial	HWY. 20 (E) (GREENWOOD)	3RD ST., NE	4TH ST.	0.09	80	64	5	ODOT	ODOT	17,600	'10	Y	Y	Y	O		
Principal Arterial	HWY. 20 (E) (GREENWOOD)	4TH ST.	8TH ST.	0.34	80	64	5	ODOT	ODOT	19,500	'10	Y	Y	Y	O		
Principal Arterial	HWY. 20 (E) (GREENWOOD)	8TH ST.	12TH ST.	0.23	80	65	5	ODOT	ODOT	21,500	'10	Y	Y	Y	O		
Major Arterial	27TH ST, NE	BUTLER MKT. RD.	NEFF ROAD	1.33	80-90	44	3	51	S	15,661	'05	Y	Y	P	B		
Major Arterial	27TH ST, NE	NEFF ROAD	HWY 20 (E)	0.40	80-100	66	5	57	S	21,925	'09	Y	Y	Y	B		
Major Arterial	27TH ST, NE	HWY 20 (E)	BEAR CREEK RD.	0.26	100	74	5	66	S	17,833	'99	Y	Y	N	B		
Major Arterial	27TH ST, SE	BEAR CREEK RD.	REED MARKET RD	1.00	60-80	30	2-3	64	S	n/a	n/a	N	Y	N	B		
Major Arterial	EMPIRE	HWY20 (N) / 3RD ST	PARKWAY	0.15	80-100	46	3-5	70	G	n/a	n/a	Y	Y	Y	B		
Major Arterial	EMPIRE	PARKWAY	BOYD ACRES RD.	0.28	100	76	5	70	G	18,258	'09	Y	Y	Y	B		
Major Arterial	EMPIRE	BOYD ACRES RD.	(LOWER MEADOW DR)	0.30	80-90	52	5	77	G	10,582	'08	P	Y	P	B		
Major Arterial	EMPIRE	(LOWER MEADOW DR)	14TH ST.	0.45	90	52	3	77	G	8,312	'08	P	Y	P	B		
Major Arterial	EMPIRE	18TH ST, NE	PURCELL (YEOMAN n/w)	0.38	80-90	40	2	36	F	7,476	'04	N	Y	P	B		
Major Arterial	REED MKT. RD.	BOND	PARKWAY	0.45	75-100	48	3	69	S	15,865	'09	Y	Y	Y	B		
Major Arterial	REED MKT. RD.	PARKWAY	3RD ST., SE	0.19	70-100	56	4-5	48	F	n/a	n/a	Y	Y	Y	B		
Major Arterial	REED MKT. RD.	3RD ST., SE	AMERICAN LANE	0.74	50-90	38	2-4	51	S	16,522	'08	Y	Y	P	B		
Major Arterial	REED MKT. RD.	AMERICAN LANE	9TH ST., SE	0.09	70	48	3	84	G	n/a	n/a	Y	Y	P	B		
Major Arterial	REED MKT. RD.	9TH ST., SE	15TH ST.	0.21	80	48	3	86	G	16,960	'09	Y	Y	P	B		
Major Arterial	REED MKT. RD.	15TH ST., SE	PETTYGREW	0.76	60-90	36	2-3	83	G	14,125	'09	P	P	P	B		
Major Arterial	REED MKT. RD.	PETTYGREW	27TH ST.	0.25	70-90	52	2-3	67	S	9,977	'09	P	P	P	B		
Minor Arterial	4TH ST, NE	BUTLER MKT. RD.	ADDISON	0.15	100	42	2-3	80	G	3,869	'09	P	Y	P	B		
Minor Arterial	4TH ST, NE	ADDISON	STUDIO	0.57	60	36	2	80	G	n/a	n/a	P	Y	P	B		
Minor Arterial	4TH ST, NE	STUDIO	REVERE	0.13	60	38	2-3	82	G	7,965	'09	Y	Y	Y	B		
Minor Arterial	4TH ST, NE	REVERE	GREENWOOD	0.53	60	40	2	64	S	1,791	'09	Y	N	P	B		
Minor Arterial	4TH ST, NE	GREENWOOD	FRANKLIN	0.28	60	32	2	59	S	1,542	'09	Y	N	Y	B		
Minor Arterial	8TH ST., NE	BUTLER MKT. RD.	REVERE	0.68	60	40	3	69	S	8,216	'09	P	Y	P	B		
Minor Arterial	8TH ST., NE	REVERE	GREENWOOD	0.53	60	37	2-3	79	G	10,314	'09	Y	Y	P	B		
Minor Arterial	8TH ST., NE	GREENWOOD	FRANKLIN	0.28	60	40	2-3	70	G	8,897	'09	Y	Y	P	B		
Minor Arterial	8TH/9TH ST, NE/SE	FRANKLIN	WILSON	0.83	60-80	44	2	72	G	7,814	'09	Y	Y	P	B		
Minor Arterial	9TH ST., SE	WILSON	REED MARKET RD.	0.57	60-70	24	2-3	40	F	4,220	'09	N	N	N	B		
Minor Arterial	14TH ST., NW	NEWPORT	GALVESTON	0.38	60	39	2	92	G	11,977	'09	Y	Y	P	B		
Minor Arterial	14TH ST., NW/SW	GALVESTON	SIMPSON	0.63	80-100	41	2	61	S	13,795	'08	Y	Y	P	B		
Minor Arterial	14TH ST., SW	SIMPSON	COLORADO	0.40	60-100	42	2-3	85	G	7,436	'04	Y	Y	P	B		
Minor Arterial	15TH ST., NE	BEAR CR.	HWY 20	0.39	100	48	2-3	79	G	7,816	'08	Y	Y	Y	B		
Minor Arterial	15TH ST, NE/SE	BEAR CREEK RD.	WILSON	0.49	60	40	2-3	81	G	9,188	'09	Y	Y	Y	B		
Minor Arterial	15TH ST, SE	WILSON	REED MARKET	0.51	60-90	40	2-3	52	S	8,646	'09	Y	Y	Y	B		
Minor Arterial	15TH ST, SE	REED MARKET	KNOTT ROAD	2.05	60-80	36	2-3	74	G	8,209	'09	P	Y	P	B		
Minor Arterial	18th, NE	TALUS PLACE	COOLEY ROAD	0.38	100	50	2-3	95	G	n/a	n/a	Y	Y	Y	B		
Minor Arterial	18th, NE	COOLEY RD.	YEOMAN (E/W)	1.07	80	42	2-3	86	G	n/a	n/a	Y	Y	P	B		
Minor Arterial	18th, NE	YEOMAN (E/W)	EMPIRE	0.30	80	42	2-3	86	G	5,977	'08	P	Y	P	B		
Minor Arterial	27TH ST, SE	REED MARKET RD	FERGUSON	0.95	60	30	2	55	S	8,480	'09	N	Y	N	B		
Minor Arterial	27TH ST, SE	FERGUSON	RICKARD RD.	1.00	60	48	2-3	64	S	7,862	'08	P	P	P	B		
Minor Arterial	ARIZONA (EB 1-way)	COLORADO	PARKWAY	0.57	40	36	2	77	G	5,508	'09	Y	Y	P	B		
Local	BEAR CK. RD. (10TH)	FRANKLIN	ALDEN	0.23	60	30	2	n/a	n/a	n/a	n/a	Y	Y	P	B		
Minor Arterial	BEAR CK. RD.	ALDEN	15 TH ST.	0.28	60	36	2	87	G	4,481	'09	Y	Y	Y	B		
Minor Arterial	BEAR CK. RD.	15 TH ST.	PETTYGREW	0.74	60-80	30	2	86	G	7,205	'09	P	P	P	B		
Minor Arterial	BEAR CK. RD.	PETTYGREW	27TH ST.	0.25	60-70	30	2	82	G	4,074	'09	P	P	P	B		
Minor Arterial	BOND	WALL	GREENWOOD	0.09	80	58	2	70	G	n/a	n/a	Y	N	Y	B		
Minor Arterial	BOND	GREENWOOD	FRANKLIN	0.22	80	54	2-3	78	G	6,483	'04	Y	N	Y	B		
Minor Arterial	BOND	WILSON EXT.	REED MARKET ROAD	0.57	80	36	2	75	G	8,104	'09	Y	Y	Y	B		
Minor Arterial	BOYD ACRES RD	EMPIRE	BRINSON	0.34	80-90	36	2	89	G	7,211	'09	N	Y	P	B		
Minor Arterial	BOYD ACRES RD	BRINSON	BUTLER MARKET	0.63	60-70	40	3	71	G	6,086	'09	N	Y	P	B		
Minor Arterial	BROOKSWOOD	REED MKT. RD.	MC CLELLAN	0.27	70-80	36	2-3	87	G	n/a	n/a	Y	Y	Y	B		
Minor Arterial	BROOKSWOOD	MC CLELLAN	CANAL	0.34	60	36	2	87	G	n/a	n/a	Y	Y	Y	B		
Minor Arterial	BROOKSWOOD	CANAL	POWERS	0.27	80	36	2	87	G	10,984	'09	Y	Y	P	B		
Minor Arterial	BROOKSWOOD	POWERS	PINEBROOK	0.61	80-90	36	2-3	87	G	10,665	'09	P	Y	P	B		
Minor Arterial	BROOKSWOOD	PINEBROOK	LODGEPOLE	0.30	80	36	2-3	87	G	10,563	'09	P	Y	P	B		
Minor Arterial	BROOKSWOOD	LODGEPOLE	POPLAR	1.16	80-90	52	2-3	56	S	6,628	'09	P	Y	P	B		
Minor Arterial	BROOKSWOOD	POPLAR	UGB (2000)	0.21	80-100	36	2	100	G	2,609	'09	P	Y	P	B		

page total = 46.1 Miles E = Traffic Count Estimate n/a = Not Available or Not Applicable

J = Jurisdiction: O=ODOT, D=Deschutes County

B=City of Bend

TSP Appendix A 1.1

Street System Inventory - Existing Conditions

CLASSIFICATION	STREET NAME	FROM	TO	Miles	EXISTING CONDITIONS										
					ROW	Typ. Width	No. Lanes	PCI Value	Road Cond.	ADT	YR	Curb	Bike Lane	Side walk	J
Minor Arterial	BUTLER MKT. RD	HWY 20 (N)	4TH ST.	0.19	80	48	3-5	67	S	10,393	'09	Y	Y	Y	B
Minor Arterial	BUTLER MKT. RD	4TH ST.	BOYD ACRES	0.27	80	48	3	80	G	13,080	'09	Y	Y	Y	B
Minor Arterial	BUTLER MKT. RD	BOYD ACRES RD.	8TH ST./STUDIO	0.51	80	48	3	67	S	13,439	'04	Y	Y	P	B
Minor Arterial	BUTLER MKT. RD	8TH ST./STUDIO	WELLS ACRES RD	0.38	80	48	2-3	52	S	15,200	'08	P	Y	P	B
Minor Arterial	BUTLER MKT. RD	WELLS ACRES RD	PURCELL (YEOMAN n/a)	0.59	80	48	3	67	S	n/a	'09	P	Y	P	B
Minor Arterial	BUTLER MKT. RD	PURCELL (YEOMAN n/a)	27TH ST.	0.49	80	48	3	48	F	9,224	'09	P	Y	P	B
Minor Arterial	BUTLER MKT. RD	27TH ST.	DESCH. MARKET	0.30	80	45	3	82	G	9,224	'09	P	Y	P	B
Minor Arterial	BUTLER MKT. RD	DESCH. MARKET	E. URA (2000)	0.51	60-80	30	3	86	G	n/a	n/a	P	N	P	B
Minor Arterial	CENTURY DR.	COLORADO	MT. WASHINGTON	0.30	80-100	54	3	75	G	6,338	'09	Y	Y	Y	B
Minor Arterial	CENTURY DR.	MT. WASHINGTON	E. CAMPBELL RD.	0.61	80-130	36	2-3	91	G	6,620	'08	P	Y	P	B
Minor Arterial	CENTURY DR.	E. CAMPBELL RD.	UGB (2000)	1.25	60-100	36	2	90	G	3,021	'09	N	Y	N	B
Minor Arterial	COLORADO	CENTURY DR.	SIMPSON	0.72	80	48	2-3	63	S	n/a	n/a	Y	Y	Y	B
Minor Arterial	COLORADO	SIMPSON	WALL	0.28	80	32	2-3	82	G	13,002	'08	Y	Y	P	B
Minor Arterial	COLORADO	WALL	PARKWAY(SCOTT)	0.45	60	38	2	74	G	13,176	'09	Y	Y	P	B
Minor Arterial	COOLEY RD	HWY 20	HWY 97 (N)	0.76	60-80	48	2-3	77	G	2,727	'05	P	P	P	B
Minor Arterial	COOLEY RD	HWY 97 (N)	RANCH VALLEY DR.	0.55	80	36	3	81	G	4,228	'08	Y	Y	Y	B
Minor Arterial	COOLEY RD.	RANCH VIL. DR.	NE 18TH ST.	0.25	80	52	2-3	81	G	n/a	'09	Y	Y	Y	B
Minor Arterial	COOLEY RD	18TH STREET	TO THE EAST (Las Suburb)	0.19	100	50	3	84	G	n/a	n/a	Y	Y	Y	B
Minor Arterial	DIVISION ST.	HWY 20 (N)	REVERE	0.70	80	48	3	87	G	7,698	'09	Y	Y	P	B
Minor Arterial	EMPIRE	O.B. RILEY RD.	HWY20 (N)	0.28	40-60	37	2-3	15-58	P-S	n/a	n/a	P	N	P	B
Minor Arterial	FRANKLIN	WALL	PARKWAY	0.45	80	46	3	67	S	11,769	'04	Y	P	Y	B
Minor Arterial	FRANKLIN	PARKWAY	3RD ST., NE	0.25	80	62	2-5	39-69	F-S	12,707	'09	Y	P	Y	B
Minor Arterial	FRANKLIN	3RD ST., NE	4TH ST.	0.09	80	62	5	73	G	n/a	n/a	Y	Y	Y	B
Minor Arterial	FRANKLIN	4TH ST., NE	8TH ST.	0.34	80	36	2	72	G	10,026	'09	Y	Y	Y	B
Minor Arterial	FRANKLIN	8TH ST., NE	11TH ST.	0.15	80	36	2	83	G	7,176	'09	Y	Y	Y	B
Minor Arterial	GALVESTON AVE.	17TH ST., NW	14TH ST.	0.32	80	40	2	75	G	4,311	'05	Y	Y	Y	B
Minor Arterial	GALVESTON AVE.	14TH ST., NW	12TH ST.	0.15	80	44	3	59	S	10,656	'08	Y	Y	P	B
Minor Arterial	GALVESTON AVE.	12TH ST., NW	RIVERSIDE AVE.	0.28	80	42	2-3	62	S	12,193	'09	Y	Y	P	B
Minor Arterial	GREENWOOD AVE.	WALL	PARKWAY	0.28	80	56	4-5	84	G	17,258	'05	Y	N	Y	B
Minor Arterial	GREENWOOD AVE.	PARKWAY	3RD ST., NE	0.25	80	56	4-5	84	G	17,258	'05	Y	N	Y	B
Minor Arterial	HUNNEL ROAD	COOLEY RD.	ROBAL LANE	0.38	80-100	48	3	84	G	2,253	'08	Y	Y	P	B
Minor Arterial	KNOIT RD.	CHINA HAT	15TH ST.	1.59	80	32	2	81	G	7,062	'08	N	Y	N	B
Minor Arterial	MT. WASHINGTON	HWY 97 (N)	SUMMIT	1.89	80	34	2-3	77	G	6,947	'09	Y	Y	Y	B
Minor Arterial	MT. WASHINGTON	SUMMIT	PUTNAM	1.52	80	48	2-3	83	G	5,036	'09	Y	Y	Y	B
Minor Arterial	MT. WASHINGTON	PUTNAM	SHEVLIN PK.	1.36	80	36	2-3	54-81	S-G	7,495	'09	Y	Y	Y	B
Minor Arterial	MT. WASHINGTON	SHEVLIN PK. RD.	SKYLINER RD	1.00	80	48	2-3	90	G	5,933	'09	Y	Y	Y	B
Minor Arterial	MT. WASHINGTON	SKYLINERS RD.	TROON	0.49	80	48	2-3	87	G	8,390	'09	Y	Y	Y	B
Minor Arterial	MT. WASHINGTON	TROON	CENTURY DR.	1.00	80	48	2-3	68	S	6,595	'09	N	Y	P	B
Minor Arterial	NEFF RD./PENN	8TH STREET	PURCELL	1.00	60-80	36	2-3	78	G	14,339	'09	Y	Y	P	B
Minor Arterial	NEFF RD.	PURCELL	27TH ST.	0.49	80	44	3	57	S	13,984	'04	Y	Y	P	B
Minor Arterial	NEFF RD.	27TH ST., NE	UGB (2000)	0.63	70-80	30	2-3	81	G	6,372	'09	P	Y	P	B
Minor Arterial	NEWPORT	COLLEGE WAY	14TH ST.	0.28	60	40	3	53	S	16,283	'08	Y	Y	Y	B
Minor Arterial	NEWPORT	14TH ST., NW	9TH ST.	0.34	80	40	3	97	G	14,591	'04	Y	Y	Y	B
Minor Arterial	NEWPORT	9TH ST., NW	AWBREY RD.	0.45	60-80	40	3	92	G	14,622	'04	Y	Y	Y	B
Minor Arterial	NEWPORT	AWBREY RD.	WALL	0.20	60	48	2-4	86	G	15,526	'09	Y	Y	Y	B
Minor Arterial	OLNEY AVE.	WALL (HILL)	3RD ST., NE	0.34	60	48	3	77	G	7,692	'09	Y	Y	Y	B
Minor Arterial	OLNEY AVE.	3RD ST., NE	6TH ST.	0.17	60	40	2-3	81	G	8,743	'09	Y	Y	Y	B
Minor Arterial	OLNEY AVE.	6TH ST., NE	NEFF / 8TH	0.19	60-80	40	2-3	81	G	n/a	n/a	Y	Y	Y	B
Minor Arterial	REED MARKET RD	CENTURY DR.	BOND	0.95	100	48	2	71	G	10,962	'09	Y	Y	Y	B
Minor Arterial	REVERE	WALL	DIVISION	0.22	80	62	4	68	S	n/a	n/a	Y	Y	Y	B
Minor Arterial	REVERE	DIVISION	3RD/HWY97	0.17	80	54	4-5	74	G	11,055	'09	Y	N	P	B
Minor Arterial	REVERE	3RD STREET	4TH ST.	0.09	80	64	4-5	76	G	n/a	n/a	Y	N	Y	B
Minor Arterial	REVERE	4TH ST.	8TH ST.	0.34	80	36	2	72	G	7,458	'09	Y	Y	P	B
Minor Arterial	RIVERSIDE	GALVESTON	WALL	0.49	80	44	2	84	G	8,370	'09	Y	N	Y	B
Minor Arterial	ROBAL LANE	HWY 20	HUNNEL	0.38	80	50	3-5	62	S	3,422	'08	P	Y	P	B
Minor Arterial	ROBAL LANE	HUNNEL	HWY 97	0.15	80-100	74	2-3	58	S	6,913	'08	Y	Y	Y	B
Minor Arterial	SHEVLIN PK. RD.	W. URA (2000)	MT. WASHINGTON	1.57	60-100	48	2	83	G	4,061	'09	P	Y	P	B
Minor Arterial	SHEVLIN PK. RD.	MT. WASHINGTON	COLLEGE WAY	1.00	60-70	36	2	86	G	5,303	'09	P	Y	P	B
Minor Arterial	SIMPSON AVE.	MT. WASHINGTON	14TH ST.	0.61	55-80	30	2	68	S	3,908	'04	P	P	P	B
Minor Arterial	SIMPSON AVE.	14TH ST., NWSW	COLORADO	0.42	80	40	3	69	S	8,516	'04	Y	Y	Y	B
Minor Arterial	SKYLINERS RD.	UGB (2000)	MT. WASHINGTON	0.53	90-100	36	2	n/a	n/a	n/a	n/a	P	Y	P	B
Minor Arterial	SKYLINERS RD.	MT. WASHINGTON	17TH ST.	0.85	80-90	36	2	83	G	2,069	'09	Y	Y	Y	B
Minor Arterial	WALL (HILL/DES.PL)	REVERE	PORTLAND	0.30	60-80	48	3-4	74	G	21,478	'04	Y	Y	Y	B
Minor Arterial	WALL/HILL	PORTLAND	GREENWOOD	0.30	80-85	56	3-4	83	G	9,332	'09	Y	P	Y	B
Minor Arterial	WALL	GREENWOOD	FRANKLIN	0.21	80	56	2-3	80	G	5,308	'04	Y	N	Y	B
Minor Arterial	WILSON	BOND ST.	PARKWAY	0.32	80	36	2-3	62	S	n/a	n/a	Y	Y	Y	B
Minor Arterial	WILSON	PARKWAY	3RD ST., SE	0.28	60	40	2-3	35-63	F-S	n/a	n/a	Y	N	Y	B

page total == 34.7 Miles E = Traffic Count Estimate n/a = Not Available
 Total Art. exist == 80.8 Miles J = Jurisdiction: O-ODOT, D=Deschutes County

B=City of Bend

TSP Appendix A 1.1

Street System Inventory - Existing Conditions

CLASSIFICATION	STREET NAME	FROM	TO	Miles	EXISTING CONDITIONS										
					ROW	Typ. Width	No. Lanes	PCI Value	Road Cond.	ADT	YR	Curb	Bike lane	Side walk	J
Major Collector	2ND, SE	SCOTT ST.	WILSON AVE.	0.38	60	36	2	n/a	n/a	4,020	'04	Y	Y	P	B
Major Collector	4TH ST, NE	FRANKLIN	GLENWOOD (ALDEN)	0.31	60	36	2	69	S	500	est.	Y	N	P	B
Major Collector	9TH, NW	TRENTON	NEWPORT	0.21	80	36	2	81	G	3,939	'04	Y	Y	Y	B
Major Collector	12TH, NW	SUMMIT AVE.	TRENTON	0.47	60-80	34	2	79	G	3,084	'04	Y	Y	Y	B
Major Collector	18TH, NE [B' STREET]	EMPIRE	BRINSON BLVD.	0.51	80	48	3	85	G	n/a	n/a	Y	Y	Y	B
Major Collector	ALDEN	4TH ST.	GLENWOOD	0.13	60	29	2	67	S	500	est.	N	N	N	B
Major Collector	AMERICAN LANE	REED MKT. RD.	BROSTERHOUS	0.44	60-80	36	2	56	S	5,989	'09	N	N	N	B
Major Collector	ARCHIE BRIGGS RD.	MT. WASHINGTON	O.B. RILEY	1.25	50-60	26	2	85	G	2,042	'95	N	N	N	B
Major Collector	AWBREY	MT. WASHINGTON	WILMINGTON	0.45	60-80	36	2	82	G	n/a	n/a	Y	Y	Y	B
Major Collector	AWBREY	WILMINGTON	SAGINAW	0.21	60	32	2	83	G	2,258	'08	Y	Y	P	B
Major Collector	AWBREY	SAGINAW	PORTLAND	0.12	60	30	2	85	G	2,258	'08	Y	Y	P	B
Major Collector	AWBREY	PORTLAND	NEWPORT	0.17	60	30	2	22	P	1,000	est.	Y	N	P	B
Major Collector	BEAR CK. RD.	27TH ST.	E. UGB (2000)	0.51	60-70	26	2	52	S	1,528	'04	N	N	N	B
Major Collector	BLAKELY ROAD	POWERS ROAD	FRONTAGE ROAD (W)	0.30	60	24	2	81	G	n/a	n/a	N	N	N	B
Major Collector	BOND	FRANKLIN	COLORADO AVE.	0.38	60-80	36	2-3	60	S	7,243	'07	Y	P	Y	B
Major Collector	BOND	COLORADO AVE.	INDUSTRIAL WAY	0.14	42-60	38	1-2	84	G	n/a	n/a	Y	N	Y	B
Major Collector	BOND	INDUSTRIAL WAY	WILSON AVE.	0.57	60-80	36	2	70	G	n/a	n/a	Y	Y	Y	B
Local	BOYD ACRES ROAD	COOLEY ROAD	EMPIRE AVE.	1.63	60	28	2	n/a	n/a	n/a	n/a	Y	Y	Y	B
Major Collector	BRINSON BLVD.	BOYD AC. RD.	BUTLER MKT.	0.83	60	36	2-3	89	G	6,285	'05	P	Y	P	B
Major Collector	BRITTA	HARDY	MARINER	0.16	80	56	2-3	82	G	n/a	n/a	Y	Y	Y	B
Major Collector	BRITTA	ELIJAH	EMPIRE AVE.	0.08	80	56	2-3	n/a	n/a	n/a	n/a	Y	Y	Y	B
Major Collector	BROSTERHOUS	THIRD STREET	CHASE ROAD	0.47	60	31	2	64	S	5,095	'09	N	N	N	B
Major Collector	BROSTERHOUS	CHASE ROAD	AMERICAN LANE	0.44	60-70	26	2	64	S	4,576	'09	N	N	N	B
Major Collector	BROSTERHOUS	AMERICAN LANE	MURPHY	0.73	60-70	38	3	65	S	6,127	'05	Y	Y	Y	B
Major Collector	BROSTERHOUS	MURPHY	KNOTT ROAD	0.84	60	31	2	54	S	2,666	'04	N	P	N	B
Major Collector	CHASE ROAD	PARRELL RD.	MOWITCH	0.17	60	30	2	67	S	n/a	n/a	P	N	P	B
Major Collector	CHINA HAT	HWY 97 (S)	KNOTT ROAD	0.76	73-77	42	2-3	59	S	2,286	'04	Y	Y	P	B
Major Collector	CLAUSEN DRIVE	(N. TERMINUS)	CLAUSEN DR (E/W)	0.14	60	30	2	n/a	n/a	n/a	n/a	Y	N	P	B
Major Collector	COLLEGE WAY	NEWPORT	SAGINAW	0.34	80	40	2	67	S	6,973	'03	Y	Y	Y	B
Major Collector	COUNTRY CLUB	MURPHY RD.	KNOTT ROAD	1.14	50-70	30	2	84	G	2,178	'04	P	P	P	B
Major Collector	DESCHUTES MKT RD.	BUTLER MKT RD.	N. UGB	0.21	60'	38	2	79	G	n/a	n/a	N	N	P	B
Major Collector	DIVISION ST.	PARKWAY	BROSTERHOUS/3RD ST	0.26	80	48	3	76	G	n/a	n/a	Y	Y	Y	B
Major Collector	EAGLE ROAD	BUTLER MARKET	NEFF ROAD	1.50	60-70	28	2	n/a	n/a	n/a	n/a	P	Y	P	B
Major Collector	FERGUSON RD.	SE 15TH	SE 27TH ST.	1.17	60-70	36	2	71	G	3,169	'09	P	Y	P	B
Major Collector	GLENWOOD	ALDEN	9TH ST.	0.28	60	36	2	76	G	500	est.	Y	N	N	B
Major Collector	H I [SKYLINE RANCH]	NW LOLO DRIVE	SKYLINER RD.	0.09	40	24	2	n/a	n/a	n/a	n/a	Y	N	P	B
Major Collector	HAWTHORNE/OREGON	WALL ST.	PARKWAY	0.75	60-80	34	2	77	G	n/a	n/a	Y	N	Y	B
Major Collector	HAWTHORNE AVE.	NE 1ST	BOND 4TH	0.32	60	36	2	50-81	S-G	n/a	n/a	N	N	N	B
Major Collector	INDUSTRIAL WAY	COLORADO AVE.	BOND STREET, SOUTH	0.27	60-70	35	2	69	S	n/a	n/a	Y	N	N	B
Major Collector	JAMIESON	EMPIRE	(C OF N FIRE STATION)	0.75	45	22	2	n/a	n/a	n/a	n/a	P	N	P	B
Major Collector	LOCO (E/W CLAUSEN)	HUNNEL	CLAUSEN DR (NS)	0.27	60	32	2	n/a	n/a	n/a	n/a	Y	N	P	B
Major Collector	LODGEPOLE	BROOKSWOOD	MAHOGANY	0.28	60-70	36	2	82	G	2,074	'04	Y	Y	Y	B
Major Collector	LODGEPOLE	MAHOGANY	POPLAR	0.27	60	36	2	4	P	1,100	est.	N	N	N	B
Major Collector	METOLIUS [K]	UGB (2000)	MT. WASH. DRIVE	0.55	60-80	32	2	100	G	n/a	n/a	P	N	P	B
Local	(old) MURPHY RD.	THIRD STREET	PARRELL RD.	0.19	60-70	36	2-3	n/a	n/a	6,818	'04	Y	Y	P	B
Major Collector	MURPHY RD.	PARRELL RD.	COUNTRY CLUB	0.34	60-70	36	2	64	S	6,828	'05	Y	Y	P	B
Major Collector	MURPHY RD.	COUNTRY CLUB	BROSTERHOUS	0.64	60-70	36	2	70	G	4,248	'04	Y	Y	P	B
Major Collector	NELS ANDERSON	(N. TERMINUS)	ROBAL ROAD	0.39	60-90	32	2	n/a	n/a	n/a	n/a	Y	N	P	B
Major Collector	NW XING DR (1-1 E/W)	MT. WASH. DRIVE	SHEVLIN PARK RD	0.78	80	44	2	80	G	1,551	'04	Y	Y	Y	B
Major Collector	NW XING DR (1-2 E/W)	H-I COLLECTOR	MT. WASH. DRIVE	0.34	80	44	2	82	G	n/a	n/a	Y	Y	Y	B
Major Collector	O.B. RILEY	UGB (2000)	EMPIRE AVE	0.68	60-100	40	2-3	84	G	2,889	'09	P	P	P	B
Major Collector	O.B. RILEY	EMPIRE	HWY 20 (N)	0.76	60-100	36	2-3	28-83	F-G	n/a	n/a	P	P	P	B
Major Collector	PARRELL RD.	BROSTERHOUS	POWERS	0.53	60	34	2	73	G	2,901	'09	P	Y	P	B
Major Collector	PARRELL RD.	POWERS	MURPHY	0.64	60	34	2	18-26	P-F	n/a	n/a	Y	Y	P	B
Major Collector	PARRELL RD.	MURPHY	CHINA HAT	0.95	70-80	27	2	49	F	1,245	'04	P	N	P	B
Major Collector	PETTIGREW	BEAR CREEK RD.	REED MKT. RD.	1.00	60-70	26	2	83	G	n/a	n/a	N	N	P	B
Major Collector	PONDEROSA	POPLAR	HWY 97(S)	0.55	60	36	2	55	S	1,129	'03	N	N	N	B
Major Collector	PORTLAND AVE.	COLLEGE WAY	9TH ST., NE	0.70	60-80	36	2	66	S	3,928	'04	Y	P	P	B
Major Collector	PORTLAND AVE.	9TH ST., NE	WALL ST.	0.81	60-100	33	2	61-83	S-G	n/a	n/a	Y	Y	P	B
Major Collector	POWERS	BROOKSWOOD	PARKWAY	0.28	60-80	35	2-3	39	F	5,364	'05	Y	Y	P	B
Major Collector	POWERS	PARKWAY	3RD STREET	0.17	60	48	3	75	G	n/a	n/a	Y	Y	Y	B
Major Collector	POWERS	3RD STREET	PARRELL RD.	0.14	30	24	2	23	P	n/a	n/a	N	N	N	B
Major Collector	PURCELL (YEOMAN n/a)	YEOMAN (E/W)	BUTLER MARKET RD.	0.76	60-80	36	2	81	G	9,482	'09	P	P	P	B
Major Collector	PURCELL BLVD.	BUTLER MKT. RD.	OCKER DR.	0.51	60	40	2	67	S	1,701	'04	Y	N	Y	B
Major Collector	PURCELL BLVD.	PATTERSON CT.	NEFF	0.40	60	40	2	20-82	P-G	5,776	'09	Y	N	P	B
Major Collector	PURCELL BLVD.	NEFF	HWY 20	0.45	60	40	2	70	G	8,018	'09	Y	Y	Y	B
Major Collector	PURCELL BLVD.	HWY 20 (E)	TWIN KNOLLS	0.11	60	40	2	82	G	n/a	n/a	Y	Y	P	B
Major Collector	PURCELL BLVD.	TWIN KNOLLS	BEAR CR. RD.	0.11	80	48	3	64	S	6,791	'09	Y	Y	P	B
Major Collector	PUTMAN	BUCK DR.	MT. WASH. DR.	0.76	60	40	2	41	F	300	est.	Y	N	N	B
Major Collector	SCOTT AVE.	PARKWAY ST.	SE 2ND.	0.34	60	28	2	60	S	n/a	n/a	Y	Y	P	B
Major Collector	SKYLINE RANCH (H 1)	SHEVLIN PARK RD.	(TO NW XING)	0.91	50-80	52	2	85	G	n/a	n/a	Y	N	Y	B
Major Collector	SKYLINE RANCH (H 1)	NW LOLO DRIVE	SKYLINERS RD.	0.09	40	24	2	n/a	n/a	n/a	n/a	Y	N	P	B
Major Collector	SKYLINE RANCH (H 2)	SKYLINERS RD.	CENTURY DRIVE	2.39	80	30	2	n/a	n/a	n/a	n/a	P	Y	P	B/D
Major Collector	STUDIO RD.	4TH ST., NE	BUTLER MARKET RD.	0.51	60-70	40	2	84	G	4,628	'04	Y	Y	P	B
Major Collector	SUMMIT AVE.	MT. WASH. DR. (W)	MT. WASH. DR. (E)	2.23	80	43	2	70	G	1,122	'04	Y	Y	Y	B
Major Collector	WALL ST.	FRANKLIN AVE.	COLORADO AVE.	0.44	60-80	38	2	75	G	4,354	'07	Y	Y	Y	B
Major Collector	WALL ST.	COLORADO AVE.	INDUSTRIAL WAY	0.14	38-60	38	1-2	83	G	n/a	n/a	Y	N	Y	B
Major Collector	WELLS ACRE RD.	BUTLER MKT RD	PURCELL	0.57	60	40	2	75	G	3,235	'09	Y	N	P	B
Major Collector	WELLS ACRE RD.	PURCELL	NE 27TH	0.42	60	40	2	80	G	3,822	'09	Y	N	P	B
Major Collector	WILSON AVE.	SE 3RD.	SE 9TH ST.	0.52	60-75	39	2-3	77	G	8,887	'04	Y	Y	P	B
Major Collector	WILSON AVE.	SE 9TH ST.	SE 15TH ST.	0.45	70-100	42	2-3	82	G	10,184	'05	Y	Y	P	B
Major Collector	YEOMAN E/W	DESERT SAGE	PURCELL (YEOMAN n/a)	0.12	80	40	2	n/a	n/a	n/a	n/a	Y	N	P	B

Italics = Frontage/Roadage Road

Total Collectors existing = 42.85 Miles

E = Traffic Count Estimate n/a = Not Available

J = Jurisdiction: O-ODOT, D-Deschutes County

B-City of Bond

TSP Appendix A 1.2

EXISTING Street System - Future Conditions

CLASSIFICATION	STREET NAME	FROM	TO	Miles	FUTURE CONDITIONS						
					ROW	Min. Width	No. Lanes	Curb	Bike Lane	Side walk	J
Citywide	ITS PROJECTS	CITYWIDE		n/a	n/a	n/a	n/a	n/a	n/a	n/a	O/B
Expressway	N. PARKWAY (NEW 97)	HWY 2097 "Y"	COLORADO	3.07	100+	74	4+	Y	Y	Y	O
Expressway	S. PARKWAY (NEW 97)	COLORADO	HWY 97(S)	3.84	100+	74	4+	Y	Y	Y	O
Expressway	HWY 97 (N)	N. UGB (2000)	COOLEY	0.61	100+	74	5	Y	Y	Y	O
Expressway	HWY 97 (N)	COOLEY	HWY 20 (N)	0.89	100+	74	5	Y	Y	Y	O
Expressway	HWY 97 (S)	PARKWAY (S)	CHINA HAT	0.45	100	66	5	Y	Y	Y	O
Expressway	HWY. 20 (N)	UGB (2000)	COOLEY	0.57	100+	76	5+	Y	Y	Y	O
Expressway	HWY. 20 (N)	COOLEY	HWY 97 (N)	0.91	100+	76	5+	Y	Y	Y	O
Expressway	HWY. 20 (E)	12TH ST.	PURCELL	1.06	100	74	5	Y	Y	Y	O
Expressway	HWY. 20 (E)	PURCELL	27TH ST.	0.23	100	74	5	Y	Y	Y	O
Expressway	HWY. 20 (E)	27TH ST.	UGB (2000)	0.40	100	52	3-5	Y	Y	Y	O
Principal Arterial	HWY. 20 (N)	HWY 97 (N)	EMPIRE	0.42	100+	66	5	Y	Y	Y	O
Principal Arterial	HWY. 20 (N)	EMPIRE	DIVISION ST. (N)	1.00	100+	66	5+	Y	Y	Y	O
Principal Arterial	HWY. 20 (N) / 3rd St.	DIVISION ST. (N)	REVERE	0.70	100+	66	5	Y	Y	Y	O
Principal Arterial	HWY. 20 (N) / 3rd St.	REVERE	GREENWOOD	0.53	80-100	64	5	Y	Y	Y	O
Principal Arterial	3RD STREET, SE	GREENWOOD	FRANKLIN	0.27	80-100	64	5	Y	Y	Y	B
Principal Arterial	3RD STREET, SE	FRANKLIN	WILSON	0.80	80-100	64	5	Y	Y	Y	B
Principal Arterial	3RD STREET, SE	WILSON	DIVISION (S)	0.55	80-100	64	5	Y	Y	Y	B
Principal Arterial	3RD STREET, SE	DIVISION (S)	POWERS	0.64	100	74	5	Y	Y	Y	B
Principal Arterial	3RD STREET, SE	POWERS	MURPHY	0.63	100	74	5	Y	Y	Y	B
Principal Arterial	3RD STREET, SE	MURPHY	PARKWAY (S)	0.51	100	76	5	Y	Y	Y	B
Principal Arterial	HWY. 20 (E) (GREENWOOD)	3RD ST., NE	4TH ST.	0.09	80-100	64	5	Y	Y	Y	O
Principal Arterial	HWY. 20 (E) (GREENWOOD)	4TH ST.	8TH ST.	0.34	80-100	64	5	Y	Y	Y	O
Principal Arterial	HWY. 20 (E) (GREENWOOD)	8TH ST.	12TH ST.	0.23	80-100	66	5	Y	Y	Y	O
Major Arterial	27TH ST, NE	BUTLER MKT. RD.	NEFF ROAD	1.33	80-100	48	5	Y	Y	Y	B
Major Arterial	27TH ST, NE	NEFF ROAD	HWY 20 (E)	0.40	100	74	5	Y	Y	Y	B
Major Arterial	27TH ST, NE	HWY 20 (E)	BEAR CREEK RD.	0.26	100	74	5	Y	Y	Y	B
Major Arterial	27TH ST, SE	BEAR CREEK RD.	REED MARKET RD.	1.00	100	48	5	Y	Y	Y	B
Major Arterial	EMPIRE	HWY20 (N) (3RD ST)	PARKWAY	0.15	100	76	5	Y	Y	Y	B
Major Arterial	EMPIRE	PARKWAY	BOYD ACRES RD.	0.28	100	76	5	Y	Y	Y	B
Major Arterial	EMPIRE	BOYD ACRES RD.	(LOWER MEADOW DR)	0.30	100	52	5	Y	Y	Y	B
Major Arterial	EMPIRE	LOWER MEADOW DR	18TH ST.	0.45	100	52	5	Y	Y	Y	B
Major Arterial	EMPIRE	18TH ST, NE	PURCELL (YEOMAN E/W)	0.38	100	52	5	Y	Y	Y	B
Major Arterial	REED MKT. RD.	BOND	PARKWAY	0.45	80	48	3-5	Y	Y	Y	B
Major Arterial	REED MKT. RD.	PARKWAY	3RD ST., SE	0.19	80-100	56	5	Y	Y	Y	B
Major Arterial	REED MKT. RD.	3RD ST., SE	AMERICAN LANE	0.74	80-100	48	5	Y	Y	Y	B
Major Arterial	REED MKT. RD.	AMERICAN LANE	9TH ST., SE	0.09	80-100	48	5	Y	Y	Y	B
Major Arterial	REED MKT. RD.	9TH ST., SE	15TH ST.	0.21	80-100	48	5	Y	Y	Y	B
Major Arterial	REED MKT. RD.	15TH ST., SE	PETTYGREW	0.76	80-100	48	5	Y	Y	Y	B
Major Arterial	REED MKT. RD.	PETTYGREW	27TH ST.	0.25	80-100	48	5	Y	Y	Y	B
Minor Arterial	4TH ST, NE	BUTLER MKT. RD.	ADDISON	0.15	80	42	3	Y	Y	Y	B
Minor Arterial	4TH ST, NE	ADDISON	STUDIO	0.57	80	36	3	Y	Y	Y	B
Minor Arterial	4TH ST, NE	STUDIO	REVERE	0.13	80	38	3	Y	Y	Y	B
Minor Arterial	4TH ST, NE	REVERE	GREENWOOD	0.53	80	40	3	Y	Y	Y	B
Minor Arterial	4TH ST, NE	GREENWOOD	FRANKLIN	0.28	80	40	3	Y	Y	Y	B
Minor Arterial	8TH ST., NE	BUTLER MKT. RD.	REVERE	0.68	80	40	3	Y	Y	Y	B
Minor Arterial	8TH ST., NE	REVERE	GREENWOOD	0.53	80	40	3	Y	Y	Y	B
Minor Arterial	8TH ST., NE	GREENWOOD	FRANKLIN	0.28	80	40	3	Y	Y	Y	B
Minor Arterial	8TH ST., NE/SE	FRANKLIN	WILSON	0.83	80	48	3	Y	Y	Y	B
Minor Arterial	9TH ST., SE	WILSON	REED MARKET RD.	0.57	80	36	3	Y	Y	Y	B
Minor Arterial	14TH ST., NW	NEWPORT	GALVESTON	0.38	80	30	3	Y	Y	Y	B
Minor Arterial	14TH ST., NW/SW	GALVESTON	SIMPSON	0.63	80	38	3	Y	Y	Y	B
Minor Arterial	14TH ST., SW	SIMPSON	COLORADO	0.40	80	43	3	Y	Y	Y	B
Minor Arterial	15TH ST., NE	BEAR CR.	HWY 20	0.39	80	48	2-3	Y	Y	Y	B
Minor Arterial	15TH ST., NE/SE	BEAR CREEK RD.	WILSON	0.49	80	40	3	Y	Y	Y	B
Minor Arterial	15TH ST., SE	WILSON	REED MARKET	0.51	80	40	3	Y	Y	Y	B
Minor Arterial	15TH ST., SE	REED MARKET	KNOIT ROAD	2.05	80	36	3	Y	Y	Y	B
Minor Arterial	18th, NE	TALUS PLACE	COOLEY ROAD	0.38	100	50	3	Y	Y	Y	B
Minor Arterial	18th, NE	COOLEY RD.	YEOMAN (E/W)	1.07	80	52	3	Y	Y	Y	B
Minor Arterial	18th, NE	YEOMAN (E/W)	EMPIRE	0.30	80	52	3	Y	Y	Y	B
Minor Arterial	27TH ST, SE	REED MARKET RD	FERGUSON	0.95	80	36	3	Y	Y	Y	B
Minor Arterial	27TH ST, SE	FERGUSON	RICKARD RD.	1.00	80	48	3	Y	Y	Y	B/D
Minor Arterial	ARIZONA (EB 1-way)	COLORADO	PARKWAY	0.57	60	44	2	Y	Y	Y	B
Local	BEAR CK. RD. (10TH)	FRANKLIN	ALDEN	0.23	80	30	3	Y	Y	Y	B
Minor Arterial	BEAR CK. RD.	ALDEN	15 TH ST.	0.28	80	36	3	Y	Y	Y	B
Minor Arterial	BEAR CK. RD.	15 TH ST.	PETTYGREW	0.74	80	36	3	Y	Y	Y	B
Minor Arterial	BEAR CK. RD.	PETTYGREW	27TH ST.	0.25	80	36	3	Y	Y	Y	B
Minor Arterial	BOND	WALL	GREENWOOD	0.09	80	58	2-3	Y	Y	Y	B
Minor Arterial	BOND	GREENWOOD	FRANKLIN	0.22	80	54	2-3	Y	Y	Y	B
Minor Arterial	BOND	WILSON EXT.	REED MARKET ROAD	0.57	80	36	3	Y	Y	Y	B
Minor Arterial	BOYD ACRES RD	EMPIRE	BRINSON	0.34	80	52	3	Y	Y	Y	B
Minor Arterial	BOYD ACRES RD	BRINSON	BUTLER MARKET	0.63	80	52	3	Y	Y	Y	B
Minor Arterial	BROOKSWOOD	REED MKT. RD.	MC CLELLAN	0.27	80	36	3	Y	Y	Y	B
Minor Arterial	BROOKSWOOD	MC CLELLAN	CANAL	0.34	80	36	3	Y	Y	Y	B
Minor Arterial	BROOKSWOOD	CANAL	POWERS	0.27	80	36	3	Y	Y	Y	B
Minor Arterial	BROOKSWOOD	POWERS	PINEBROOK	0.61	80	36	3	Y	Y	Y	B
Minor Arterial	BROOKSWOOD	PINEBROOK	LODGEPOLE	0.30	80	56	3	Y	Y	Y	B
Minor Arterial	BROOKSWOOD	LODGEPOLE	POPLAR	1.16	80	36	3	Y	Y	Y	B
Minor Arterial	BROOKSWOOD	POPLAR	UGB (2000)	0.21	80	36	3	Y	Y	Y	B

page total = 46.1 Miles

J = Jurisdiction: O=ODOT, D=Deschutes County

B=City of Bend

TSP Appendix A 1.2

EXISTING Street System - Future Conditions

CLASSIFICATION	STREET NAME	FROM	TO	Miles	FUTURE CONDITIONS							J
					ROW	Min. Width	No. Lanes	Curb	Bike Lane	Side walk		
Minor Arterial	BUTLER MKT. RD	HWY 20 (N)	4TH ST.	0.19	80-100'	48	3-5	Y	Y	Y	B	
Minor Arterial	BUTLER MKT. RD	4TH ST.	BOYD ACRES	0.27	80-100'	48	3-5	Y	Y	Y	B	
Minor Arterial	BUTLER MKT. RD	BOYD ACRES RD.	8TH ST./STUDIO	0.51	80-100'	48	3-5	Y	Y	Y	B	
Minor Arterial	BUTLER MKT. RD	8TH ST./STUDIO	WELLS ACRES RD	0.38	80-100'	48	3-5	Y	Y	Y	B	
Minor Arterial	BUTLER MKT. RD	WELLS ACRES RD	PURCELL (YEOMAN n/s)	0.59	80-100'	48	3-5	Y	Y	Y	B	
Minor Arterial	BUTLER MKT. RD	PURCELL (YEOMAN n/s)	27TH ST.	0.49	80-100'	48	3-5	Y	Y	Y	B	
Minor Arterial	BUTLER MKT. RD	27TH ST.	DESCH. MARKET	0.30	80'	48	3	Y	Y	Y	B	
Minor Arterial	BUTLER MKT. RD	DESCH. MARKET	E. URA (2000)	0.51	80'	48	3	Y	Y	Y	B/D	
Minor Arterial	CENTURY DR.	COLORADO	MT. WASHINGTON	0.30	80'	54	3	Y	Y	Y	B	
Minor Arterial	CENTURY DR.	MT. WASHINGTON	E. CAMPBELL RD.	0.61	80'	36	3	Y	Y	Y	B	
Minor Arterial	CENTURY DR.	E. CAMPBELL RD.	UGB (2000)	1.25	80'	36	3	Y	Y	Y	B	
Minor Arterial	COLORADO	CENTURY DR.	SIMPSON	0.72	80'	48	3	Y	Y	Y	B	
Minor Arterial	COLORADO	SIMPSON	WALL	0.28	80'	32	3	Y	Y	Y	B	
Minor Arterial	COLORADO	WALL	PARKWAY(SCOTT)	0.45	80'	38	2	Y	Y	Y	B	
Minor Arterial	COOLEY RD	HWY 20	HWY 97 (N)	0.76	80'	48	3	Y	Y	Y	B	
Minor Arterial	COOLEY RD	HWY 97 (N)	RANCH VALLEY DR.	0.55	80'	52	3	Y	Y	Y	B	
Minor Arterial	COOLEY RD.	RANCH VIL. DR.	NE 18TH ST.	0.25	80'	52	3	Y	Y	Y	B	
Minor Arterial	COOLEY RD.	18TH STREET	TO THE EAST (See Sheet)	0.19	80'	50	3	Y	Y	Y	B	
Minor Arterial	DIVISION ST.	HWY 20 (N)	REVERE	0.70	80'	48	3	Y	Y	Y	B	
Minor Arterial	EMPIRE	O.B. RILEY RD.	HWY20 (N)	0.28	80'	52	3	Y	Y	Y	B	
Minor Arterial	FRANKLIN	WALL	PARKWAY	0.45	80'	40	3	Y	Y	Y	B	
Minor Arterial	FRANKLIN	PARKWAY	3RD ST., NE	0.25	80'	62	3	Y	Y	Y	B	
Minor Arterial	FRANKLIN	3RD ST., NE	4TH ST.	0.09	80'	62	3	Y	Y	Y	B	
Minor Arterial	FRANKLIN	4TH ST., NE	8TH ST.	0.34	80'	36	3	Y	Y	Y	B	
Minor Arterial	FRANKLIN	8TH ST., NE	11TH ST.	0.15	80'	36	3	Y	Y	Y	B	
Minor Arterial	GALVESTON AVE.	17TH ST., NW	14TH ST.	0.32	80'	40	3	Y	Y	Y	B	
Minor Arterial	GALVESTON AVE.	14TH ST., NW	12TH ST.	0.15	80'	44	3	Y	Y	Y	B	
Minor Arterial	GALVESTON AVE.	12TH ST., NW	RIVERSIDE AVE.	0.28	80'	42	3	Y	Y	Y	B	
Minor Arterial	GREENWOOD AVE.	WALL	PARKWAY	0.28	80'	56	3	Y	Y	Y	B	
Minor Arterial	GREENWOOD AVE.	PARKWAY	3RD ST., NE	0.25	80'	56	3	Y	Y	Y	B	
Minor Arterial	HUNNEL ROAD	COOLEY RD.	ROBAL LANE	0.38	80'	48	3	Y	Y	Y	B	
Minor Arterial	KNOTT RD.	CHINA HAT	15TH ST.	1.59	80'	36	3	Y	Y	Y	B	
Minor Arterial	MT. WASHINGTON	HWY 97 (N)	SUMMIT	1.89	80'	36	3	Y	Y	Y	B	
Minor Arterial	MT. WASHINGTON	SUMMIT	PUTNAM	1.52	80'	48	3	Y	Y	Y	B	
Minor Arterial	MT. WASHINGTON	PUTNAM	SHEVLIN PK.	1.36	80'	36	3	Y	Y	Y	B	
Minor Arterial	MT. WASHINGTON	SHEVLIN PK. RD.	SKYLINER RD	1.00	80	48	3	Y	Y	Y	B	
Minor Arterial	MT. WASHINGTON	SKYLINERS RD.	TROON	0.49	80	48	3-5	Y	Y	Y	B	
Minor Arterial	MT. WASHINGTON	TROON	CENTURY DR.	1.00	80	48	3-5	Y	Y	Y	B	
Minor Arterial	NEFF RD./PENN	8TH STREET	PURCELL	1.00	80'	36	3	Y	Y	Y	B	
Minor Arterial	NEFF RD.	PURCELL	27TH ST.	0.49	80'	44	3	Y	Y	Y	B	
Minor Arterial	NEFF RD.	27TH ST., NE	UGB (2000)	0.63	80'	40	3	Y	Y	Y	B	
Minor Arterial	NEWPORT	COLLEGE WAY	14TH ST.	0.28	80'	40	3	Y	Y	Y	B	
Minor Arterial	NEWPORT	14TH ST., NW	9TH ST.	0.34	80'	40	3	Y	Y	Y	B	
Minor Arterial	NEWPORT	9TH ST., NW	AWBREY RD.	0.45	80'	40	3	Y	Y	Y	B	
Minor Arterial	NEWPORT	AWBREY RD.	WALL	0.20	80'	48	3	Y	Y	Y	B	
Minor Arterial	OLNEY AVE.	WALL (HILL)	3RD ST., NE	0.34	80'	48	3	Y	Y	Y	B	
Minor Arterial	OLNEY AVE.	3RD ST., NE	6TH ST.	0.17	80'	40	3	Y	Y	Y	B	
Minor Arterial	OLNEY AVE.	6TH ST., NE	NEFF / 8TH	0.19	60-80	40	2-3	Y	Y	Y	B	
Minor Arterial	REED MARKET RD	CENTURY DR.	BOND	0.95	100	48	2	Y	Y	Y	B	
Minor Arterial	REVERE	WALL	DIVISION	0.22	80-100'	62	3-5	Y	Y	Y	B	
Minor Arterial	REVERE	DIVISION	3RD/HWY97	0.17	80-100'	54	3-5	Y	Y	Y	B	
Minor Arterial	REVERE	3RD STREET	4TH ST.	0.09	80-100'	64	3-5	Y	Y	Y	B	
Minor Arterial	REVERE	4TH ST.	8TH ST.	0.34	80-100'	36	3-5	Y	Y	Y	B	
Minor Arterial	RIVERSIDE	GALVESTON	WALL	0.49	80'	44	3	Y	Y	Y	B	
Minor Arterial	ROBAL LANE	HWY 20	HUNNEL	0.38	80'	50	3-5	Y	Y	Y	B	
Minor Arterial	ROBAL LANE	HUNNEL	HWY 97	0.15	80'	74	3-5	Y	Y	Y	B	
Minor Arterial	SHEVLIN PK. RD.	W. URA (2000)	MT. WASHINGTON	1.57	80'	48	3	Y	Y	Y	B	
Minor Arterial	SHEVLIN PK. RD.	MT. WASHINGTON	COLLEGE WAY	1.00	80'	56	3	Y	Y	Y	B	
Minor Arterial	SIMPSON AVE.	MT. WASHINGTON	14TH ST.	0.61	80'	36	3	Y	Y	Y	B	
Minor Arterial	SIMPSON AVE.	14TH ST., NWSW	COLORADO	0.42	80'	40	3	Y	Y	Y	B	
Minor Arterial	SKYLINERS RD.	UGB (2000)	MT. WASHINGTON	0.53	80'	36	3	Y	Y	Y	B	
Minor Arterial	SKYLINERS RD.	MT. WASHINGTON	17TH ST.	0.85	80'	36	3	Y	Y	Y	B	
Minor Arterial	WALL (HILL/DES.PL)	REVERE	PORTLAND	0.39	80-100'	48	3-5	Y	Y	Y	B	
Minor Arterial	WALL/HILL	PORTLAND	GREENWOOD	0.30	80-100'	56	3-5	Y	Y	Y	B	
Minor Arterial	WALL	GREENWOOD	FRANKLIN	0.21	80'	56	3	Y	Y	Y	B	
Minor Arterial	WILSON	BOND ST.	PARKWAY	0.32	80'	36	3	Y	Y	Y	B	
Minor Arterial	WILSON	PARKWAY	3RD ST., SE	0.28	80'	48	3	Y	Y	Y	B	

page total = 34.7 Miles

Total Art. exist = 80.8 Miles

J= Jurisdiction:O=ODOT, D=Deschutes County

B=City of Bend

TSP Appendix A 1.2

EXISTING Street System - Future Conditions

CLASSIFICATION	STREET NAME	FROM	TO	Miles	FUTURE CONDITIONS						
					ROW	Min. Width	No. Lanes	Curb	Bike Lane	Side Walk	J
Major Collector	2ND, SE	SCOTT ST.	WILSON AVE.	0.38	80'	36	3	Y	Y	Y	B
Major Collector	4TH ST, NE	FRANKLIN	GLENWOOD (ALDEN)	0.31	80'	36	3	Y	Y	Y	B
Major Collector	9TH, NW	TRENTON	NEWPORT	0.21	80'	36	3	Y	Y	Y	B
Major Collector	12TH, NW	SUMMIT AVE.	TRENTON	0.47	80'	34	3	Y	Y	Y	B
Major Collector	18TH, NE [B STREET]	EMPIRE	BRINSON BLVD.	0.51	80'	48	3	Y	Y	Y	B
Major Collector	ALDEN	4TH ST.	GLENWOOD	0.13	80'	36	3	Y	Y	Y	B
Major Collector	AMERICAN LANE	REED MKT. RD.	BROSTERHOUS	0.44	80'	36	3	Y	Y	Y	B
Major Collector	ARCHIB BRIGGS RD.	MT. WASHINGTON	O.B. RILEY	1.25	80'	36	3	Y	Y	Y	B
Major Collector	AWBREY	MT. WASHINGTON	WILMINGTON	0.45	80'	36	2	Y	Y	Y	B
Major Collector	AWBREY	WILMINGTON	SAGINAW	0.21	60'	32	2	Y	Y	Y	B
Major Collector	AWBREY	SAGINAW	PORTLAND	0.12	60'	30	2	Y	Y	Y	B
Major Collector	AWBREY	PORTLAND	NEWPORT	0.17	80'	30	2	Y	Y	Y	B
Major Collector	BEAR CK. RD.	27TH ST.	E. UGB (2000)	0.51	80'	36	3	Y	Y	Y	B
Major Collector	BLAKELY ROAD	POWERS ROAD	FRONTAGE ROAD (W)	0.30	60'	28	2	Y	Y	Y	B
Major Collector	BOND	FRANKLIN	COLORADO AVE.	0.38	80'	36	3	Y	Y	Y	B
Major Collector	BOND	COLORADO AVE.	INDUSTRIAL WAY	0.14	60'	38	1-2	Y	Y	Y	B
Major Collector	BOND	INDUSTRIAL WAY	WILSON AVE.	0.57	80'	36	3	Y	Y	Y	B
Local	BOYD ACRES ROAD	COOLEY ROAD	EMPIRE AVE.	1.63	60'	28	2	Y	Y	Y	B
Major Collector	BRINSON BLVD.	BOYD AC. RD.	BUTLER MKT.	0.85	80'	36	3	Y	Y	Y	B
Major Collector	BRITTA	HARDY	MARINER	0.16	80'	56	3	Y	Y	Y	B
Major Collector	BRITTA	ELLIE	EMPIRE AVE.	0.08	80'	56	3	Y	Y	Y	B
Major Collector	BROSTERHOUS	THIRD STREET	CHASE ROAD	0.47	80'	36	3	Y	Y	Y	B
Major Collector	BROSTERHOUS	CHASE ROAD	AMERICAN LANE	0.44	80'	36	3	Y	Y	Y	B
Major Collector	BROSTERHOUS	AMERICAN LANE	MURPHY	0.73	80'	36	3	Y	Y	Y	B
Major Collector	BROSTERHOUS	MURPHY	KNOTT ROAD	0.84	80'	36	3	Y	Y	Y	B
Major Collector	CHASE ROAD	PARRELL RD.	MOWITCH	0.17	80'	30	3	Y	Y	Y	B
Major Collector	CHINA HAT	HWY 97 (S)	KNOTT ROAD	0.76	80'	42	3	Y	Y	Y	B
Major Collector	CLAUSEN DRIVE	(N. TERMINUS)	CLAUSEN DR (E/W)	0.14	60'	30	2	Y	Y	Y	B
Major Collector	COLLEGE WAY	NEWPORT	SAGINAW	0.34	80'	40	3	Y	Y	Y	B
Major Collector	COUNTRY CLUB	MURPHY RD.	KNOTT ROAD	1.14	80'	36	3	Y	Y	Y	B
Major Collector	DESCHUTES MKT RD.	BUTLER MKT RD.	N. UGB	0.21	80'	38	3	Y	Y	Y	B
Major Collector	DIVISION ST.	PARKWAY	BROSTERHOUS 3RD ST	0.26	80'	48	3	Y	Y	Y	B
Major Collector	EAGLE ROAD	BUTLER MARKET	NEFF ROAD	1.50	80'	36	3	Y	Y	Y	B
Major Collector	FERGUSON RD.	SE 15TH	SE 27TH ST.	1.17	80'	36	3	Y	Y	Y	B
Major Collector	GLENWOOD	ALDEN	9TH ST.	0.28	80'	36	3	Y	Y	Y	B
Major Collector	'H I' [SKYLINE RANCH]	NW LOLO DRIVE	SKYLINER RD.	0.09	80'	36	2-3	Y	Y	Y	B
Major Collector	HAWTHORNE OREGON	WALL ST.	PARKWAY	0.25	80'	34	3	Y	Y	Y	B
Major Collector	HAWTHORNE AVE.	NE 1ST	NE 4TH	0.32	80'	36	3	Y	Y	Y	B
Major Collector	INDUSTRIAL WAY	COLORADO AVE.	BOND STREET, SOUTH	0.27	60-70'	36	2-3	Y	Y	Y	B
Major Collector	JAMIESON	EMPIRE	(N. OF N. FIRE STATION)	0.75	60'	28	2	Y	Y	Y	B
Major Collector	LOCO (E/W CLAUSEN)	HUNNEL	CLAUSEN DR (NS)	0.27	60'	32	2	Y	Y	Y	B
Major Collector	LODGEPOLE	BROOKSWOOD	MAHOGANY	0.28	60'	36	2-3	Y	Y	Y	B
Major Collector	LODGEPOLE	MAHOGANY	POPLAR	0.27	60'	36	2-3	Y	Y	Y	B
Major Collector	METOLIUS [K]	UGB (2000)	MT. WASH. DRIVE	0.55	60-80'	32	2-3	Y	Y	Y	B
Local	(old) MURPHY RD.	THIRD STREET	PARRELL RD.	0.19	80-100'	36	2-3	Y	Y	Y	B
Major Collector	MURPHY RD.	PARRELL RD.	COUNTRY CLUB	0.34	60-70'	36	2-3	Y	Y	Y	B
Major Collector	MURPHY RD.	COUNTRY CLUB	BROSTERHOUS	0.64	60-70'	36	2-3	Y	Y	Y	B
Major Collector	NELS ANDERSON	(N. TERMINUS)	ROBAL ROAD	0.39	60-70'	32	2-3	Y	Y	Y	B
Major Collector	NW XING DR (1-1 E/W)	MT. WASH. DRIVE	SHEVLIN PARK RD	0.78	80'	44	2-3	Y	Y	Y	B
Major Collector	NW XING DR (1-2 E/W)	'H-I' COLLECTOR	MT. WASH. DRIVE	0.34	80'	44	2-3	Y	Y	Y	B
Major Collector	O.B. RILEY	UGB (2000)	EMPIRE AVE.	0.68	100'	48	3	Y	Y	Y	B
Major Collector	O.B. RILEY	EMPIRE	HWY 20 (N)	0.76	100'	36	3	Y	Y	Y	B
Major Collector	PARRELL RD.	BROSTERHOUS	POWERS	0.53	60-70'	34	2-3	Y	Y	Y	B
Major Collector	PARRELL RD.	POWERS	MURPHY	0.64	60-70'	34	2-3	Y	Y	Y	B
Major Collector	PARRELL RD.	MURPHY	CHINA HAT	0.95	60-70'	34	2-3	Y	Y	Y	B
Major Collector	PETTIGREW	BEAR CREEK RD.	REED MKT. RD.	1.00	60-70'	36	2-3	Y	Y	Y	B
Major Collector	PONDEROSA	POPLAR	HWY 97(S)	0.55	60-70'	36	2-3	Y	Y	Y	B
Major Collector	PORTLAND AVE.	COLLEGE WAY	9TH ST., NE	0.70	60-70'	36	2-3	Y	Y	Y	B
Major Collector	PORTLAND AVE.	9TH ST., NE	WALL ST.	0.81	60-70'	36	2-3	Y	Y	Y	B
Major Collector	POWERS	BROOKSWOOD	PARKWAY	0.28	60-70'	74	5	Y	Y	Y	B
Major Collector	POWERS	PARKWAY	3RD STREET	0.17	60-70'	74	5	Y	Y	Y	B
Major Collector	POWERS	3RD STREET	PARRELL RD.	0.14	60-70'	48	3	Y	Y	Y	B
Major Collector	PURCELL (YEOMAN a/s)	YEOMAN (E/W)	BUTLER MARKET RD.	0.76	60-70'	36	2-3	Y	Y	Y	B
Major Collector	PURCELL BLVD.	BUTLER MKT. RD.	OCKER DR.	0.51	60-70'	40	2-3	Y	Y	Y	B
Major Collector	PURCELL BLVD.	PATTERSON CT.	NEFF	0.40	60-70'	40	2-3	Y	Y	Y	B
Major Collector	PURCELL BLVD.	NEFF	HWY 20	0.45	60-70'	40	2-3	Y	Y	Y	B
Major Collector	PURCELL BLVD.	HWY 20 (E)	TWIN KNOLLS	0.11	60-70'	40	2-3	Y	Y	Y	B
Major Collector	PURCELL BLVD.	TWIN KNOLLS	BEAR CR. RD.	0.11	80'	48	2-3	Y	Y	Y	B
Major Collector	PUTMAN	BUCK DR	MT. WASH. DR.	0.76	60-70'	40	2-3	Y	Y	Y	B
Major Collector	SCOTT AVE.	PARKWAY ST.	SE 2ND.	0.34	60-70'	36	2-3	Y	Y	Y	B
Major Collector	SKYLINE RANCH [H 1']	SHEVLIN PARK RD.	(TO NW XING)	0.91	60-70'	52	2-3	Y	Y	Y	B
Major Collector	SKYLINE RANCH [H 1']	NW LOLO DRIVE	SKYLINERS RD.	0.09	80'	36	2-3	Y	Y	Y	B
Major Collector	SKYLINE RANCH [H 2']	SKYLINERS RD.	CENTURY DRIVE	2.39	80'	30	2	N	Y	Y	B/D
Major Collector	STUDIO RD.	4TH ST., NE	BUTLER MARKET RD.	0.51	60-70'	40	2-3	Y	Y	Y	B
Major Collector	SUMMIT AVE.	MT. WASH. DR. (W)	MT. WASH. DR. (E)	2.23	60-70'	36	2-3	Y	Y	Y	B
Major Collector	WALL ST.	FRANKLIN AVE.	COLORADO AVE.	0.44	60-70'	36	2	Y	Y	Y	B
Major Collector	WALL ST.	COLORADO AVE.	INDUSTRIAL WAY	0.14	60-70'	38	1-2	Y	Y	Y	B
Major Collector	WELLS ACRE RD.	BUTLER MKT RD	PURCELL	0.57	60'	40	2-3	Y	Y	Y	B
Major Collector	WELLS ACRE RD.	PURCELL	NE 27TH	0.42	60'	40	2-3	Y	Y	Y	B
Major Collector	WILSON AVE.	SE 3RD	SE 9TH ST.	0.52	60-70'	36	2-3	Y	Y	Y	B
Major Collector	WILSON AVE.	SE 9TH ST.	SE 15TH ST.	0.45	60-70'	42	2-3	Y	Y	Y	B
Major Collector	YEOMAN E/W	DESERT SAGE	PURCELL (YEOMAN a/s)	0.12	60-70'	40	2-3	Y	Y	Y	B

Total Collectors coloring = 42.88 Miles

J = Jurisdiction: O=ODOT, D=Deschutes County
B=City of Bend

TSP Appendix A 1.3

FUTURE Street System - Future Conditions

Arterial Streets						FUTURE CONDITIONS						
CLASSIFICATION	STREET NAME	FROM	TO	Miles	ROW	Min. Width	No. Lanes	Curb	Bike Lane	Side walk	J	
Major Arterial	EMPIRE AVE.	YEOMAN ^{n/s} (PURCELL)	BUTLER MARKET RD.	0.57	80	56	3-5	Y	Y	Y	B/D	
Minor Arterial	11TH ST., NE	FRANKLIN	BEAR CREEK ROAD	0.32	80'	36	3	Y	Y	Y	B	
Minor Arterial	18TH STREET	N. UGB	TALUS PLACE	0.81	100	74	3	Y	Y	Y	B	
Minor Arterial	CONNECTOR ROAD	COOLEY RD.	HWY 97	0.49	100	48	3	Y	Y	Y	B	
Minor Arterial	COOLEY RD.	DEAD END	UGB (2000) [Canal]	0.42	100	50	3	Y	Y	Y	B	
Minor Arterial	MURPHY ROAD	BROOKSWOOD	PARKWAY	0.36	60	36	2	Y	Y	Y	B	
Minor Arterial	MURPHY ROAD	PARKWAY	PARRELL ROAD	0.32	100	48	3-5	Y	Y	Y	B	
Major Collector	9TH STREET	TRENTON	SONORA	0.23	60-70'	32	2	Y	Y	Y	B	
Major Collector	(NEW) AMERICAN LANE	REED MKT. RD.	(OLD) AMERICAN LN.	0.07	60-70'	56	2-3	Y	Y	Y	B	
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LANE	0.38	80	48	2-3	Y	Y	Y	B	
Major Collector	BRITTA	UGB	HARDY	0.09	80	56	2-3	Y	Y	Y	B	
Major Collector	BRITTA	MARINER	HALFWAY	0.12	80	56	2-3	Y	Y	Y	B	
Major Collector	BRITTA	HALFWAY	ELLIE	0.12	80	56	2-3	Y	Y	Y	B	
Major Collector	CHASE	MOWITCH	BROSTERHOUS	0.28	60-70'	30	2-3	Y	Y	Y	B	
Major Collector	CLAUSEN DRIVE (N/S)	CLAUSEN (E/W)	(S. TERMINUS)	0.23	60'	30	2	Y	Y	Y	B	
Major Collector	HWY 20:FRONTAGE	COOLEY ROAD	ROBAL LANE	0.51	80'	30	3	Y	Y	Y	B	
Major Collector	HAWTHORNE	PARKWAY	NE 1ST.	0.08	60-70'	36	2-3	Y	Y	Y	B	
Major Collector	HWY 97 FRONTAGE ROAD - W	BADGER ROAD	MURPHY ROAD	0.68	40'	34	2	Y	Y	Y	B	
Major Collector	HWY 97 FRONTAGE ROAD - W	MURPHY ROAD	PARKWAY (OFFRAMP)	0.21	80'	64	2-3	Y	Y	Y	B	
Major Collector	HWY 97 FRONTAGE ROAD - W	PARKWAY (OFFRAMP)	PONDEROSA	0.57	60'	42	2	Y	Y	Y	B	
Major Collector	JAMIESON ROAD	BRITTA	(N. FIRE STATION)	0.11	60'	28	2	Y	Y	Y	B	
Major Collector	MURPHY RD.	BROSTERHOUS	SE 15TH ST.	0.47	60-70'	36	2-3	Y	Y	Y	B	
Major Collector	PURCELL BLVD.	OCKER	HOLIDAY AVE.	0.42	60-70'	36	2-3	Y	Y	Y	B	
Major Collector	REED MKT. RD.	27TH ST., SE	UGB (2000)	0.27	60-70'	36	2-3	Y	Y	Y	B	
Major Collector	YEOMAN E/W	18TH STREET	DESERT SAGE	0.14	80	36	2-3	Y	Y	Y	B	
Major Collector	BEAL	NE 27TH.	UGB	0.50	60-70'	48	2-3	Y	Y	Y	B	
Major Collector	AMERICAN LN	REED MKT. RD.	AMERICAN LN	0.08	60-70'	56	2-3	Y	Y	Y	B	
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LN	0.45	60-70'	48	2-3	Y	Y	Y	B	
Major Collector	SUMMIT	SKYLINE RANCH	MT. WASH. DR.	0.49	60-70'	32	2-3	Y	Y	Y	B	
Major Collector	SKYLINE RANCH	S. of Shevlin Crest Sub	NW LOLO DRIVE	1.07	80	36	2-3	Y	Y	Y	B/D	
Major Collector	LEMHI PASS DR.	NW CROSSING DR	SKYLINER ROAD	0.34	80'	44	2-3	Y	Y	Y	B	
Major Collector	GLEN VISTA	O.B. RILEY	COOLEY ROAD	0.21	80'	36	2-3	Y	Y	Y	B	
Major Collector	BRITTA	ROBAL LANE	EMPIRE BLVD.	0.72	80'	30	2-3	Y	Y	Y	B	

Total Collectors existing = 8.84 Miles

TSP Appendix B 1.1

EXISTING Street System - Modernization Costs

* planning level estimates											Interest		Other		2012
CLASSIFICATION	STREET NAME	FROM	TO	Acft	W	FR	ROW	ROW	Shoulder	Investment	Interest	Other	Total		
				ft	ft	ft	\$	\$	\$	\$	\$	\$	\$		
Citywide	ITS PROJECTS	CITYWIDE					\$0	\$0	\$0	\$0	\$0	\$0	\$39,100,000		
Expressway	N. PARKWAY (NEW 97)	HWY 20/97 "Y"	COLORADO	16,200	74	74	\$3,250,000	(included)	\$0	\$0	\$0	\$0	\$3,250,000		
Expressway	S. PARKWAY (NEW 97)	HWY 97(S)	COLORADO	20,350	74	74	\$7,160,000		\$0	\$0	\$0	\$220,000	\$7,400,000		
Expressway	HWY 97 (N)	N. UGB (2000)	COOLEY	3,200	74	74	\$30,000,000		\$0	(included)	\$0	\$0	\$30,000,000		
Expressway	HWY 97 (N)	COOLEY	HWY 20 (N)	4,700	74	74	\$1,310,000		\$0	(included)	\$0	\$0	\$1,310,000		
Expressway	HWY 97 (S)	PARKWAY (S)	CHINA HAT	2,600	66	65	\$0	\$0	\$340,000	\$0	\$0	\$0	\$0		
Expressway	HWY 20 (N)	UGB (2000)	COOLEY	2,600	60	78	\$760,000	\$0	\$420,000	\$0	\$10,000,000	\$0	\$10,780,000		
Expressway	HWY 20 (N)	COOLEY	HWY 97 (N)	4,800	60	78	\$1,120,000	\$0	\$680,000	\$0	\$0	\$0	\$1,800,000		
Expressway	HWY 20 (E)	12TH ST.	PURCELL	1,600	74	74	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000		
Expressway	HWY 20 (E)	PURCELL	27TH ST.	1,200	74	74	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Expressway	HWY 20 (E)	27TH ST.	UGB (2000)	2,100	52	52	\$340,000	\$0	\$740,000	\$0	\$0	\$0	\$340,000		
Principal Arterial	HWY 20 (N)	HWY 97 (N)	EMPIRE	1,200	66	65	\$330,000	\$0	\$310,000	\$0	\$0	\$0	\$330,000		
Principal Arterial	HWY 20 (N)	EMPIRE	DIVISION ST. (N)	5,300	66	65	\$520,000	\$0	\$560,000	\$0	\$0	\$0	\$520,000		
Principal Arterial	HWY 20 (N) / 3rd St.	DIVISION ST. (N)	REVERE	1,700	66	65	\$390,000	\$0	\$390,000	\$0	\$0	\$0	\$390,000		
Principal Arterial	HWY 20 (N) / 3rd St.	REVERE	GREENWOOD	2,400	64	64	\$780,000	\$0	\$290,000	\$0	\$0	\$0	\$780,000		
Principal Arterial	3RD STREET, SE	GREENWOOD	FRANKLIN	1,400	64	64	\$150,000	\$0	\$130,000	\$0	\$0	\$0	\$150,000		
Principal Arterial	3RD STREET, SE	FRANKLIN	WILSON	4,200	64	64	\$420,000	\$220,000	\$420,000	\$210,000	\$3,230,000	\$0	\$4,070,000		
Principal Arterial	3RD STREET, SE	WILSON	DIVISION (S)	2,900	63	64	\$290,000	\$0	\$290,000	\$3,660,000	\$0	\$0	\$4,150,000		
Principal Arterial	3RD STREET, SE	DIVISION (S)	POWERS	3,600	74	74	\$340,000	\$0	\$310,000	\$3,890,000	\$0	\$0	\$4,220,000		
Principal Arterial	3RD STREET, SE	POWERS	MURPHY	3,300	74	74	\$330,000	\$0	\$330,000	\$630,000	\$0	\$0	\$990,000		
Principal Arterial	3RD STREET, SE	MURPHY	PARKWAY (S)	2,700	76	76	\$4,460,000	\$0	\$430,000	\$0	\$2,730,000	\$0	\$7,180,000		
Principal Arterial	HWY 20 (E) (GREENWOOD)	3RD ST., NE	4TH ST.	400	64	64	\$10,000	\$0	\$10,000	\$210,000	\$0	\$0	\$230,000		
Principal Arterial	HWY 20 (E) (GREENWOOD)	4TH ST.	8TH ST.	1,800	64	64	\$130,000	\$0	\$130,000	\$390,000	\$0	\$0	\$520,000		
Principal Arterial	HWY 20 (E) (GREENWOOD)	8TH ST.	12TH ST.	1,200	63	66	\$90,000	\$0	\$90,000	\$90,000	\$0	\$0	\$1,800,000		
Major Arterial	27TH ST, NE	BUTLER MKT. RD.	NEFF ROAD	1,800	48	48	\$1,000,000	\$0	\$30,000	\$3,360,000	\$0	\$0	\$4,390,000		
Major Arterial	27TH ST, NE	NEFF ROAD	HWY 20 (E)	2,100	66	74	\$230,000	\$450,000	\$0	\$450,000	\$0	\$0	\$1,150,000		
Major Arterial	27TH ST, NE	HWY 20 (E)	BEAR CREEK RD.	1,300	74	74	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0		
Major Arterial	27TH ST, SE	BEAR CREEK RD.	REED MARKET RD	5,100	30	48	\$3,670,000	\$1,060,000	\$0	\$0	\$0	\$0	\$4,690,000		
Major Arterial	EMPIRE	HWY20 (N) [3RD ST]	PARKWAY	700	46	76	\$4,210,000	\$0	\$0	\$420,000	\$0	\$0	\$4,630,000		
Major Arterial	EMPIRE	PARKWAY	BOYD ACRES RD.	1,500	76	76	\$2,240,000	\$0	\$0	\$5,290,000	\$0	\$0	\$7,440,000		
Major Arterial	EMPIRE	BOYD ACRES RD.	OWER MEADOW DR)	1,500	52	52	\$870,000	\$320,000	\$120,000	\$0	\$0	\$0	\$1,310,000		
Major Arterial	EMPIRE	(LOWER MEADOW DR)	18TH ST.	2,300	52	52	\$1,300,000	\$480,000	\$170,000	\$3,000,000	\$0	\$0	\$4,770,000		
Major Arterial	EMPIRE	18TH ST, NE	PURCELL (YEOMAN RD)	2,600	40	52	\$990,000	\$300,000	\$140,000	\$0	\$1,690,000	\$0	\$2,980,000		
Major Arterial	REED MKT. RD.	BOND	PARKWAY	2,600	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Major Arterial	REED MKT. RD.	PARKWAY	3RD ST., SE	1,000	56	56	\$0	\$120,000	\$70,000	\$3,560,000	\$0	\$0	\$3,650,000		
Major Arterial	REED MKT. RD.	3RD ST., SE	AMERICAN LANE	3,900	38	48	\$5,550,000	\$400,000	\$420,000	\$2,800,000	\$0	\$0	\$8,740,000		
Major Arterial	REED MKT. RD.	AMERICAN LANE	9TH ST., SE	500	48	48	\$710,000	\$50,000	\$70,000	\$0	\$6,000,000	\$0	\$6,760,000		
Major Arterial	REED MKT. RD.	9TH ST., SE	15TH ST.	1,100	48	48	\$1,560,000	\$0	\$100,000	\$3,000,000	\$0	\$0	\$4,560,000		
Major Arterial	REED MKT. RD.	15TH ST., SE	PETTYGREW	4,000	36	48	\$5,660,000	\$170,000	\$510,000	\$1,200,000	\$0	\$0	\$7,120,000		
Major Arterial	REED MKT. RD.	PETTYGREW	27TH ST.	1,300	52	48	\$1,840,000	\$60,000	\$110,000	\$300,000	\$0	\$0	\$2,190,000		
Minor Arterial	4TH ST, NE	BUTLER MKT. RD.	ADDISON	800	42	42	\$130,000	\$0	\$120,000	\$0	\$0	\$0	\$130,000		
Minor Arterial	4TH ST, NE	ADDISON	STUDIO	3,000	36	36	\$480,000	\$0	\$230,000	\$0	\$0	\$0	\$480,000		
Minor Arterial	4TH ST, NE	STUDIO	REVERE	700	38	38	\$120,000	\$0	\$80,000	\$420,000	\$0	\$0	\$520,000		
Minor Arterial	4TH ST, NE	REVERE	GREENWOOD	2,800	40	40	\$450,000	\$0	\$300,000	\$420,000	\$0	\$0	\$870,000		
Minor Arterial	4TH ST, NE	GREENWOOD	FRANKLIN	1,500	32	40	\$200,000	\$0	\$160,000	\$0	\$0	\$0	\$200,000		
Minor Arterial	8TH ST., NE	BUTLER MKT. RD.	REVERE	3,600	40	40	\$360,000	\$0	\$380,000	\$0	\$0	\$0	\$360,000		
Minor Arterial	8TH ST., NE	REVERE	GREENWOOD	2,100	37	40	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000		
Minor Arterial	8TH ST., NE	GREENWOOD	FRANKLIN	1,500	40	40	\$110,000	\$0	\$110,000	\$0	\$0	\$0	\$110,000		
Minor Arterial	8TH/9TH ST, NE/SE	FRANKLIN	WILSON	4,400	44	48	\$310,000	\$0	\$310,000	\$0	\$0	\$0	\$310,000		
Minor Arterial	9TH ST., SE	WILSON	REED MARKET RD.	3,800	24	36	\$200,000	\$450,000	\$300,000	\$1,300,000	\$0	\$0	\$2,050,000		
Minor Arterial	14TH ST., NW	NEWPORT	GALVESTON	2,800	30	30	\$180,000	\$0	\$140,000	\$0	\$0	\$0	\$140,000		
Minor Arterial	14TH ST., NW/SW	GALVESTON	SIMPSON	3,200	41	38	\$460,000	\$0	\$260,000	\$0	\$0	\$0	\$460,000		
Minor Arterial	14TH ST., SW	SIMPSON	COLORADO	2,100	42	43	\$1,450,000	\$0	\$140,000	\$0	\$0	\$0	\$1,450,000		
Minor Arterial	15TH ST., NE	BEAR CR.	HWY 20	2,850	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Minor Arterial	15TH ST, NE/SE	BEAR CREEK RD.	WILSON	2,400	40	40	\$1,320,000	\$0	\$0	\$0	\$0	\$0	\$1,320,000		
Minor Arterial	15TH ST, SE	WILSON	REED MARKET	3,700	40	40	\$1,370,000	\$140,000	\$0	\$1,300,000	\$0	\$0	\$2,800,000		
Minor Arterial	15TH ST, SE	REED MARKET	KNOTT ROAD	10,800	56	36	\$960,000	\$540,000	\$900,000	\$3,260,000	\$0	\$0	\$4,860,000		
Minor Arterial	18th, NE	TALUS PLACE	COOLEY ROAD	2,000	50	50	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Minor Arterial	18th, NE	COOLEY RD.	YEOMAN (E/W)	3,800	42	52	\$3,450,000	(included)	\$320,000	\$0	\$0	\$0	\$3,150,000		
Minor Arterial	18th, NE	YEOMAN (E/W)	EMPIRE	1,200	42	52	\$900,000	(included)	\$110,000	\$0	\$0	\$0	\$960,000		
Minor Arterial	27TH ST, SE	REED MARKET RD	FERGUSON	5,000	30	36	\$150,000	\$1,000,000	\$390,000	\$1,300,000	\$0	\$0	\$2,450,000		
Minor Arterial	27TH ST, SE	FERGUSON	RICKARD RD.	3,500	48	48	\$210,000	\$2,060,000	\$520,000	\$0	\$0	\$0	\$2,210,000		
Minor Arterial	ARIZONA (EB 1-way)	COLORADO	PARKWAY	3,800	36	44	\$210,000	\$0	\$210,000	\$0	\$0	\$0	\$210,000		
Local	BEAR CK. RD. (10TH)	FRANKLIN	ALDEN	1,200	30	30	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Minor Arterial	BEAR CK. RD.	ALDEN	15 TH ST.	1,200	36	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Minor Arterial	BEAR CK. RD.	15 TH ST.	PETTYGREW	2,900	30	36	\$620,000	\$0	\$410,000	\$0	\$0	\$0	\$620,000		
Minor Arterial	BEAR CK. RD.	PETTYGREW	27TH ST.	1,300	30	36	\$900,000	\$0	\$150,000	\$1,200,000	\$0	\$0	\$2,200,000		
Minor Arterial	BOND	WALL	GREENWOOD	300	28	28	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Minor Arterial	BOND	GREENWOOD	FRANKLIN	1,150	54	54	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Minor Arterial	BOND	WILSON EXT.	REED MARKET ROAD	2,000	36	36	\$0	\$0	\$0	\$1,120,000	\$0	\$0	\$1,120,000		
Minor Arterial	BOYD ACRES RD	EMPIRE	BRINSON	1,200	32	32	\$910,000	\$0	\$910,000	\$1,200,000	\$0	\$0	\$2,210,000		
Minor Arterial	BOYD ACRES RD	BRINSON	BUTLER MARKET	2,500	40	52	\$1,670,000	\$500,000	\$400,000	\$0	\$1,750,000	\$0	\$3,910,000		
Minor Arterial	BROOKSWOOD	REED MKT. RD.	MC CLELLAN	1,000	36	36	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$100,000		
Minor Arterial	BROOKSWOOD	MC CLELLAN	CANAL	1,200	36	36	\$130,000	\$0	\$150,000	\$0	\$0	\$0	\$130,000		
Minor Arterial	BROOKSWOOD	CANAL	POWERS	1,000	36	36	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$100,000		
Minor Arterial	BROOKSWOOD	POWERS	PINEBROOK	2,200	36	36	\$2,200,000	\$0	\$210,000	\$4,300,000	\$0	\$0	\$6,500,000		
Minor Arterial	BROOKSWOOD	PINEBROOK	LODGEPOLE	1,300	36	36	\$1,090,000	\$0	\$140,000	\$2,600,000	\$0	\$0	\$3,690,000		
Minor Arterial	BROOKSWOOD	LODGEPOLE	POPLAR	4,100	32	36	\$430,000	\$0	\$430,000	\$0	\$0	\$0	\$430,000		
Minor Arterial	BROOKSWOOD	POPLAR	UGB (2000)	1,100	36	36	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0		

TSP Appendix B 1.1

EXISTING Street System - Modernization Costs

CLASSIFICATION	STREET NAME	FROM	TO	Acres	W	HW	Rmt/TC	ROW	[Shoulder]	Intersections Improvements	Bridges, Adjuncts, etc.	2012	
												Other	Total
Minor Arterial	BUTLER MKT. RD	HWY 20 (N)	4TH ST.	1,620	48	48	\$0	\$0	\$20,000	\$1,200,000	\$0	\$0	\$1,200,000
Minor Arterial	BUTLER MKT. RD	4TH ST.	BOYD ACRES	1,430	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	BUTLER MKT. RD	BOYD ACRES RD.	8TH ST./STUDIO	2,320	48	48	\$190,000	\$0	\$140,000	\$0	\$0	\$0	\$190,000
Minor Arterial	BUTLER MKT. RD	8TH ST./STUDIO	WELLS ACRES RD	2,600	48	48	\$300,000	\$0	\$200,000	\$1,200,000	\$0	\$0	\$1,500,000
Minor Arterial	BUTLER MKT. RD	WELLS ACRES RD	PURCELL (YEOMAN'S)	1,100	48	48	\$310,000	\$0	\$310,000	\$1,300,000	\$0	\$0	\$1,610,000
Minor Arterial	BUTLER MKT. RD	PURCELL (YEOMAN'S)	27TH ST.	2,620	48	48	\$160,000	\$0	\$260,000	\$0	\$0	\$0	\$260,000
Minor Arterial	BUTLER MKT. RD	27TH ST.	DESCH. MARKET	1,620	45	48	\$160,000	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Minor Arterial	BUTLER MKT. RD	DESCH. MARKET	E. URA (2000)	3,790	30	48	\$270,000	\$270,000	\$270,000	\$0	\$0	\$0	\$270,000
Minor Arterial	CENTURY DR.	COLORADO	MT. WASHINGTON	1,630	54	54	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	CENTURY DR.	MT. WASHINGTON	E. CAMPBELL RD.	3,320	35	36	\$230,000	\$0	\$390,000	\$0	\$0	\$0	\$230,000
Minor Arterial	CENTURY DR.	E. CAMPBELL RD.	UGB (2000)	4,690	35	36	\$470,000	\$0	\$930,000	\$0	\$0	\$0	\$470,000
Minor Arterial	COLORADO	CENTURY DR.	SIMPSON	3,330	48	48	\$500,000	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000
Minor Arterial	COLORADO	SIMPSON	WALL	1,320	32	32	\$200,000	\$0	\$100,000	\$0	\$0	\$0	\$200,000
Minor Arterial	COLORADO	WALL	PARKWAY(SCOTT)	2,400	38	38	\$210,000	\$0	\$210,000	\$250,000	\$0	\$0	\$460,000
Minor Arterial	COOLEY RD	HWY 20	HWY 97 (N)	4,000	48	48	\$2,750,000	\$1,600,000	\$360,000	\$2,660,000	\$0	\$0	\$6,950,000
Minor Arterial	COOLEY RD	HWY 97 (N)	RANCH VALLEY DR.	2,900	36	32	\$430,000	\$10,600,000	\$350,000	\$0	\$0	\$0	\$10,430,000
Minor Arterial	COOLEY RD	RANCH VIL. DR.	NE 18TH ST.	1,200	52	52	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Minor Arterial	COOLEY RD	18TH STREET	TO THE EAST (Lat Schwab)	1,000	50	50	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	DIVISION ST.	HWY 20 (N)	REVERE	3,790	48	48	\$370,000	\$0	\$370,000	\$0	\$0	\$0	\$370,000
Minor Arterial	EMPIRE	O.B. RILEY RD.	HWY20 (N)	1,530	37	52	\$740,000	\$450,000	\$740,000	\$2,620,000	\$0	\$0	\$3,800,000
Minor Arterial	FRANKLIN	WALL	PARKWAY	2,430	46	40	\$60,000	\$0	\$0	\$0	\$100,000	\$0	\$160,000
Minor Arterial	FRANKLIN	PARKWAY	3RD ST., NE	1,330	62	62	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Minor Arterial	FRANKLIN	3RD ST., NE	4TH ST.	430	62	62	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	FRANKLIN	4TH ST., NE	8TH ST.	1,820	36	36	\$660,000	\$0	\$0	\$280,000	\$0	\$0	\$1,030,000
Minor Arterial	FRANKLIN	8TH ST., NE	11TH ST.	430	36	36	\$0	\$0	\$0	\$1,360,000	\$0	\$0	\$1,360,000
Minor Arterial	GALVESTON AVE.	17TH ST., NW	14TH ST.	1,700	40	40	\$0	\$0	\$140,000	\$0	\$0	\$0	\$140,000
Minor Arterial	GALVESTON AVE.	14TH ST., NW	12TH ST.	800	44	44	\$60,000	\$0	\$60,000	\$0	\$0	\$0	\$60,000
Minor Arterial	GALVESTON AVE.	12TH ST., NW	RIVERSIDE AVE.	1,200	42	42	\$110,000	\$0	\$110,000	\$0	\$0	\$0	\$110,000
Minor Arterial	GREENWOOD AVE.	WALL	PARKWAY	1,500	56	56	\$40,000	\$0	\$40,000	\$380,000	\$0	\$0	\$420,000
Minor Arterial	GREENWOOD AVE.	PARKWAY	3RD ST., NE	1,300	56	56	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Minor Arterial	HUNNEL ROAD	COOLEY RD.	ROBAL LANE	2,000	48	48	\$140,000	\$0	\$140,000	\$0	\$0	\$0	\$140,000
Minor Arterial	KNOTT RD.	CHINA HAT	15TH ST.	4,400	32	36	\$830,000	\$560,000	\$1,060,000	\$2,240,000	\$180,000	\$0	\$3,600,000
Minor Arterial	MT. WASHINGTON	HWY 97 (N)	SUMMIT	10,000	54	55	\$0	\$0	\$0	\$310,000	\$0	\$0	\$310,000
Minor Arterial	MT. WASHINGTON	SUMMIT	PUTNAM	8,000	48	48	\$0	\$0	\$0	\$310,000	\$0	\$0	\$310,000
Minor Arterial	MT. WASHINGTON	PUTNAM	SHEVLIN PK.	7,200	36	35	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	MT. WASHINGTON	SHEVLIN PK. RD.	SKYLINER RD.	4,300	48	48	\$380,000	\$0	\$0	\$0	\$0	\$0	\$380,000
Minor Arterial	MT. WASHINGTON	SKYLINERS RD.	TROON	2,600	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	MT. WASHINGTON	TROON	CENTURY DR.	5,300	48	48	\$520,000	\$0	\$520,000	\$3,660,000	\$0	\$0	\$3,520,000
Minor Arterial	NEFF RD./PENN	8TH STREET	PURCELL	5,210	36	36	\$370,000	\$260,000	\$370,000	\$4,000,000	\$0	\$0	\$5,030,000
Minor Arterial	NEFF RD.	NEFF ST.	27TH ST.	2,600	44	44	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Minor Arterial	NEFF RD.	27TH ST., NE	UGB (2000)	3,200	20	40	\$2,270,000	\$170,000	\$240,000	\$0	\$0	\$0	\$2,440,000
Minor Arterial	NEWPORT	COLLEGE WAY	14TH ST.	1,300	40	40	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000
Minor Arterial	NEWPORT	14TH ST., NW	9TH ST.	1,300	40	40	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
Minor Arterial	NEWPORT	9TH ST., NW	AWBREY RD.	2,400	40	40	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	NEWPORT	AWBREY RD.	WALL	1,800	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	OLNEY AVE.	WALL (HILL)	3RD ST., NE	1,310	48	48	\$40,000	\$0	\$0	\$0	\$40,000	\$0	\$70,000
Minor Arterial	OLNEY AVE.	3RD ST., NE	6TH ST.	900	40	40	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	OLNEY AVE.	6TH ST., NE	NEFF / 8TH	1,000	40	40	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	REED MARKET RD	CENTURY DR.	BOND	5,000	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	REVERE	WALL	DIVISION	1,130	62	62	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	REVERE	DIVISION	3RD/HWY97	900	54	54	\$550,000	\$0	\$90,000	\$0	\$0	\$0	\$550,000
Minor Arterial	REVERE	3RD STREET	4TH ST.	4,500	64	64	\$280,000	\$0	\$0	\$0	\$0	\$0	\$280,000
Minor Arterial	REVERE	4TH ST.	8TH ST.	1,300	36	36	\$130,000	\$0	\$120,000	\$1,300,000	\$0	\$0	\$1,430,000
Minor Arterial	RIVERSIDE	GALVESTON	WALL	2,400	44	44	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Minor Arterial	ROBAL LANE	HWY 20	HUNNEL	1,010	50	50	\$140,000	\$0	\$140,000	\$0	\$0	\$0	\$140,000
Minor Arterial	ROBALLANE	HUNNEL	HWY 97	300	74	74	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	SHEVLIN PK. RD.	W. URA (2000)	MT. WASHINGTON	1,300	48	48	\$1,000,000	\$0	\$80,000	\$1,360,000	\$0	\$0	\$2,390,000
Minor Arterial	SHEVLIN PK. RD.	MT. WASHINGTON	COLLEGE WAY	5,200	36	36	\$2,160,000	\$0	\$370,000	\$0	\$0	\$0	\$2,160,000
Minor Arterial	SIMPSON AVE.	MT. WASHINGTON	14TH ST.	3,200	36	36	\$510,000	\$0	\$120,000	\$0	\$0	\$0	\$510,000
Minor Arterial	SIMPSON AVE.	14TH ST., NW/SW	COLORADO	3,200	40	40	\$160,000	\$210,000	\$160,000	\$1,430,000	\$0	\$0	\$1,790,000
Minor Arterial	SKYLINERS RD.	UGB (2000)	MT. WASHINGTON	2,800	36	36	\$0	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Minor Arterial	SKYLINERS RD.	MT. WASHINGTON	17TH ST.	4,200	36	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	WALL (HILL/DES.PL)	REVERE	PORTLAND	1,600	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	WALL/HILL	PORTLAND	GREENWOOD	1,800	56	56	\$190,000	\$0	\$50,000	\$380,000	\$0	\$0	\$570,000
Minor Arterial	WALL	GREENWOOD	FRANKLIN	1,100	56	56	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	WILSON	BOND ST.	PARKWAY	1,200	36	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Minor Arterial	WILSON	PARKWAY	3RD ST., SE	1,300	40	48	\$700,000	\$660,000	\$50,000	\$360,000	\$0	\$0	\$1,800,000

TSP Appendix B 1.1

EXISTING Street System - Modernization Costs

* planning level estimates

CLASSIFICATION	STREET NAME	FROM	TO	Easht	W	ROW	ResPFE	ROW	Sidewalk	Intersective		Bridges		2012	
										Intersect	Intersect	Adapt, etc.	Other	Total	Total
Major Collector	2ND, SE	SCOTT ST.	WILSON AVE.	2,000	36	36	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Major Collector	4TH ST, NE	FRANKLIN	GLENWOOD (ALDEN)	1,600	36	36	\$270,000	\$0	\$270,000	\$0	\$0	\$0	\$0	\$0	\$270,000
Major Collector	9TH, NW	TRENTON	NEWPORT	1,100	36	36	\$80,000	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Major Collector	12TH, NW	SUMMIT AVE.	TRENTON	2,500	34	54	\$180,000	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000
Major Collector	18TH, NE (B' STREET)	EMPIRE	BRUNSON BLVD.	1,700	48	48	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	ALDEN	4TH ST.	GLENWOOD	700	20	16	\$70,000	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
Major Collector	AMERICAN LANE	REED MKT. RD.	BROSTERHOUS	2,200	36	36	\$370,000	\$230,000	\$230,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Major Collector	ARCHIE BRIGGS RD.	MT. WASHINGTON	O.B. RILEY	6,600	26	36	\$1,030,000	\$660,000	\$1,030,000	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$4,900,000	
Major Collector	AWBREY	MT. WASHINGTON	WILMINGTON	2,300	36	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	AWBREY	WILMINGTON	SAGINAW	1,100	32	32	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000
Major Collector	AWBREY	SAGINAW	PORTLAND	600	30	30	\$90,000	\$0	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
Major Collector	AWBREY	PORTLAND	NEWPORT	500	30	30	\$20,000	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Major Collector	BEAR CK. RD.	27TH ST.	E. UGB (2000)	2,700	26	36	\$1,840,000	\$540,000	\$330,000	\$0	\$0	\$0	\$0	\$0	\$2,710,000
Major Collector	BLAKELY ROAD	POWERS ROAD	RONTAGE ROAD (W)	1,300	24	28	\$260,000	\$160,000	\$230,000	\$0	\$0	\$0	\$0	\$0	\$650,000
Major Collector	BOND	FRANKLIN	COLORADO AVE.	2,000	36	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	BOND	COLORADO AVE.	INDUSTRIAL WAY	700	38	38	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	BOND	INDUSTRIAL WAY	WILSON AVE.	1,000	36	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	BOYD ACRES ROAD	COOLEY ROAD	EMPIRE AVE.	4,000	28	28	\$1,370,000	\$0	\$1,370,000	\$260,000	\$0	\$0	\$0	\$0	\$1,630,000
Major Collector	BRINSON BLVD.	BOYD AC. RD.	BUTLER MKT.	4,500	36	36	\$320,000	\$0	\$320,000	\$0	\$0	\$0	\$0	\$0	\$320,000
Major Collector	BRITTA	HARDY	MARINER	600	56	56	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000
Major Collector	BRITTA	ELLIB	EMPIRE AVE.	400	56	56	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Major Collector	BROSTERHOUS	THIRD STREET	CHASE ROAD	2,000	31	36	\$1,370,000	\$500,000	\$270,000	\$2,600,000	\$0	\$0	\$0	\$0	\$4,740,000
Major Collector	BROSTERHOUS	CHASE ROAD	AMERICAN LANE	2,300	26	56	\$1,260,000	\$460,000	\$230,000	\$0	\$0	\$0	\$0	\$0	\$1,950,000
Major Collector	BROSTERHOUS	AMERICAN LANE	MURPHY	3,800	38	36	\$270,000	\$0	\$270,000	\$0	\$0	\$0	\$0	\$0	\$270,000
Major Collector	BROSTERHOUS	MURPHY	KNOTT ROAD	4,400	31	36	\$710,000	\$890,000	\$630,000	\$1,300,000	\$0	\$0	\$0	\$0	\$2,930,000
Major Collector	CHASE ROAD	PARRELL RD.	MOWITCH	900	30	30	\$900,000	\$0	\$130,000	\$0	\$0	\$0	\$0	\$0	\$1,030,000
Major Collector	CHINA HAT	HWY 97 (S)	KNOTT ROAD	4,000	42	42	\$140,000	\$180,000	\$140,000	\$0	\$0	\$1,300,000	\$0	\$0	\$1,660,000
Major Collector	CLAUSEN DRIVE	(N. TERMINUS)	CLAUSEN DR (E/W)	750	30	30	\$60,000	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Major Collector	COLLEGE WAY	NEWPORT	SAGINAW	1,800	40	40	\$130,000	\$0	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000
Major Collector	COUNTRY CLUB	MURPHY RD.	KNOTT ROAD	6,000	30	36	\$960,000	\$1,200,000	\$630,000	\$0	\$0	\$0	\$0	\$0	\$2,790,000
Major Collector	DESCHUTES MKT RD.	BUTLER MKT RD.	N. UGB	1,100	38	38	\$110,000	\$0	\$110,000	\$0	\$180,000	\$0	\$0	\$0	\$290,000
Major Collector	DIVISION ST.	PARKWAY	BROSTERHOUS/SARD ST	1,300	48	48	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Major Collector	EAGLE ROAD	BUTLER MARKET	NEFF ROAD	2,000	28	36	\$5,430,000	\$2,370,000	\$560,000	\$2,600,000	\$0	\$0	\$0	\$0	\$10,460,000
Major Collector	FERGUSON RD.	SE 15TH	SE 27TH ST.	6,200	36	36	\$610,000	\$0	\$610,000	\$0	\$0	\$0	\$0	\$0	\$610,000
Major Collector	GLENWOOD	ALDEN	9TH ST.	1,800	36	36	\$130,000	\$0	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000
Major Collector	H I' (SKYLINE RANCH)	NW LOLO DRIVE	SKYLINER RD.	400	24	26	\$80,000	\$180,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Major Collector	HAWTHORNE/OREON	WALL ST.	PARKWAY	1,300	34	34	\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000
Major Collector	HAWTHORNE AVE.	NE 1ST	NE 4TH	1,700	36	36	\$190,000	\$0	\$190,000	\$370,000	\$0	\$0	\$0	\$0	\$560,000
Major Collector	INDUSTRIAL WAY	COLORADO AVE.	BOND STREET, SOUTH	1,400	35	36	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Major Collector	JAMIESON	EMPIRE	OF N. FIRE STATION)	3,000	22	28	\$390,000	\$0	\$390,000	\$0	\$0	\$0	\$0	\$0	\$390,000
Major Collector	LOCO (E/W CLAUSEN)	HUNNEL	CLAUSEN DR (NS)	1,400	32	32	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Major Collector	LODGEPOLE	BROOKSWOOD	MAHOGANY	1,500	36	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	LODGEPOLE	MAHOGANY	POPLAR	1,400	36	36	\$230,000	\$0	\$180,000	\$0	\$0	\$0	\$0	\$0	\$410,000
Major Collector	METOLIUS (K)	UGB (2000)	MT. WASH. DRIVE	2,000	32	32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	(old) MURPHY RD.	THIRD STREET	PARRELL RD.	1,600	36	36	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000
Major Collector	MURPHY RD.	PARRELL RD.	COUNTRY CLUB	1,300	36	36	\$2,360,000	\$310,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$2,850,000
Major Collector	MURPHY RD.	COUNTRY CLUB	BROSTERHOUS	3,400	26	36	\$1,460,000	\$570,000	\$220,000	\$940,000	\$0	\$0	\$0	\$0	\$5,970,000
Major Collector	NELS ANDERSON	(N. TERMINUS)	ROBAL ROAD	2,600	52	33	\$0	\$0	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000
Major Collector	NW XING DR (1-1' E/W)	MT. WASH. DRIVE	SHEVLIN PARK RD.	4,100	44	44	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	NW XING DR (1-2' E/W)	H-I' COLLECTOR	MT. WASH. DRIVE	1,400	44	44	\$330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,000
Major Collector	O.B. RILEY	UGB (2000)	EMPIRE AVE.	3,400	40	48	\$2,460,000	\$0	\$330,000	\$0	\$0	\$0	\$0	\$0	\$2,490,000
Major Collector	O.B. RILEY	EMPIRE	HWY 20 (N)	4,800	36	36	\$2,750,000	\$0	\$370,000	\$0	\$0	\$0	\$0	\$0	\$3,120,000
Major Collector	PARRELL RD.	BROSTERHOUS	POWERS	2,400	34	34	\$2,270,000	\$500,000	\$340,000	\$1,300,000	\$0	\$0	\$0	\$0	\$4,380,000
Major Collector	PARRELL RD.	POWERS	MURPHY	2,100	34	34	\$2,760,000	\$510,000	\$430,000	\$1,300,000	\$0	\$0	\$0	\$0	\$4,660,000
Major Collector	PARRELL RD.	MURPHY	CHINA HAT	5,900	27	34	\$4,050,000	\$890,000	\$390,000	\$0	\$0	\$0	\$0	\$0	\$5,330,000
Major Collector	PETFIGREW	BEAR CREEK RD.	REED MKT. RD.	1,300	26	36	\$2,650,000	\$500,000	\$670,000	\$0	\$0	\$0	\$0	\$0	\$3,820,000
Major Collector	PONDEROSA	POPLAR	HWY 97(S)	2,500	36	36	\$160,000	\$0	\$110,000	\$1,300,000	\$3,000,000	\$0	\$0	\$0	\$4,760,000
Major Collector	PORTLAND AVE.	COLLEGE WAY	9TH ST., NE	3,300	36	36	\$590,000	\$0	\$260,000	\$0	\$0	\$0	\$0	\$0	\$850,000
Major Collector	PORTLAND AVE.	9TH ST., NE	WALL ST.	4,200	33	36	\$690,000	\$0	\$160,000	\$360,000	\$0	\$0	\$0	\$0	\$1,210,000
Major Collector	POWERS	BROOKSWOOD	PARKWAY	1,200	35	34	\$1,180,000	\$830,000	\$110,000	\$1,300,000	\$0	\$0	\$0	\$0	\$3,310,000
Major Collector	POWERS	PARKWAY	3RD STREET	900	48	74	\$710,000	\$500,000	\$0	\$0	\$6,500,000	\$0	\$0	\$0	\$7,710,000
Major Collector	POWERS	3RD STREET	PARRELL RD.	700	24	48	\$530,000	\$380,000	\$110,000	\$430,000	\$0	\$0	\$0	\$0	\$1,450,000
Major Collector	PURCELL (YEOMAN E/W)	YEOMAN (E/W)	BUTLER MARKET RD.	4,000	36	36	\$640,000	\$0	\$280,000	\$0	\$0	\$0	\$0	\$0	\$920,000
Major Collector	PURCELL BLVD.	BUTLER MKT. RD.	OCKER DR.	2,700	40	40	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
Major Collector	PURCELL BLVD.	PATTERSON CT.	NEFF	2,100	40	40	\$0	\$0	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000
Major Collector	PURCELL BLVD.	NEFF	HWY 20	2,400	40	40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	PURCELL BLVD.	HWY 20 (E)	TWIN KNOLLS	600	40	40	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Major Collector	PURCELL BLVD.	TWIN KNOLLS	BEAR CR. RD.	600	48	48	\$470,000	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$540,000
Major Collector	PUTMAN	BUCK DR	MT. WASH. DR.	4,500	40	40	\$640,000	\$0	\$560,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Major Collector	SCOTT AVE.	PARKWAY	SE 2ND.	1,800	28	36	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Major Collector	SKYLINE RANCH (H I')	SHEVLIN PARK RD.	(TO NW XING)	4,000	52	52	\$0	\$0	\$680,000	\$0	\$0	\$0	\$0	\$0	\$680,000
Major Collector	SKYLINE RANCH (H I')	NW LOLO DRIVE	SKYLINERS RD.	450	24	36	\$90,000	\$180,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$310,000
Major Collector	SKYLINE RANCH (H I')	SKYLINERS RD.	CENTURY DRIVE	12,000	30	30	\$2,340,000	\$0	\$1,770,000	\$0	\$0	\$0	\$0	\$0	\$4,110,000
Major Collector	STUDIO RD.	4TH ST., NE	UTLER MARKET RD.	2,700	40	40	\$270,000	\$0	\$270,000	\$0	\$0	\$0	\$0	\$0	\$540,000
Major Collector	SUMMIT AVE.	MT. WASH. DR. (W)	MT. WASH. DR. (E)	11,800	43	56	\$830,000	\$0	\$830,000	\$0	\$0	\$0	\$0	\$0	\$1,660,000
Major Collector	WALL ST.	FRANKLIN AVE.	COLORADO AVE.	2,300	38	36	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	WALL ST.	COLORADO AVE.	INDUSTRIAL WAY	290	58	58	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Collector	WELLS ACRE RD.	BUTLER MKT RD	PURCELL	3,000	40	40	\$350,000	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$460,000
Major Collector															

TSP Appendix B 1.2
FUTURE Street System - Construction Costs

* planning level estimates

CLASSIFICATION	STREET NAME	FROM	TO	Year B	W	PW	Road TE	ROW	[\$/sq-ft]	Intermedia		2012 \$'s
										Investments	Other	
Major Arterial	EMPIRE AVE.	YEOMAN-06 (PURCELL)	BUTLER MARKET RD.	2,000	0	56	\$2,070,000	\$0	\$420,000	\$6,210,000	\$1,690,000	\$9,950,000
Minor Arterial	11TH ST., NE	FRANKLIN	BEAR CREEK ROAD	1,700	0	36	\$1,120,000	\$1,020,000	\$240,000	\$0	\$0	\$2,140,000
Minor Arterial	18TH STREET	N. UGB	TALUS PLACE	4,300	0	74	\$2,960,000	\$3,230,000	\$610,000	\$9,400,000	\$0	\$15,590,000
Minor Arterial	CONNECTOR ROAD	COOLEY RD.	HWY 97	2,600	0	48	\$1,810,000	\$5,250,000	\$370,000	\$0	\$0	\$7,040,000
Minor Arterial	COOLEY RD.	DEAD END	UGB (2000) (Cont)	2,200	0	40	\$1,520,000	\$2,200,000	\$310,000	\$1,120,000	\$0	\$4,840,000
Minor Arterial	MURPHY ROAD	BROOKSWOOD	PARKWAY	1,900	0	36	\$5,370,000	(included)	\$270,000	\$2,500,000	\$3,190,000	\$11,050,000
Minor Arterial	MURPHY ROAD	PARKWAY	PARRELL ROAD	1,700	0	48	\$1,020,000	(included)	\$240,000	\$4,300,000	\$3,100,000	\$8,510,000
Major Collector	9TH STREET	TRENTON	SONORA	1,200	0	32	\$790,000	\$990,000	\$170,000	\$0	\$0	\$1,750,000
Major Collector	(NEW) AMERICAN LANE	REED MKT. RD.	OLD AMERICAN LN.	300	0	50	\$250,000	\$0	\$60,000	\$140,000	\$1,690,000	\$2,070,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LANE	2,000	0	48	\$1,100,000	\$1,600,000	\$280,000	\$2,600,000	\$0	\$5,300,000
Major Collector	BRITTA	UGB	HARDY	500	0	50	\$280,000	\$200,000	\$70,000	\$0	\$0	\$480,000
Major Collector	BRITTA	MARINER	HALFWAY	600	0	50	\$120,000	\$520,000	\$100,000	\$0	\$0	\$640,000
Major Collector	BRITTA	HALFWAY	ELLIE	600	0	50	\$340,000	\$380,000	\$90,000	\$0	\$0	\$720,000
Major Collector	CHASE	MOWTICH	BROSTERHOUS	1,500	0	30	\$820,000	\$1,200,000	\$210,000	\$0	\$0	\$2,020,000
Major Collector	CLAUSEN DRIVE (N/S)	CLAUSEN (E/W)	(S. TERMINUS)	1,200	0	30	\$660,000	\$970,000	\$170,000	\$0	\$0	\$1,620,000
Major Collector	HWY 20:FRONTAGE	COOLEY ROAD	ROBAL LANE	2,700	0	30	\$1,180,000	\$1,080,000	\$380,000	\$0	\$0	\$2,560,000
Major Collector	HAWTHORNE	PARKWAY	NE 1ST.	400	0	30	\$220,000	\$320,000	\$60,000	\$0	\$16,900,000	\$17,340,000
Major Collector	HWY 97 FRONTAGE ROAD - W	BADGER ROAD	MURPHY ROAD	2,600	0	34	\$3,070,000	(included)	\$510,000	\$0	\$0	\$3,670,000
Major Collector	HWY 97 FRONTAGE ROAD - W	MURPHY ROAD	PARKWAY (OFFRAMP)	1,100	0	64	\$6,490,000	(included)	\$160,000	\$0	\$0	\$6,490,000
Major Collector	HWY 97 FRONTAGE ROAD - W	PARKWAY (OFFRAMP)	PONDEROSA	3,000	0	42	\$3,410,000	(included)	\$470,000	\$1,120,000	\$0	\$4,560,000
Major Collector	JAMIESON ROAD	BRITTA	(N. FIRE STATION)	600	0	28	\$330,000	\$360,000	\$90,000	\$0	\$0	\$690,000
Major Collector	MURPHY RD.	BROSTERHOUS	SE 15TH ST.	2,500	0	36	\$1,370,000	\$2,510,000	\$350,000	\$1,720,000	\$7,510,000	\$13,100,000
Major Collector	FURCELL BLYD.	OCKER	HOLIDAY AVE.	2,200	0	36	\$930,000	\$1,360,000	\$310,000	\$0	\$0	\$2,290,000
Major Collector	REED MKT. RD.	27TH ST., SE	UGB (2000)	1,800	0	36	\$970,000	\$1,120,000	\$200,000	\$0	\$0	\$2,090,000
Major Collector	YEOMAN E/W	18TH STREET	DESERT SAGE	700	0	36	\$410,000	\$1,060,000	\$110,000	\$0	\$1,690,000	\$3,160,000
Major Collector	BEAL	NE 27TH.	UGB	2,600	0	48	\$1,450,000	\$3,200,000	\$370,000	\$0	\$0	\$4,650,000
Major Collector	AMERICAN LN	REED MKT. RD.	AMERICAN LN	400	0	36	\$1,840,000	\$220,000	\$60,000	\$0	\$0	\$2,160,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LN	2,400	0	48	\$1,200,000	\$1,920,000	\$740,000	\$0	\$0	\$3,120,000
Major Collector	SUMMIT	SKYLINE RANCH	MT. WASH. DR.	2,600	0	32	\$1,420,000	\$2,680,000	\$370,000	\$0	\$0	\$3,500,000
Major Collector	SKYLINE RANCH	S. of Shevlin Crest Sub	NW LOLO DRIVE	5,875	0	36	\$3,960,000	\$4,540,000	\$800,000	\$0	\$0	\$8,440,000
Major Collector	LEMHI PASS DR.	NW CROSSING DR	SKYLINER ROAD	1,800	0	44	\$2,850,000	\$1,440,000	\$260,000	\$0	\$0	\$3,900,000
Major Collector	GLEN VISTA	O.B. RILEY	COOLEY ROAD	1,100	0	36	\$610,000	\$440,000	\$160,000	\$0	\$0	\$1,050,000
Major Collector	BRITTA	ROBAL LANE	EMPIRE BLVD.	2,800	0	30	\$1,670,000	\$3,040,000	\$540,000	\$0	\$0	\$4,710,000

Italics = Frontage/Backage Road

TSP Appendix C 1.1

EXISTING Street System - Modernization Priorities

STREET SYSTEM - PROJECTED NEAR-, MID- AND FAR-TERM COSTS (in 2012 \$'s)

CLASSIFICATION	STREET NAME	FROM	TO	Near Term	Mid Term	Far Term	Total Project Cost
Citywide	ITS PROJECTS	CITYWIDE	CITYWIDE	\$6,000,000	\$9,000,000	\$24,400,000	\$39,400,000
Expressway	N. PARKWAY (NEW 97)	HWY 20/97 *Y*	COLORADO	\$0	\$3,250,000	\$0	\$3,250,000
Expressway	S. PARKWAY (NEW 97)	COLORADO	HWY 97(S)	\$0	\$7,400,000	\$0	\$7,400,000
Expressway	HWY 97 (N)	N. UGB (2000)	COOLEY	\$30,000,000	\$0	\$0	\$30,000,000
Expressway	HWY 97 (N)	COOLEY	HWY 20 (N)	\$1,510,000	\$0	\$0	\$1,510,000
Expressway	HWY 97 (S)	PARKWAY (S)	CHINA HAT	\$0	\$0	\$0	\$0
Expressway	HWY. 20 (N)	UGB (2000)	COOLEY	\$0	\$0	\$0	\$0
Expressway	HWY. 20 (N)	COOLEY	HWY 97 (N)	\$0	\$0	\$0	\$0
Expressway	HWY. 20 (E)	12TH ST.	PURCELL	\$0	\$10,000	\$0	\$10,000
Expressway	HWY. 20 (E)	PURCELL	27TH ST.	\$0	\$0	\$0	\$0
Expressway	HWY. 20 (E)	27TH ST.	UGB (2000)	\$0	\$340,000	\$0	\$340,000
Principal Arterial	HWY. 20 (N)	HWY 97 (N)	EMPIRE	\$0	\$350,000	\$0	\$350,000
Principal Arterial	HWY. 20 (N)	EMPIRE	DIVISION ST. (N)	\$0	\$520,000	\$0	\$520,000
Principal Arterial	HWY. 20 (N)/3rd St.	DIVISION ST. (N)	REVERE	\$0	\$590,000	\$0	\$590,000
Principal Arterial	HWY. 20 (N)/3rd St.	REVERE	GREENWOOD	\$0	\$280,000	\$0	\$280,000
Principal Arterial	3RD STREET, SE	GREENWOOD	FRANKLIN	\$0	\$150,000	\$0	\$150,000
Principal Arterial	3RD STREET, SE	FRANKLIN	WILSON	\$840,000	\$3,230,000	\$0	\$4,070,000
Principal Arterial	3RD STREET, SE	WILSON	DIVISION (S)	\$0	\$4,150,000	\$0	\$4,150,000
Principal Arterial	3RD STREET, SE	DIVISION (S)	POWERS	\$0	\$4,230,000	\$0	\$4,230,000
Principal Arterial	3RD STREET, SE	POWERS	MURPHY	\$0	\$950,000	\$0	\$950,000
Principal Arterial	3RD STREET, SE	MURPHY	PARKWAY (S)	\$4,460,000	\$2,730,000	\$0	\$7,190,000
Principal Arterial	HWY. 20 (E) (GREENWOOD)	3RD ST., NE	4TH ST.	\$0	\$250,000	\$0	\$250,000
Principal Arterial	HWY. 20 (E) (GREENWOOD)	4TH ST.	8TH ST.	\$0	\$140,000	\$380,000	\$520,000
Principal Arterial	HWY. 20 (E) (GREENWOOD)	8TH ST.	12TH ST.	\$0	\$1,040,000	\$0	\$1,040,000
Major Arterial	27TH ST, NE	BUTLER MKT. RD.	NEFF ROAD	\$3,600,000	\$760,000	\$0	\$4,360,000
Major Arterial	27TH ST, NE	NEFF ROAD	HWY 20 (E)	\$450,000	\$0	\$700,000	\$1,150,000
Major Arterial	27TH ST, NE	HWY 20 (E)	BEAR CREEK RD.	\$0	\$0	\$0	\$0
Major Arterial	27TH ST, SE	BEAR CREEK RD.	REED MARKET RD.	\$0	\$0	\$4,690,000	\$4,690,000
Major Arterial	EMPIRE	HWY20 (N) (3RD ST)	PARKWAY	\$4,640,000	\$0	\$0	\$4,640,000
Major Arterial	EMPIRE	PARKWAY	BOYD ACRES RD.	\$7,440,000	\$0	\$0	\$7,440,000
Major Arterial	EMPIRE	BOYD ACRES RD. (LOWER MEADOW DR)		\$0	\$1,180,000	\$0	\$1,180,000
Major Arterial	EMPIRE	(LOWER MEADOW DR)	18TH ST.	\$3,000,000	\$1,770,000	\$0	\$4,770,000
Major Arterial	EMPIRE	18TH ST, NE	PURCELL (YEOMAN & B)	\$2,980,000	\$0	\$0	\$2,980,000
Major Arterial	REED MKT. RD.	BOND	PARKWAY	\$0	\$0	\$0	\$0
Major Arterial	REED MKT. RD.	PARKWAY	3RD ST., SE	\$0	\$0	\$3,680,000	\$3,680,000
Major Arterial	REED MKT. RD.	3RD ST., SE	AMERICAN LANE	\$5,940,000	\$0	\$2,800,000	\$8,740,000
Major Arterial	REED MKT. RD.	AMERICAN LANE	9TH ST., SE	\$760,000	\$0	\$6,000,000	\$6,760,000
Major Arterial	REED MKT. RD.	9TH ST., SE	15TH ST.	\$4,560,000	\$0	\$0	\$4,560,000
Major Arterial	REED MKT. RD.	15TH ST., SE	PETTYGREW	\$5,820,000	\$0	\$1,300,000	\$7,120,000
Major Arterial	REED MKT. RD.	PETTYGREW	27TH ST.	\$1,600,000	\$590,000	\$0	\$2,190,000
Minor Arterial	4TH ST, NE	BUTLER MKT. RD.	ADDISON	\$130,000	\$0	\$0	\$130,000
Minor Arterial	4TH ST, NE	ADDISON	STUDIO	\$480,000	\$0	\$0	\$480,000
Minor Arterial	4TH ST, NE	STUDIO	REVERE	\$530,000	\$0	\$0	\$530,000
Minor Arterial	4TH ST, NE	REVERE	GREENWOOD	\$860,000	\$0	\$0	\$860,000
Minor Arterial	4TH ST, NE	GREENWOOD	FRANKLIN	\$200,000	\$0	\$0	\$200,000
Minor Arterial	9TH ST., NE	BUTLER MKT. RD.	REVERE	\$360,000	\$0	\$0	\$360,000
Minor Arterial	8TH ST., NE	REVERE	GREENWOOD	\$200,000	\$0	\$0	\$200,000
Minor Arterial	8TH ST., NE	GREENWOOD	FRANKLIN	\$110,000	\$0	\$0	\$110,000
Minor Arterial	8TH/9TH ST, NE/SE	FRANKLIN	WILSON	\$310,000	\$0	\$0	\$310,000
Minor Arterial	9TH ST., SE	WILSON	REED MARKET RD.	\$2,050,000	\$0	\$0	\$2,050,000
Minor Arterial	14TH ST., NW	NEWPORT	GALVESTON	\$140,000	\$0	\$0	\$140,000
Minor Arterial	14TH ST., NW/SW	GALVESTON	SIMPSON	\$460,000	\$0	\$0	\$460,000
Minor Arterial	14TH ST., SW	SIMPSON	COLORADO	\$0	\$0	\$1,450,000	\$1,450,000
Minor Arterial	15TH ST., NE	BEAR CR.	HWY 20	\$0	\$0	\$0	\$0
Minor Arterial	15TH ST, NE/SE	BEAR CREEK RD.	WILSON	\$0	\$0	\$1,320,000	\$1,320,000
Minor Arterial	15TH ST, SE	WILSON	REED MARKET	\$1,300,000	\$0	\$1,500,000	\$2,800,000
Minor Arterial	15TH ST, SE	REED MARKET	KNOTT ROAD	\$1,500,000	\$0	\$3,360,000	\$4,860,000
Minor Arterial	18th, NE	TALUS PLACE	COOLEY ROAD	\$0	\$0	\$0	\$0
Minor Arterial	18th, NE	COOLEY RD.	YEOMAN (E/W)	\$3,450,000	\$0	\$0	\$3,450,000
Minor Arterial	18th, NE	YEOMAN (E/W)	EMPIRE	\$960,000	\$0	\$0	\$960,000
Minor Arterial	27TH ST, SE	REED MARKET RD	FERGUSON	\$0	\$0	\$2,450,000	\$2,450,000
Minor Arterial	27TH ST, SE	FERGUSON	RICKARD RD.	\$0	\$0	\$2,210,000	\$2,210,000
Minor Arterial	ARIZONA (EB 1-way)	COLORADO	PARKWAY	\$0	\$0	\$210,000	\$210,000
Local	BEAR CK. RD. (10TH)	FRANKLIN	ALDEN	\$0	\$0	\$0	\$0
Minor Arterial	BEAR CK. RD.	ALDEN	15 TH ST.	\$0	\$0	\$0	\$0
Minor Arterial	BEAR CK. RD.	15 TH ST.	PETTYGREW	\$620,000	\$0	\$0	\$620,000
Minor Arterial	BEAR CK. RD.	PETTYGREW	27TH ST.	\$1,300,000	\$900,000	\$0	\$2,200,000
Minor Arterial	BOND	WALL	GREENWOOD	\$0	\$0	\$0	\$0
Minor Arterial	BOND	GREENWOOD	FRANKLIN	\$0	\$0	\$0	\$0
Minor Arterial	BOND	WILSON EXT.	REED MARKET ROAD	\$0	\$0	\$1,120,000	\$1,120,000
Minor Arterial	BOYD ACRES RD	EMPIRE	BRINSON	\$0	\$2,210,000	\$0	\$2,210,000
Minor Arterial	BOYD ACRES RD	BRINSON	BUTLER MARKET	\$0	\$3,910,000	\$0	\$3,910,000
Minor Arterial	BROOKSWOOD	REED MKT. RD.	MC CLELLAN	\$100,000	\$0	\$0	\$100,000
Minor Arterial	BROOKSWOOD	MC CLELLAN	CANAL	\$130,000	\$0	\$0	\$130,000
Minor Arterial	BROOKSWOOD	CANAL	POWERS	\$100,000	\$0	\$0	\$100,000
Minor Arterial	BROOKSWOOD	POWERS	PINEBROOK	\$3,000,000	\$2,380,000	\$1,120,000	\$6,500,000
Minor Arterial	BROOKSWOOD	PINEBROOK	LODGEPOLE	\$0	\$1,090,000	\$2,600,000	\$3,690,000
Minor Arterial	BROOKSWOOD	LODGEPOLE	POPLAR	\$430,000	\$0	\$0	\$430,000
Minor Arterial	BROOKSWOOD	POPLAR	UGB (2000)	\$0	\$0	\$0	\$0

TSP Appendix C 1.1

EXISTING Street System - Modernization Priorities

STREET SYSTEM - PROJECTED NEAR-, MID- AND FAR-TERM COSTS (in 2012 \$'s)

CLASSIFICATION	STREET NAME	FROM	TO	Project Cost			Total
				Near Term	Mid Term	Far Term	Project Cost
Minor Arterial	BUTLER MKT. RD	HWY 20 (S)	4TH ST.	\$1,300,000	\$0	\$0	\$1,300,000
Minor Arterial	BUTLER MKT. RD	4TH ST.	BOYD ACRES	\$0	\$0	\$0	\$0
Minor Arterial	BUTLER MKT. RD	BOYD ACRES RD.	8TH ST./STUDIO	\$190,000	\$0	\$0	\$190,000
Minor Arterial	BUTLER MKT. RD	8TH ST./STUDIO	WELLS ACRES RD	\$1,500,000	\$0	\$0	\$1,500,000
Minor Arterial	BUTLER MKT. RD	WELLS ACRES RD	PURCELL (YEOMAN #2)	\$1,610,000	\$0	\$0	\$1,610,000
Minor Arterial	BUTLER MKT. RD	PURCELL (YEOMAN #2)	27TH ST.	\$260,000	\$0	\$0	\$260,000
Minor Arterial	BUTLER MKT. RD	27TH ST.	DESCH. MARKET	\$160,000	\$0	\$0	\$160,000
Minor Arterial	BUTLER MKT. RD	DESCH. MARKET	E. URA (2000)	\$0	\$0	\$540,000	\$540,000
Minor Arterial	CENTURY DR.	COLORADO	MT. WASHINGTON	\$0	\$0	\$0	\$0
Minor Arterial	CENTURY DR.	MT. WASHINGTON	E. CAMPBELL RD.	\$230,000	\$0	\$0	\$230,000
Minor Arterial	CENTURY DR.	E. CAMPBELL RD.	UGB (2000)	\$470,000	\$0	\$0	\$470,000
Minor Arterial	COLORADO	CENTURY DR.	SIMPSON	\$1,800,000	\$0	\$0	\$1,800,000
Minor Arterial	COLORADO	SIMPSON	WALL	\$200,000	\$0	\$0	\$200,000
Minor Arterial	COLORADO	WALL	PARKWAY(SCOTT)	\$210,000	\$0	\$250,000	\$460,000
Minor Arterial	COOLEY RD	HWY 20	HWY 97 (N)	\$0	\$6,950,000	\$0	\$6,950,000
Minor Arterial	COOLEY RD	HWY 97 (N)	RANCH VALLEY DR	\$0	\$10,430,000	\$0	\$10,430,000
Minor Arterial	COOLEY RD.	RANCH VII. DR.	NE 18TH ST.	\$0	\$0	\$190,000	\$190,000
Minor Arterial	COOLEY RD	18TH STREET	TO THE EAST (Less Schwab)	\$0	\$0	\$0	\$0
Minor Arterial	DIVISION ST.	HWY 20 (N)	REVERE	\$370,000	\$0	\$0	\$370,000
Minor Arterial	EMPIRE	O.B. RILEY RD.	HWY20 (N)	\$1,200,000	\$0	\$2,600,000	\$3,800,000
Minor Arterial	FRANKLIN	WALL	PARKWAY	\$150,000	\$0	\$0	\$150,000
Minor Arterial	FRANKLIN	PARKWAY	3RD ST., NE	\$0	\$0	\$100,000	\$100,000
Minor Arterial	FRANKLIN	3RD ST., NE	4TH ST.	\$0	\$0	\$0	\$0
Minor Arterial	FRANKLIN	4TH ST., NE	8TH ST.	\$0	\$380,000	\$660,000	\$1,030,000
Minor Arterial	FRANKLIN	8TH ST., NE	11TH ST.	\$0	\$0	\$1,300,000	\$1,300,000
Minor Arterial	GALVESTON AVE.	17TH ST., NW	14TH ST.	\$0	\$0	\$0	\$0
Minor Arterial	GALVESTON AVE.	14TH ST., NW	12TH ST.	\$60,000	\$0	\$0	\$60,000
Minor Arterial	GALVESTON AVE.	12TH ST., NW	RIVERSIDE AVE.	\$110,000	\$0	\$0	\$110,000
Minor Arterial	GREENWOOD AVE.	WALL	PARKWAY	\$0	\$40,000	\$380,000	\$410,000
Minor Arterial	GREENWOOD AVE.	PARKWAY	3RD ST., NE	\$30,000	\$0	\$0	\$30,000
Minor Arterial	HUNNEL ROAD	COOLEY RD.	ROBAL LANE	\$140,000	\$0	\$0	\$140,000
Minor Arterial	KNOTT RD.	CHINA HAT	15TH ST.	\$2,420,000	\$0	\$1,190,000	\$3,600,000
Minor Arterial	MT. WASHINGTON	HWY 97 (N)	SUMMIT	\$0	\$0	\$310,000	\$310,000
Minor Arterial	MT. WASHINGTON	SUMMIT	PUTNAM	\$0	\$0	\$310,000	\$310,000
Minor Arterial	MT. WASHINGTON	PUTNAM	SHEVLIN PK.	\$0	\$0	\$0	\$0
Minor Arterial	MT. WASHINGTON	SHEVLIN PK. RD.	SKYLINER RD.	\$0	\$0	\$380,000	\$380,000
Minor Arterial	MT. WASHINGTON	SKYLINERS RD.	TROON	\$0	\$0	\$0	\$0
Minor Arterial	MT. WASHINGTON	TROON	CENTURY DR.	\$3,000,000	\$520,000	\$0	\$3,520,000
Minor Arterial	NEFF RD./PENN	8TH STREET	PURCELL	\$0	\$2,920,000	\$2,110,000	\$5,030,000
Minor Arterial	NEFF RD.	PURCELL	27TH ST.	\$0	\$0	\$0	\$0
Minor Arterial	NEFF RD.	27TH ST., NE	UGB (2000)	\$0	\$2,440,000	\$0	\$2,440,000
Minor Arterial	NEWPORT	COLLEGE WAY	14TH ST.	\$110,000	\$0	\$0	\$110,000
Minor Arterial	NEWPORT	14TH ST., NW	9TH ST.	\$70,000	\$0	\$0	\$70,000
Minor Arterial	NEWPORT	9TH ST., NW	AWBREY RD.	\$0	\$0	\$0	\$0
Minor Arterial	NEWPORT	AWBREY RD.	WALL	\$0	\$0	\$0	\$0
Minor Arterial	OLNEY AVE.	WALL (HILL)	3RD ST., NE	\$70,000	\$0	\$0	\$70,000
Minor Arterial	OLNEY AVE.	3RD ST., NE	6TH ST.	\$0	\$0	\$0	\$0
Minor Arterial	OLNEY AVE.	6TH ST., NE	NEFF / 8TH	\$0	\$0	\$0	\$0
Minor Arterial	REED MARKET RD	CENTURY DR.	BOND	\$0	\$0	\$0	\$0
Minor Arterial	REVERE	WALL	DIVISION	\$0	\$0	\$0	\$0
Minor Arterial	REVERE	DIVISION	3RD/HWY97	\$0	\$550,000	\$0	\$550,000
Minor Arterial	REVERE	3RD STREET	4TH ST.	\$280,000	\$0	\$0	\$280,000
Minor Arterial	REVERE	4TH ST.	8TH ST.	\$130,000	\$0	\$1,300,000	\$1,430,000
Minor Arterial	RIVERSIDE	GALVESTON	WALL	\$1,000,000	\$0	\$0	\$1,000,000
Minor Arterial	ROBAL LANE	HWY 20	HUNNEL	\$140,000	\$0	\$0	\$140,000
Minor Arterial	ROBAL LANE	HUNNEL	HWY 97	\$0	\$0	\$0	\$0
Minor Arterial	SHEVLIN PK. RD.	W. URA (2000)	MT. WASHINGTON	\$1,090,000	\$0	\$1,300,000	\$2,390,000
Minor Arterial	SHEVLIN PK. RD.	MT. WASHINGTON	COLLEGE WAY	\$2,160,000	\$0	\$0	\$2,160,000
Minor Arterial	SIMPSON AVE.	MT. WASHINGTON	14TH ST.	\$0	\$510,000	\$0	\$510,000
Minor Arterial	SIMPSON AVE.	14TH ST., NW/SW	COLORADO	\$1,790,000	\$0	\$0	\$1,790,000
Minor Arterial	SKYLINERS RD.	UGB (2000)	MT. WASHINGTON	\$0	\$0	\$0	\$0
Minor Arterial	SKYLINERS RD.	MT. WASHINGTON	17TH ST.	\$0	\$0	\$0	\$0
Minor Arterial	WALL (HILL/DES.PL)	REVERE	PORTLAND	\$0	\$0	\$0	\$0
Minor Arterial	WALL/HILL	PORTLAND	GREENWOOD	\$0	\$570,000	\$0	\$570,000
Minor Arterial	WALL	GREENWOOD	FRANKLIN	\$0	\$0	\$0	\$0
Minor Arterial	WILSON	BOND ST.	PARKWAY	\$0	\$0	\$0	\$0
Minor Arterial	WILSON	PARKWAY	3RD ST., SE	\$0	\$0	\$1,800,000	\$1,800,000

TSP Appendix C 1.1

EXISTING Street System - Modernization Priorities

STREET SYSTEM - PROJECTED NEAR-, MID- AND FAR-TERM COSTS (in 2012 \$'s)

CLASSIFICATION	STREET NAME	FROM	TO	Near Term	Mid Term	Far Term	Total Project Cost
Major Collector	2ND, SE	SCOTT ST.	WILSON AVE.	\$0	\$200,000	\$0	\$200,000
Major Collector	4TH ST, NE	FRANKLIN	GLENWOOD (ALDEN)	\$0	\$270,000	\$0	\$270,000
Major Collector	9TH, NW	TRENTON	NEWPORT	\$0	\$80,000	\$0	\$80,000
Major Collector	12TH, NW	SUMMIT AVE.	TRENTON	\$0	\$180,000	\$0	\$180,000
Major Collector	18TH, NE ('B' STREET)	EMPIRE	BRINSON BLVD.	\$0	\$0	\$0	\$0
Major Collector	ALDEN	4TH ST.	GLENWOOD	\$70,000	\$0	\$0	\$70,000
Major Collector	AMERICAN LANE	REED MKT. RD.	BROSTERHOUS	\$600,000	\$0	\$0	\$600,000
Major Collector	ARCHIE BRIGGS RD.	MT. WASHINGTON	O.B. RILEY	\$1,890,000	\$0	\$3,010,000	\$4,900,000
Major Collector	AWBREY	MT. WASHINGTON	WILMINGTON	\$0	\$0	\$0	\$0
Major Collector	AWBREY	WILMINGTON	SAGINAW	\$0	\$0	\$0	\$0
Major Collector	AWBREY	SAGINAW	PORTLAND	\$0	\$90,000	\$0	\$90,000
Major Collector	AWBREY	PORTLAND	NEWPORT	\$0	\$20,000	\$0	\$20,000
Major Collector	BEAR CK. RD.	27TH ST.	E. UGB (2000)	\$0	\$2,400,000	\$0	\$2,400,000
Major Collector	BLAKELY ROAD	POWERS ROAD	FRONTAGE ROAD (W)	\$0	\$410,000	\$0	\$410,000
Major Collector	BOND	FRANKLIN	COLORADO AVE.	\$0	\$0	\$0	\$0
Major Collector	BOND	COLORADO AVE.	INDUSTRIAL WAY	\$0	\$0	\$0	\$0
Major Collector	BOND	INDUSTRIAL WAY	WILSON AVE.	\$0	\$0	\$0	\$0
Local	BOYD ACRES ROAD	COOLEY ROAD	EMPIRE AVE.	\$0	\$1,630,000	\$0	\$1,630,000
Major Collector	BRINSON BLVD.	BOYD AC. RD.	BUTLER MKT.	\$320,000	\$0	\$0	\$320,000
Major Collector	BRITTA	HARDY	MARINER	\$0	\$0	\$0	\$0
Major Collector	BRITTA	ELLIE	EMPIRE AVE.	\$0	\$0	\$0	\$0
Major Collector	BROSTERHOUS	THIRD STREET	CHASE ROAD	\$1,870,000	\$0	\$2,600,000	\$4,470,000
Major Collector	BROSTERHOUS	CHASE ROAD	AMERICAN LANE	\$0	\$1,720,000	\$0	\$1,720,000
Major Collector	BROSTERHOUS	AMERICAN LANE	MURPHY	\$0	\$270,000	\$0	\$270,000
Major Collector	BROSTERHOUS	MURPHY	KNOTT ROAD	\$0	\$2,900,000	\$0	\$2,900,000
Major Collector	CHASE ROAD	PARRELL RD.	MOWITCH	\$500,000	\$0	\$0	\$500,000
Major Collector	CHINA HAT	HWY 97 (S)	KNOTT ROAD	\$320,000	\$0	\$4,300,000	\$4,620,000
Major Collector	CLAUSEN DRIVE	(N. TERMINUS)	CLAUSEN DR (E/W)	\$60,000	\$0	\$0	\$60,000
Major Collector	COLLEGE WAY	NEWPORT	SAGINAW	\$130,000	\$0	\$0	\$130,000
Major Collector	COUNTRY CLUB	MURPHY RD.	KNOTT ROAD	\$0	\$0	\$2,160,000	\$2,160,000
Major Collector	DESCHUTES MKT RD.	BUTLER MKT RD.	N. UGB	\$0	\$0	\$290,000	\$290,000
Major Collector	DIVISION ST.	PARKWAY	BROSTERHOUS 3RD ST	\$0	\$0	\$100,000	\$100,000
Major Collector	EAGLE ROAD	BUTLER MARKET	NEFF ROAD	\$0	\$0	\$10,400,000	\$10,400,000
Major Collector	FERGUSON RD.	SE 15TH	SE 27TH ST.	\$0	\$0	\$610,000	\$610,000
Major Collector	GLENWOOD	ALDEN	9TH ST.	\$0	\$150,000	\$0	\$150,000
Major Collector	H I ('SKYLINE RANCH)	NW LOLO DRIVE	SKYLINER RD.	\$0	\$0	\$260,000	\$260,000
Major Collector	HAWTHORNE OREGON	WALL ST.	PARKWAY	\$0	\$220,000	\$0	\$220,000
Major Collector	HAWTHORNE AVE.	NE 1ST	NE 4TH	\$370,000	\$0	\$490,000	\$860,000
Major Collector	INDUSTRIAL WAY	COLORADO AVE.	BOND STREET, SOUTH	\$0	\$0	\$0	\$0
Major Collector	JAMIESON	EMPIRE	(N. OF N. FIRE STATION)	\$0	\$0	\$390,000	\$390,000
Major Collector	LOCO (+E/W CLAUSEN)	HUNNEL	CLAUSEN DR (NS)	\$0	\$0	\$100,000	\$100,000
Major Collector	LODGEPOLE	BROOKSWOOD	MAHOGANY	\$0	\$0	\$0	\$0
Major Collector	LODGEPOLE	MAHOGANY	POPLAR	\$230,000	\$0	\$0	\$230,000
Major Collector	METOLIUS (K)	UGB (2000)	MT. WASH. DRIVE	\$0	\$0	\$0	\$0
Local	(old) MURPHY RD.	THIRD STREET	PARRELL RD.	\$0	\$0	\$0	\$0
Major Collector	MURPHY RD.	PARRELL RD.	COUNTRY CLUB	\$0	\$2,670,000	\$0	\$2,670,000
Major Collector	MURPHY RD.	COUNTRY CLUB	BROSTERHOUS	\$940,000	\$5,030,000	\$0	\$5,970,000
Major Collector	NELS ANDERSON	(N. TERMINUS)	ROBAL ROAD	\$0	\$0	\$0	\$0
Major Collector	NW XING DR (1-1 E/W)	MT. WASH. DRIVE	SHEVLIN PARK RD.	\$0	\$0	\$0	\$0
Major Collector	NW XING DR (1-2 E/W)	'H-I' COLLECTOR	MT. WASH. DRIVE	\$330,000	\$0	\$0	\$330,000
Major Collector	O.B. RILEY	UGB (2000)	EMPIRE AVE.	\$0	\$2,480,000	\$0	\$2,480,000
Major Collector	O.B. RILEY	EMPIRE	HWY 20 (N)	\$0	\$2,750,000	\$0	\$2,750,000
Major Collector	PARRELL RD.	BROSTERHOUS	POWERS	\$0	\$4,070,000	\$0	\$4,070,000
Major Collector	PARRELL RD.	POWERS	MURPHY	\$1,300,000	\$3,360,000	\$0	\$4,660,000
Major Collector	PARRELL RD.	MURPHY	CHINA HAT	\$0	\$4,940,000	\$0	\$4,940,000
Major Collector	PETTIGREW	BEAR CREEK RD.	REED MKT. RD.	\$0	\$4,440,000	\$0	\$4,440,000
Major Collector	PONDEROSA	POPLAR	HWY 97(S)	\$0	\$0	\$4,760,000	\$4,760,000
Major Collector	PORTLAND AVE.	COLLEGE WAY	9TH ST., NE	\$0	\$590,000	\$0	\$590,000
Major Collector	PORTLAND AVE.	9TH ST., NE	WALL ST.	\$0	\$980,000	\$0	\$980,000
Major Collector	POWERS	BROOKSWOOD	PARKWAY	\$2,010,000	\$0	\$1,300,000	\$3,310,000
Major Collector	POWERS	PARKWAY	3RD STREET	\$1,210,000	\$0	\$6,500,000	\$7,710,000
Major Collector	POWERS	3RD STREET	PARRELL RD.	\$1,330,000	\$0	\$0	\$1,330,000
Major Collector	PURCELL (YEOMAN-N/S)	YEOMAN (E/W)	BUTLER MARKET RD.	\$640,000	\$0	\$0	\$640,000
Major Collector	PURCELL BLVD.	BUTLER MKT. RD.	OCKER DR.	\$60,000	\$0	\$0	\$60,000
Major Collector	PURCELL BLVD.	PATTERSON CT.	NEFF	\$0	\$0	\$0	\$0
Major Collector	PURCELL BLVD.	NEFF	HWY 20	\$0	\$0	\$0	\$0
Major Collector	PURCELL BLVD.	HWY 20 (E)	TWIN KNOLLS	\$0	\$0	\$0	\$0
Major Collector	PURCELL BLVD.	TWIN KNOLLS	BEAR CR. RD.	\$0	\$470,000	\$0	\$470,000
Major Collector	PUTMAN	BUCK DR	MT. WASH. DR.	\$0	\$0	\$640,000	\$640,000
Major Collector	SCOTT AVE.	PARKWAY ST.	SE 2ND.	\$200,000	\$0	\$0	\$200,000
Major Collector	SKYLINE RANCH (H I')	SHEVLIN PARK RD.	(TO NW XING)	\$0	\$0	\$0	\$0
Major Collector	SKYLINE RANCH (H I')	NW LOLO DRIVE	SKYLINERS RD.	\$0	\$0	\$270,000	\$270,000
Major Collector	SKYLINE RANCH (H I')	SKYLINERS RD.	CENTURY DRIVE	\$0	\$0	\$2,340,000	\$2,340,000
Major Collector	STUDIO RD.	4TH ST., NE	BUTLER MARKET RD.	\$0	\$270,000	\$0	\$270,000
Major Collector	SUMMIT AVE.	MT. WASH. DR. (W)	MT. WASH. DR. (E)	\$0	\$0	\$830,000	\$830,000
Major Collector	WALL ST.	FRANKLIN AVE.	COLORADO AVE.	\$0	\$0	\$0	\$0
Major Collector	WALL ST.	COLORADO AVE.	INDUSTRIAL WAY	\$0	\$0	\$0	\$0
Major Collector	WELLS ACRE RD.	BUTLER MKT RD	PURCELL	\$0	\$350,000	\$0	\$350,000
Major Collector	WELLS ACRE RD.	PURCELL	NE 27TH	\$0	\$260,000	\$0	\$260,000
Major Collector	WILSON AVE.	SE 3RD	SE 9TH ST.	\$0	\$1,060,000	\$0	\$1,060,000
Major Collector	WILSON AVE.	SE 9TH ST.	SE 15TH ST.	\$0	\$0	\$0	\$0
Major Collector	YEOMAN E/W	DESERT SAGE	PURCELL (YEOMAN N/S)	\$0	\$0	\$1,810,000	\$1,810,000

Italic = Fringe/Backlog Road

TSP Appendix C 1.2

NEW Street System - Construction Priorities

STREET SYSTEM - PROJECTED NEAR-, MID- AND FAR-TERM COSTS (in 2012 \$'s)

STREET SYSTEM - PROJECTED NEAR-, MID- AND FAR-TERM COSTS (in 2012 \$'s)					Total		
CLASSIFICATION	STREET NAME	FROM	TO	Near Term	Mid Term	Far Term	Project Cost
Major Arterial	EMPIRE AVE.	YEOMAN-W/4 (PURCELL)	BUTLER MARKET RD.	\$9,950,000	\$0	\$0	\$9,950,000
Minor Arterial	11TH ST., NE	FRANKLIN	BEAR CREEK ROAD	\$0	\$0	\$2,140,000	\$2,140,000
Minor Arterial	18TH STREET	N. UGB	TALUS PLACE	\$0	\$13,790,000	\$2,800,000	\$16,590,000
Minor Arterial	CONNECTOR ROAD	COOLEY RD.	HWY 97	\$0	\$0	\$7,040,000	\$7,040,000
Minor Arterial	COOLEY RD.	DEAD END	UGB (2000) [Canal]	\$0	\$4,840,000	\$0	\$4,840,000
Minor Arterial	MURPHY ROAD	BROOKSWOOD	PARKWAY	\$9,930,000	\$1,120,000	\$0	\$11,050,000
Minor Arterial	MURPHY ROAD	PARKWAY	PARRELL ROAD	\$8,510,000	\$0	\$0	\$8,510,000
Major Collector	9TH STREET	TRENTON	SONORA	\$0	\$0	\$1,750,000	\$1,750,000
Major Collector	(NEW) AMERICAN LANE	REED MKT. RD.	(OLD) AMERICAN LN.	\$2,070,000	\$0	\$0	\$2,070,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LANE	\$0	\$0	\$5,300,000	\$5,300,000
Major Collector	BRITTA	UGB	HARDY	\$0	\$0	\$480,000	\$480,000
Major Collector	BRITTA	MARINER	HALFWAY	\$640,000	\$0	\$0	\$640,000
Major Collector	BRITTA	HALFWAY	ELLIE	\$720,000	\$0	\$0	\$720,000
Major Collector	CHASE	MOWITCH	BROSTERHOUS	\$2,020,000	\$0	\$0	\$2,020,000
Major Collector	CLAUSEN DRIVE (N/S)	CLAUSEN (E/W)	(S. TERMINUS)	\$0	\$1,620,000	\$0	\$1,620,000
Major Collector	HWY 20:FRONTAGE	COOLEY ROAD	ROBAL LANE	\$0	\$0	\$2,260,000	\$2,260,000
Major Collector	HAWTHORNE	PARKWAY	NE 1ST.	\$0	\$0	\$17,340,000	\$17,340,000
Major Collector	<i>HWY 27 FRONTAGE ROAD - W</i>	<i>BADGER ROAD</i>	<i>MURPHY ROAD</i>	\$0	\$3,070,000	\$0	\$3,070,000
Major Collector	<i>HWY 97 FRONTAGE ROAD - W</i>	<i>MURPHY ROAD</i>	<i>PARKWAY (OFFRAMP)</i>	\$0	\$6,490,000	\$0	\$6,490,000
Major Collector	<i>HWY 97 FRONTAGE ROAD - W</i>	<i>PARKWAY (OFFRAMP)</i>	<i>PONDEROSA</i>	\$0	\$4,560,000	\$0	\$4,560,000
Major Collector	JAMIESON ROAD	BRITTA	(N. FIRE STATION)	\$0	\$0	\$690,000	\$690,000
Major Collector	MURPHY RD.	BROSTERHOUS	SE 15TH ST.	\$0	\$13,100,000	\$0	\$13,100,000
Major Collector	PURCELL BLVD.	OCKER	HOLIDAY AVE.	\$0	\$2,290,000	\$0	\$2,290,000
Major Collector	REED MKT. RD.	27TH ST., SE	UGB (2000)	\$0	\$0	\$2,090,000	\$2,090,000
Major Collector	YEOMAN E/W	18TH STREET	DESERT SAGE	\$0	\$1,690,000	\$1,470,000	\$3,160,000
Major Collector	BEAL	NE 27TH.	UGB	\$0	\$0	\$4,650,000	\$4,650,000
Major Collector	AMERICAN LN	REED MKT. RD.	AMERICAN LN	\$0	\$0	\$2,160,000	\$2,160,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LN	\$0	\$0	\$3,120,000	\$3,120,000
Major Collector	SUMMIT	SKYLINE RANCH	MT. WASH. DR.	\$0	\$0	\$3,500,000	\$3,500,000
Major Collector	SKYLINE RANCH	S. of Shevlin Crest Sub	NW LOLO DRIVE	\$0	\$0	\$8,440,000	\$8,440,000
Major Collector	LEMHI PASS DR.	NW CROSSING DR	SKYLINER ROAD	\$3,490,000	\$0	\$0	\$3,490,000
Major Collector	GLEN VISTA	O.B. RILEY	COOLEY ROAD	\$0	\$0	\$1,050,000	\$1,050,000
Major Collector	BRITTA	ROBAL LANE	EMPIRE BLVD.	\$0	\$0	\$4,710,000	\$4,710,000

Italics = Frontage/Backage Road

Appendix D 1.1

Existing Controlled Intersection: Type of Traffic Control

Location(s)		Intersection Control Type
14th Street	Galveston	Roundabout
14th Street	Simpson	Roundabout
18th Street	Cooley Rd.	Roundabout
27th Street	Butler Market Rd	Traffic Signal
27th Street	Mt. View H.S. - School Sig.	Traffic Signal
27th Street	Neff Road	Traffic Signal
27th Street	Medical Center Drive	Traffic Signal
27th Street	Mary Rose Way	Traffic Signal
27th Street	Forum	Traffic Signal
27th Street	Grand Way	Traffic Signal
27th Street	Bear Creek	Traffic Signal
27th Street	Reed Market Rd.	Traffic Signal
Awbrey Road	Sonora	Roundabout
Bear Creek Rd.	15th Street	Roundabout
Bond	Greenwood	Traffic Signal
Bond	Oregon	Traffic Signal
Bond	Franklin	Traffic Signal
Bond	Arizona	Traffic Signal
Bond	Industrial Way	Roundabout
Bond	Wilson	Roundabout
Butler Mkt Rd	Boyd Acres	Traffic Signal
Butler Mkt Rd	Brinton	Traffic Signal
Butler Mkt Rd	8th Street	Roundabout
Butler Mkt Rd	Purcell	Traffic Signal
Centary Drive	Colorado/14th	Roundabout
Colorado	Simpson	Roundabout
Colorado	Industrial Way	Traffic Signal
Colorado	Wall	Traffic Signal
Colorado	Bond	Traffic Signal
Colorado	Parkway (west ramp)	Traffic Signal
Division	Revere	Traffic Signal
Empire	Boyd Acres Rd	Traffic Signal
Franklin	8th Street	Roundabout
Greenwood	8th Street	Traffic Signal
Highway 97	Cooley Rd.	Traffic Signal
Highway 97	Robal Rd.	Traffic Signal
Highway B97	Franklin	Traffic Signal
Highway B97	Wilson	Traffic Signal
Highway B97	Reed Market	Traffic Signal
Highway B97	Division (south)	Traffic Signal
Highway B97	Reed Rd. (at Fred Meyer's)	Traffic Signal
Highway B97	Powers	Traffic Signal
Highway B97	Badger	Traffic Signal
Highway B97	Murphy (Wagner's Mall)	Traffic Signal
Highway 20	Robal Rd.	Traffic Signal
Highway 20	Empire	Traffic Signal
Highway 20	Bend River Mall	Traffic Signal
Highway 20	O.B. Riley	Traffic Signal
Highway 20	Mt. Washington Dr.	Traffic Signal
Highway 20	Division (north)	Traffic Signal
Highway 20	Revere	Traffic Signal
Highway 20	Otoey Ave.	Traffic Signal
Highway 20	Greenwood	Traffic Signal
Highway 20	15th Street	Traffic Signal
Highway 20	Purcell	Traffic Signal
Highway 20	27th Street	Traffic Signal
Mt. Wash. Drive	Shevlin Park Rd.	Roundabout
Mt. Wash. Drive	NW Crossing Drive	Roundabout
Mt. Wash. Drive	Skyliners Road	Roundabout
Mt. Wash. Drive	Reed Market/Cent. Dr	Roundabout
Neff Rd.	8th Street	Traffic Signal
Neff Rd.	Purcell	Traffic Signal
Neff Rd.	Medical Center Drive	Traffic Signal
Newport	9th Street	Roundabout
Newport	14th Street	Roundabout
Newport	College Way	Roundabout
Newport	NW Crossing Drive	Roundabout

BOLD: >1 Lane RAB

Appendix D 1.1

Existing Controlled Intersection: Type of Traffic Control

Location		Intersection Control Type
NW Crossing Drive	Lenth Pass Drive	Roundabout
Parkway	Empire (east ramp)	Traffic Signal
Parkway	Powers	Traffic Signal
Parkway	Pinebrook	Traffic Signal
Parkway	Hwy 97 (south end)	Traffic Signal
Portland	Hill/Wall Street	Traffic Signal
Reed Market Rd.	Mt. Bachelor Drive	Roundabout
Reed Market Rd.	Cedarwood Road	Roundabout
Reed Market Rd.	Alderwood Circle	Roundabout
Reed Market Rd.	Bond	Roundabout
Reed Market Rd.	15th Street	Traffic Signal
Robal Rd.	Hunnel Rd.	Traffic Signal
Wall	Greenwood	Traffic Signal
Wall	Oregon	Traffic Signal
Wall	Franklin	Traffic Signal
Wall	Arizona	Traffic Signal
Wall	Industrial Way	Roundabout

Appendix D 1.2

Existing and Future Intersections - Potential Traffic Control Type, Priority, Cost and Share

Planning Level Estimates of Intersection Improvement Costs (excluding ROW)

	TYPE	Intersection Control Type	PRIORITY			IMPROVEMENT			
			Near-Term	Mid-Term	Far-Term	Forecast % Share		\$'s	
						State	City/Dev	State	City/Dev
3rd Street	Hawthorne	Traffic Signal	\$182,000			100.00%	\$0	\$0	\$182,000
3rd Street	Powers # # (Phase I)	Traffic Signal	\$350,000			100.00%	\$0	\$0	\$350,000
3rd Street	Powers # # (Phase II)	Traffic Signal		\$210,000		100.00%	\$0	\$0	\$210,000
4th Street	Hawthorne	Traffic Signal	\$182,000			100.00%	\$0	\$0	\$182,000
9th Street	Wilson	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
15th Street	Wilson	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
15th Street	Ferguson	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
15th Street	Knott	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
15th Street	Rickard Extension	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
18th Street	(Town Center Intersection)	Roundabout		\$2,800,000		100.00%	\$0	\$0	\$2,800,000
18th Street	(Employment focal Inter.)	Roundabout			\$2,800,000	100.00%	\$0	\$0	\$2,800,000
18th Street	(US 97 connector road)	Roundabout		\$2,800,000		100.00%	\$0	\$0	\$2,800,000
27th Street	Wells Acres Rd.	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
27th Street	Beall	Roundabout		\$1,120,000		1100.00%	\$0	\$0	\$1,120,000
27th Street	Connors	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
27th Street	Neff Rd # #	Traffic Signal	\$350,000			100.00%	\$0	\$0	\$350,000
27th Street	Ferguson	Roundabout			\$1,300,000	100.00%	\$0	\$0	\$1,300,000
American Lane	Brentwood	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Badger	3rd Street # #	Traffic Signal		\$210,000		100.00%	\$0	\$0	\$210,000
Bear Creek Road	Purcell/Pettigrew	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
Blakely (MXNG)	Parkway Offramp	Roundabout		\$1,120,000		100.00%	\$0	\$0	\$1,120,000
Bond	Columbia	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Boyd Acres Road	Morningstar (channelization)	Channelization		\$105,000		100.00%	\$0	\$0	\$105,000
Boyd Acres Road	Fred Moyer (channelization)	Channelization		\$105,000		100.00%	\$0	\$0	\$105,000
Boyd Acres Road	Brinson Blvd.	Roundabout		\$1,120,000		100.00%	\$0	\$0	\$1,120,000
Brookswood	Badger	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Brookswood	Pinebrook	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Brookswood	Powers	Roundabout	\$3,000,000			100.00%	\$0	\$0	\$3,000,000
Brookswood	Lodgepole	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Brosterhouse/Division	3rd	Roundabout		\$3,680,000		100.00%	\$0	\$0	\$3,680,000
Brosterhouse	Brentwood	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Brosterhouse	Chase	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Brosterhouse	Parrell Rd.	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Brosterhouse	Knott	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
Butler Market Rd.	4th Street	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
Butler Market Rd.	Eagle Road	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Butler Market Rd.	Purcell	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
Butler Market Rd.	Wells Acres Rd.	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
China Hat	Knott	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
China Hat	Parrell Rd.	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
China Hat	S. Hwy 97 (grade separation)	Grade Separation			\$3,000,000	50.00%	\$0,000,000	\$1,500,000	\$1,500,000
Colorado	Columbia	Roundabout	\$1,120,000			100.00%	\$0	\$0	\$1,120,000
Colorado (east ramp)	Parkway On-ramp	Traffic Signal			\$250,000	100.00%	\$0	\$0	\$250,000
Cooley Rd.	Hwy 20 (grade separation)	Grade Separation		\$10,000,000		100.00%	\$0	\$0	\$10,000,000
Cooley Rd.	Hunnel Rd. (east)	Roundabout		\$1,120,000		100.00%	\$0	\$0	\$1,120,000
Cooley Rd.	Hunnel Rd. (west)	Roundabout		\$1,120,000		100.00%	\$0	\$0	\$1,120,000
Cooley Rd.	Purcell	Roundabout		\$1,120,000		100.00%	\$0	\$0	\$1,120,000
Empire Avenue	3rd Street	Traffic Signal	\$350,000			100.00%	\$0	\$0	\$350,000
Empire (SB On-ramp)	Parkway (H. 97)	Traffic Signal	\$3,600,000			100.00%	\$0	\$0	\$3,600,000
Empire (NB Off-ramp)	Parkway (H. 97)	Traffic Signal	\$1,600,000			100.00%	\$0	\$0	\$1,600,000
Empire Avenue	18th Street	Roundabout	\$3,000,000			100.00%	\$0	\$0	\$3,000,000
Empire Avenue	Britta	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Empire Avenue	O.B. Riley Road	Roundabout			\$1,120,000	100.00%	\$0	\$0	\$1,120,000
Empire Avenue	Purcell	Roundabout	\$2,800,000			100.00%	\$0	\$0	\$2,800,000
Empire Avenue	Jamieson	Traffic Signal			\$10,500	100.00%	\$0	\$0	\$10,500
Empire / Butler Mkt.	27th Street # #	Roundabout	\$1,984,000			100.00%	\$0	\$0	\$1,984,000

BOLD: >1 Lane RAB

Improvement to existing traffic signal

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Appendix D 1.2

Existing and Future Intersections - Potential Traffic Control Type, Priority, Cost and Share

Planning Level Estimates of Intersection Improvement Costs (excluding ROW)

		TYPE Intersection Control Type	PRIORITY			IMPROVEMENT			
			Near- Term	Mid- Term	Far- Term	Forecast % Share		S's	
						State	City/Dev	State	City/Dev
Franklin	3rd Street # #	Traffic Signal		\$210,000			100.00%	\$0	\$210,000
Franklin	4th Street	Traffic Signal		\$378,000			100.00%	\$0	\$378,000
Franklin	11th Street	Roundabout			\$1,120,000		100.00%	\$0	\$1,120,000
Greenwood	3rd Street # #	Traffic Signal		\$210,000			100.00%	\$0	\$210,000
Greenwood	4th Street	Traffic Signal			\$378,000		100.00%	\$0	\$378,000
Greenwood	6th Street	Traffic Signal			\$8,162		100.00%	\$0	\$8,162
Greenwood	8th Street # #	Traffic Signal		\$770,000			100.00%	\$0	\$770,000
Greenwood	Hill Street	Traffic Signal			\$378,000		100.00%	\$0	\$378,000
Hawthorne	Parkway [grade separation]	Grade Separation			\$16,800,000		100.00%	\$0	\$16,800,000
Highway 20	Azure?	Traffic Signal		\$8,162			100.00%	\$0	\$8,162
Highway 20	Cooley Rd. [grade separation]	Grade Separation			\$10,000,000	100.00%		\$10,000,000	\$0
Highway 97	Cooley Rd. Midterm Concept	Traffic Signal	\$31,510,000			62.29%	37.71%	\$19,829,116	\$11,680,884
Hwy. 97 (Parkway)	Powers [grade separation]	Grade Separation			\$6,000,000	100.00%		\$6,000,000	\$0
Hwy. 97 (Parkway)	Powers NB & SB ramp signals	Traffic Signal			\$500,000	100.00%		\$500,000	\$0
Hwy. 97 (Parkway)	Badger (closure)	Closure		\$50,000		100.00%		\$50,000	\$0
Hwy. 97 (Parkway)	Pinebrook (signal removal)	Signal Removal		\$50,000		100.00%		\$0	\$50,000
Hwy. 97 (Parkway)	S.Hwy 97 SB Flyover	Grade Separation		\$4,458,636		100.00%		\$4,458,636	\$0
Hwy. 97 (Parkway)	Mixing SB OFF-ramp	Ramp		\$1,618,702		100.00%		\$1,618,702	\$0
Hwy. 97 (Parkway)	Mixing NB ON-ramp	Ramp		\$1,101,679		100.00%		\$1,101,679	\$0
Knott Road	Country Club Rd	Roundabout	\$1,120,000			100.00%		\$0	\$1,120,000
Mt. Washington	Summit (east)	Roundabout			\$308,000	100.00%		\$0	\$308,000
Mt. Washington	Summit (west)	Roundabout			\$308,000	100.00%		\$0	\$308,000
Mt. Washington	Simpson	Roundabout	\$3,000,000			100.00%		\$0	\$3,000,000
Murphy Rd.	Brookwood	Roundabout	\$1,120,000			100.00%		\$0	\$1,120,000
Murphy Rd.	Frontage Rd (west)	Roundabout		\$1,120,000		100.00%		\$0	\$1,120,000
Murphy Rd.	Highway 97	Grade Separation	\$6,380,000			100.00%		\$0	\$6,380,000
Murphy Rd.	Third St. (B. Hwy 97)	Roundabout	\$3,000,000			100.00%		\$0	\$3,000,000
Murphy Rd.	Parrell Rd.	Roundabout	\$1,120,000			100.00%		\$0	\$1,120,000
Murphy Rd.	Country Club Rd	Roundabout	\$415,000			100.00%		\$0	\$415,000
Murphy Rd.	Brosterhaus	Roundabout	\$350,000			100.00%		\$0	\$350,000
Murphy Rd.	15th Street	Roundabout		\$1,120,000		100.00%		\$0	\$1,120,000
Murphy Rd.	RR Overcrossing	Grade Separation		\$5,000,000		100.00%		\$0	\$5,000,000
Neff Rd.	8th Street	Roundabout			\$1,120,000	100.00%		\$0	\$1,120,000
Neff Rd.	Eagle Road	Roundabout			\$1,120,000	100.00%		\$0	\$1,120,000
Neff Rd.	Purcell # #	Traffic Signal		\$2,469,632		100.00%		\$0	\$2,469,632
OB Riley Rd	Archib Briggs	Roundabout			\$1,120,000	100.00%		\$0	\$1,120,000
Olney Avenue	4th Street	Traffic Signal	\$378,000			100.00%		\$0	\$378,000
Parrell	Chase	Roundabout	\$1,120,000			100.00%		\$0	\$1,120,000
Pinebrook	3rd Street	Traffic Signal		\$378,000		100.00%		\$378,000	\$0
Ponderosa	S. Hwy 97 [grade separation]	Grade Separation			\$3,000,000	50.00%	50.00%	\$1,500,000	\$1,500,000
Ponderosa	Blakely	Roundabout		\$1,120,000		50.00%	50.00%	\$560,000	\$560,000
Powers	Blakely	Roundabout			\$1,120,000	100.00%		\$0	\$1,120,000
Reed Market	Division	Roundabout			\$3,560,000	100.00%		\$0	\$3,560,000
Reed Market	3rd	Roundabout			\$3,400,000	100.00%		\$0	\$3,400,000
Reed Market	4th Street	Roundabout			\$2,800,000	100.00%		\$0	\$2,800,000
Reed Market	American Ln	Traffic Signal	\$135,000			100.00%		\$0	\$135,000
Reed Market	At Railroad	Grade Separation			\$6,000,000	100.00%		\$0	\$6,000,000
Reed Market	15th Street	Roundabout	\$3,000,000			100.00%		\$0	\$3,000,000
Reed Market	Pettigrew	Roundabout			\$1,120,000	100.00%		\$0	\$1,120,000
Reed Market	27th Street # #	Traffic Signal		\$280,000		100.00%		\$0	\$280,000
Revere	4th Street	Traffic Signal	\$378,000			100.00%		\$0	\$378,000
Revere	8th Street	Roundabout			\$1,120,000	100.00%		\$0	\$1,120,000
Shevlin Park	Skyline Ranch Road	Roundabout			\$1,120,000	100.00%		\$0	\$1,120,000
Simpson	14th Street (RAB upgrade)	Roundabout	\$308,000			100.00%		\$0	\$308,000
Simpson	Columbia	Roundabout	\$1,120,000			100.00%		\$0	\$1,120,000
Wall	Bond (inter. Upgrade)	Traffic Signal		\$350,000		100.00%		\$0	\$350,000
Wall	Portland (Upgrade)	Traffic Signal		\$280,000		100.00%		\$0	\$280,000
Wilson	2nd Street	Traffic Signal			\$378,000	100.00%		\$0	\$378,000
Wilson	3rd Street	Traffic Signal		\$280,000		100.00%		\$0	\$280,000
Citywide System	ITS Deployment Projects	Improvements Vary	\$6,000,000	\$9,000,000	\$24,400,000	95.00%	5.00%	\$37,400,000	\$1,970,000

BOLD: >1 Lane RAB

Improvement in existing traffic signal

TSP Appendix E 1.1
List of T-SDC Eligible Projects

Fiscally-Constrained SDC Project List
Proposed Projects with Allocated Funding

Corridor	Street Name	From	To	Category	Need (2)	Description	Total \$	NonGrowth \$	Growth \$	Growth %	SDC Basis
EMPIRE AVE.	EMPIRE AVENUE	PURCELL	BUTLER MARKET RD.	1	A	New 3- Lane Arterial	2,060,670	-	2,060,670	100%	2,060,670
LEMH	LEMH	NW CROSSING	SKYLINERS	1	A	2 lane collector	982,235	-	982,235	100%	982,235
AMERICAN LANE	AMERICAN LN (NEW)	REED MKT. RD.	AMERICAN LN. (OLD)	1	B	New 3- Lane Collector	247,280	170,113	77,167	31%	77,167
POWERS/CHASE	CHASE RD	MOWITCH	BROSTERHOUS	1	B	New 2- Lane Collector	2,018,530	1,345,687	672,843	33%	672,843
REED MARKET RD. (E)	REED MKT. RD	SE 15TH ST.	SE 27TH ST.	2	A	Upgrade 2-lanes to 3-lanes (left turn)	3,294,560	2,381,352	913,208	28%	913,208
BROSTERHOUS	PETTIGREW	THIRD STREET	AMERICAN LANE	2	B	New 2- Lane Collector	3,579,300	2,351,517	1,227,783	34%	1,227,783
POWERS/CHASE	CHASE RD	BEAR CREEK RD.	REED MKT. RD.	2	B	New 3- Lane Collector	4,435,625	3,362,625	1,072,895	24%	1,072,895
POWERS/CHASE	POWERS	PARKRELL RD.	MOWITCH	2	B	New 2- Lane Collector	890,170	491,120	399,050	30%	399,050
POWERS/CHASE	POWERS	3RD STREET	PARKRELL RD.	2	B	New 3- Lane Collector	890,170	575,572	314,598	35%	314,598
18TH ST.	18TH ST	BROOKSWOOD	3RD STREET	2	B	New 5- Lane Arterial	3,203,870	2,131,094	1,074,776	34%	1,074,776
8TH/9TH ST.	8TH ST, NE	YEOMAN	EMPIRE	3	A	Upgrade to 3-lane Arterial	926,425	565,054	361,371	39%	361,371
EMPIRE AVE.	EMPIRE AVENUE	REVERE	GREENWOOD	3	A	Sidewalk infill	68,600	50,812	17,788	26%	17,788
14TH/CENTURY	14TH ST	3RD/HWY20 (N)	PARKWAY RAMPS	3	A	New 5- Lane Arterial	608,970	444,129	164,841	27%	164,841
18TH ST.	18TH ST	SE 3RD ST. INTERSECTION	N/A	3	A	Multi-lane Roundabout	3,400,900	2,509,751	890,249	26%	890,249
27TH ST. (N)	27TH ST, NE	GALVESTON	YEOMAN	3	B	Common turn lane, Sidewalk infill	271,656	186,711	84,945	31%	84,945
EMPIRE AVE.	EMPIRE AVENUE	BUTLER MKT. RD.	NEFF ROAD	3	B	Upgrade to 3-lane Arterial	122,500	84,992	37,508	31%	37,508
EMPIRE AVE.	EMPIRE AVENUE	18TH ST.	PURCELL	3	B	Sidewalk infill	983,375	697,408	285,967	29%	285,967
NEFF/OLNEY	NEFF RD/PENN	O.B. RULEY RD.	3RD/HWY20 (N)	3	B	Upgrade 2-lanes to 3-lanes (left turn) with bik	737,530	431,681	305,849	41%	305,849
PURCELL	PURCELL BLVD.	8TH ST	PURCELL	3	B	Sidewalk infill	92,400	73,625	18,775	20%	18,775
REED MARKET RD. (E)	REED MKT. RD	YEOMAN ROAD	BUTLER MKT RD.	3	B	Curb, Bike Lanes, Sidewalk infill	221,970	120,850	101,120	46%	101,120
14TH/CENTURY	14TH ST	SE 3RD ST.	SE 15TH ST.	3	B	Capacity Three Lane Arterial	3,346,800	2,440,016	906,784	27%	906,784
14TH/CENTURY	CENTURY DR	MT. WASHINGTON	GALVESTON	3	C	Sidewalk infill	70,000	-	70,000	100%	70,000
15TH ST.	15TH ST	FERGUSON	KNOTT ROAD	3	C	Sidewalk infill	617,400	-	617,400	100%	617,400
2ND ST.	2ND ST	REED MARKET	FERGUSON	3	C	Curb, Sidewalk infill	686,000	-	686,000	100%	686,000
2ND ST.	SCOTT AVE	SCOTT	WILSON	3	C	Sidewalk infill	146,300	-	146,300	100%	146,300
3RD ST. (S)	3RD ST, SE	PARKWAY ST.	SE 2ND.	3	C	Sidewalk infill	98,000	-	98,000	100%	98,000
3RD ST. (S)	3RD ST, SE	FRANKLIN	WILSON	3	C	Sidewalk infill	25,200	-	25,200	100%	25,200
3RD ST. (S)	3RD ST, SE	WILSON	DIVISION (S)	3	C	Curb, Sidewalk infill	416,500	-	416,500	100%	416,500
3RD ST. (S)	3RD ST, SE	GREENWOOD	FRANKLIN	3	C	Curb, Sidewalk infill	284,200	-	284,200	100%	284,200
3RD ST. (S)	3RD ST, SE	POWERS	DIVISION (S)	3	C	Curb, Sidewalk infill	142,100	-	142,100	100%	142,100
3RD ST. (S)	3RD ST, SE	POWERS	MURPHY	3	C	Curb, Sidewalk infill	116,620	-	116,620	100%	116,620
4TH ST.	4TH ST, NE	GREENWOOD	FRANKLIN	3	C	Curb, Sidewalk infill	113,190	-	113,190	100%	113,190
4TH ST.	4TH ST, NE	FRANKLIN	GREENWOOD (ALDEN)	3	C	Bike Lanes, Sidewalk infill	97,915	-	97,915	100%	97,915
4TH ST.	4TH ST, NE	REVERE	GREENWOOD	3	C	Curb, Bike Lanes, Sidewalk infill	170,050	-	170,050	100%	170,050
4TH ST.	4TH ST, NE	BUTLER MKT. RD.	REVERE	3	C	Curb, Bike Lanes, Sidewalk infill	111,000	-	111,000	100%	111,000
4TH ST.	ALDEN/ GREENWOOD	4th St.	9TH ST.	3	C	Curb, Sidewalk infill	194,040	-	194,040	100%	194,040
8TH/9TH ST.	8TH ST, NE	BUTLER MKT. RD.	REVERE	3	C	Curb, Sidewalk infill	299,880	-	299,880	100%	299,880
8TH/9TH ST.	8TH/9TH ST NE/SE	FRANKLIN	REED MARKET RD.	3	C	Sidewalk infill	154,000	-	154,000	100%	154,000
8TH/9TH ST.	9TH ST, SE	WILSON	FRANKLIN	3	C	Curb, Sidewalk infill	264,600	-	264,600	100%	264,600
8TH ST, NE	8th St, NE	GREENWOOD	NEWPORT	3	C	Sidewalk infill	52,500	-	52,500	100%	52,500
9TH/12TH, NW	9TH, NW	TRENTON	NEWPORT	3	C	Sidewalk infill	50,050	-	50,050	100%	50,050
AMERICAN LANE	AMERICAN LN (NEW)	SUMMIT AVE.	TRENTON	3	C	Sidewalk infill	87,500	-	87,500	100%	87,500
BEAR CREEK	BEAR CK. RD	AMERICAN LN	BROSTERHOUS	3	C	Curb, Bike Lanes, Sidewalk infill	291,730	-	291,730	100%	291,730
BLAKELY	BLAKELY RD	15 TH ST.	PETTIGREW	3	C	Curb, Bike Lanes, Sidewalk infill	309,170	-	309,170	100%	309,170
		BADGER	POWERS	3	C	Curb, Bike Lanes, Sidewalk infill	75,150	-	75,150	100%	75,150

BOYD ACRES	COOLEY	EMPIRE	613,590	613,590	100%	613,590
BOYD ACRES RD	COOLEY	EMPIRE	613,590	613,590	100%	613,590
BRITTA	MARINER	HALFWAY	118,950	118,950	100%	118,950
BROOKSWOOD	LOGGEPOL	POPLAR	149,450	149,450	100%	149,450
BROOKSWOOD	REED MKT. RD.	POWERS	25,760	25,760	100%	25,760
BROSTERHOUS	MURPHY	KNOTT	705,550	705,550	100%	705,550
BROSTERHOUS	AMERICAN LANE	MURPHY	21,560	21,560	100%	21,560
BUTLER MKT. RD	8TH ST	UGB (2000)	706,188	706,188	100%	706,188
BUTLER MARKET	BUTLER MKT. RD	8TH ST.	47,250	47,250	100%	47,250
CLAUSEN	(N. TERMINUS)	CLAUSEN DR (E/W)	28,875	28,875	100%	28,875
COLLEGE/PORTLAND	NEWPORT	SAGINAW	63,000	63,000	100%	63,000
COLLEGE/PORTLAND	COLLEGE WAY	WALL ST	443,950	443,950	100%	443,950
COLORADO	CENTURY DR.	INDUSTRIAL WAY	34,600	34,600	100%	34,600
COLORADO	BOND	PARKWAY	28,000	28,000	100%	28,000
COLORADO	INDUSTRIAL WAY	BOND	18,900	18,900	100%	18,900
DIVISION	HWY 20 (N)	REVERE	199,430	199,430	100%	199,430
FRANKLIN	WALL	PARKWAY	50,400	50,400	100%	50,400
GALVESTON	14TH ST, NW	REVERE AVE.	8,050	8,050	100%	8,050
GALVESTON	GALVESTON	WALL	350,000	350,000	100%	350,000
GREENWOOD (W)	WALL	3RD ST., NE	58,800	58,800	100%	58,800
GREENWOOD (W)	COLLEGE WAY	12TH ST.	49,980	49,980	100%	49,980
GREENWOOD (W)	UGB (2008)	MT. WASHINGTON	866,850	866,850	100%	866,850
GREENWOOD (W)	MT. WASHINGTON	COLLEGE WAY	1,294,500	1,294,500	100%	1,294,500
JAMISON	EMPIRE	(N. OF N. FIRE STATION)	270,970	270,970	100%	270,970
NW CROSSING	SKYLINE RANCH RD.	MT. WASH. DRIVE	329,350	329,350	100%	329,350
PONDEROSA/CHINA HA	MAHOAGNY	POPLAR	221,970	221,970	100%	221,970
PURCELL BLVD.	BUTLER MKT. RD.	OCKER DR.	56,700	56,700	100%	56,700
REVERE	4TH ST.	8th St.	63,000	63,000	100%	63,000
SIMPSON AVE	MT. WASHINGTON	14TH ST.	380,520	380,520	100%	380,520
SIMPSON AVE	14TH ST, NW/SW	COLORADO	15,400	15,400	100%	15,400
SIMPSON	BOYD ACRES ROAD	BUTLER MKT RD	189,000	189,000	100%	189,000
STUDIO RD	COOLEY RD.	ROBAL LANE	70,000	70,000	100%	70,000
WELLS ACRE RD	HWY 20	HUNNEL	55,440	55,440	100%	55,440
15th ST.	4TH ST, NE	NE 27TH	92,610	92,610	100%	92,610
27TH ST. (N)	BUTLER MKT RD	NE 27TH	298,480	298,480	100%	298,480
27TH ST. (N)	KNOTT INTERSECTION	N/A	1,300,000	1,300,000	100%	1,300,000
27TH ST. (N)	WELLS ACRES INT.	N/A	1,300,000	1,300,000	100%	1,300,000
3RD ST. (S)	CONNERS-INTERSECTION	N/A	1,300,000	1,300,000	100%	1,300,000
3RD ST. (S)	FRANKLIN INT.	N/A	210,000	210,000	100%	210,000
3RD ST. (S)	POWERS INT.	N/A	210,000	210,000	100%	210,000
4TH ST.	BUTLER MKT. INT.	N/A	1,300,000	1,300,000	100%	1,300,000
4TH ST.	OLNEY INT.	N/A	413,000	413,000	100%	413,000
8TH/9TH ST.	GREENWOOD INT.	N/A	950,000	950,000	100%	950,000
8TH/9TH ST.	WILSON INTERSECTION	N/A	1,300,000	1,300,000	100%	1,300,000
BROOKSWOOD	POWERS INT.	N/A	1,300,000	1,300,000	100%	1,300,000
BROSTERHOUS	KNOTT INTERSECTION	N/A	1,300,000	1,300,000	100%	1,300,000
BUTLER MARKET	PURCELL INTERSECTION	N/A	1,300,000	1,300,000	100%	1,300,000
COLLEGE/PORTLAND	WALL ST. INT.	N/A	295,000	295,000	100%	295,000
COLORADO	COLUMBIA INT.	N/A	1,300,000	1,300,000	100%	1,300,000
COOLEY	HUNNEL RD. (E) INT.	N/A	1,300,000	1,300,000	100%	1,300,000
EMPIRE AVE.	US 97	NORTHBOND RAMP	3,600,000	3,600,000	100%	3,600,000
EMPIRE AVE.	US 97	NORTHBOND RAMP	1,500,000	1,500,000	100%	1,500,000
EMPIRE AVE.	18TH ST. INTERSECTION	N/A	3,387,904	3,387,904	100%	3,387,904

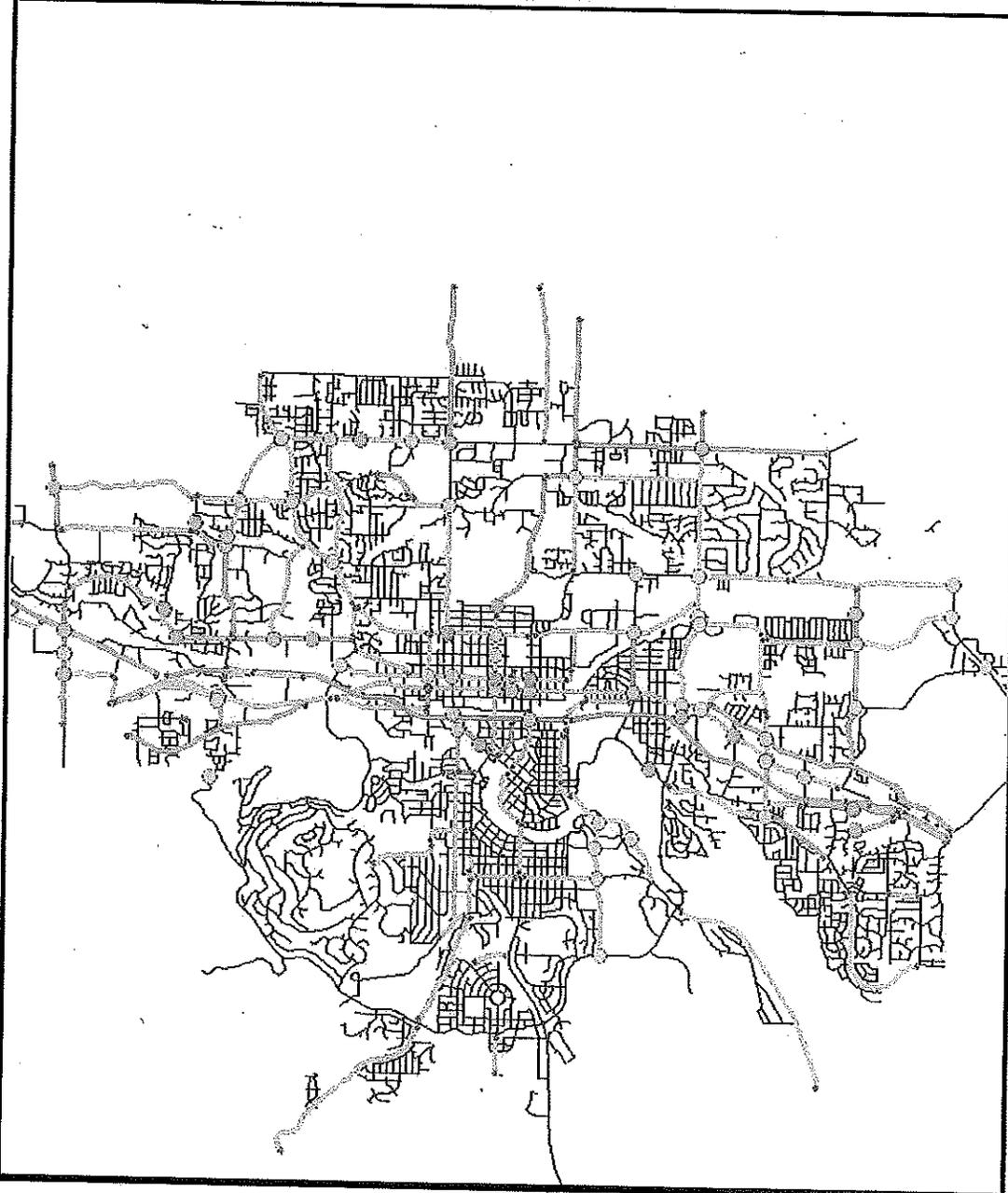
Project Name	Location	Category	Need	Phase	Structure	Improvement	Cost	Capacity	Benefit		
EMPIRE AVE.	EMPIRE AVENUE	4	A	Multi-lane Roundabout	3,100,000	3,100,000	100%	3,100,000	100%		
EMPIRE AVE.	EMPIRE AVENUE	4	A	Signal Modification/Lane Addition	430,000	430,000	100%	430,000	100%		
EMPIRE AVE.	EMPIRE AVENUE	4	A	Upgrade signal to multi-lane roundabout	3,100,702	3,100,702	100%	3,100,702	100%		
POWERS/CHASE	POWERS/CHASE	4	A	Signal Modification/Lane Addition	430,000	430,000	100%	430,000	100%		
REED MARKET RD. (E)	REED MKT. RD	4	A	Interim Signal	135,000	135,000	100%	135,000	100%		
REED MARKET RD. (E)	REED MKT. RD	4	A	Multi-lane Roundabout	2,265,000	2,265,000	100%	2,265,000	100%		
REED MARKET RD. (E)	REED MKT. RD	4	A	Multi-lane Roundabout	3,680,000	3,680,000	100%	3,680,000	100%		
WILSON	WILSON	4	A	Upgrade Traffic Signal/Intersection	460,000	460,000	100%	460,000	100%		
3RD ST. (S)	3RD ST. SE	4	A	Signal Modification	152,506	152,506	27%	57,494	27%		
4TH ST.	4TH ST. NE	4	B	New Traffic Signal	106,725	106,725	26%	106,725	26%		
15TH ST.	15TH ST	4	B	Single Lane Roundabout	1,019,111	1,019,111	22%	280,889	22%		
BEAR CREEK	BEAR CK. RD	4	B	Single Lane Roundabout	995,013	995,013	23%	309,987	23%		
BUTLER MARKET	BUTLER MKT. RD	4	B	Single Lane Roundabout	946,739	946,739	27%	353,261	27%		
EMPIRE AVE.	EMPIRE AVENUE	4	B	Restriction	4,304	4,304	41%	4,304	41%		
KNOTT	KNOTT RD	4	B	Single Lane Roundabout	1,178,487	1,178,487	9%	121,513	9%		
MT. WASH	MT. WASHINGTON	4	B	Single Lane Roundabout	832,947	832,947	36%	467,053	36%		
MURPHY	MURPHY ROAD	4	B	Single Lane Roundabout	343,310	343,310	34%	180,690	34%		
MURPHY	MURPHY ROAD	4	B	Single Lane Roundabout	265,738	265,738	36%	146,262	36%		
NEFF/OLNEY	NEFF RD	4	B	New Traffic Signal/Lane Addition	1,737,980	1,737,980	33%	850,501	33%		
POWERS/CHASE	CHASE RD	4	B	Single Lane Roundabout	860,432	860,432	34%	439,568	34%		
3RD ST. (S)	3RD ST. SE	4	C	HAWK Signal	182,000	182,000	100%	182,000	100%		
KNOTT	KNOTT RD	4	C	Single Lane Roundabout	1,300,000	1,300,000	100%	1,300,000	100%		
SIMPSON	SIMPSON AVE	4	D	Roundabout Upgrade	237,347	237,347	29%	95,653	29%		
SIMPSON	SIMPSON AVE	4	D	Roundabout Upgrade	228,513	228,513	31%	104,487	31%		
SIMPSON	SIMPSON AVE	4	D	Single Lane Roundabout	896,273	896,273	31%	403,727	31%		
AMERICAN LANE	AMERICAN LN (NEW)	5	A	CANAL CROSSING	1,155,530	1,155,530	32%	532,110	32%		
ARCHIE BRIGGS	ARCHIE BRIGGS RD.	5	C	New Bridge	1,890,000	1,890,000	50%	945,000	50%		
EMPIRE AVE.	EMPIRE AVENUE	5	C	CANAL CROSSING	1,197,520	1,197,520	29%	490,120	29%		
FRANKLIN	FRANKLIN	5	C	Bike Lanes, Sidewalk Infill	52,584	52,584	17%	11,059	17%		
KNOTT	KNOTT RD	5	C	Sidewalk Infill over Canal	161,688	161,688	8%	13,312	8%		
PONDEROSA/CHINA HA	CHINA HAT	5	C	Sidewalk Infill over Canal	149,074	149,074	15%	25,926	15%		
NEFF/OLNEY	OLNEY AVE	6	C	Rail Crossing for Bike Lanes & Sidewalk	27,067	27,067	23%	7,933	23%		
Hwy 97/Parkway	Hwy 97(S)	9	A	ODOT FACILITY	2,275,000	2,275,000	30%	975,000	30%		
3RD ST. (N)	HWY. 20 (N) / 3RD ST.	9	B	Signal Modification	163,557	163,557	22%	46,443	22%		
3RD ST. (N)	HWY. 20 (N) / 3RD ST.	9	C	Curb, Bike Lanes, Sidewalk Infill	348,810	348,810	100%	348,810	100%		
3RD ST. (N)	HWY. 20 (N) / 3RD ST.	9	C	Curb, Bike Lanes, Sidewalk Infill	234,654	234,654	100%	234,654	100%		
3RD ST. (N)	HWY. 20 (N) / 3RD ST.	9	C	Curb, Sidewalk Infill	274,400	274,400	100%	274,400	100%		
3RD ST. (N)	HWY. 20 (N) / 3RD ST.	9	C	Curb, Sidewalk Infill	181,790	181,790	100%	181,790	100%		
GREENWOOD (E)	HWY. 20 (E) / GREENWOOD	9	C	Sidewalk Infill	36,225	36,225	100%	36,225	100%		
GREENWOOD (E)	HWY. 20 (E) / GREENWOOD	9	C	Curb, Bike Lanes, Sidewalk Infill	99,890	99,890	100%	99,890	100%		
GREENWOOD (E)	HWY. 20 (E) / GREENWOOD	9	C	Pedestrian Crossing	150,000	150,000	100%	150,000	100%		
Improvement Projects							111,671,071	38,885,809	72,785,261	65%	72,785,261

(1) Category Legend
 1 = New Road Construction, 2 = Full Modernization, 3 = Partial Modernization, 4 = Intersection Modernization, 5 = Crossing Structures, 6 = Others, 7 = Completed, 8 = Studies, 9 = ODOT Facility, 10 = TSP Project No-Improvement Planned
 (2) Need Legend
 A = Capacity, B = Safety, C = Multimodal, D = Other

TSP Appendix E 1.2

Map of T-SDC Eligible and Potentially Eligible Projects

T-SDC Projects (2012)



- Transportation SDC Intersections
- Current Project
- Potential Project
- ▬ Transportation SDC Segments
- ▬ Current Project
- ▬ Potential Project
- Street Segments



1,084 miles

This map is for reference purposes only. Information was derived from City of Bend and Deschutes County GIS records. Care was taken in the creation of this map, but it is provided "AS IS." Please contact the City of Bend to verify map info or to report errors.

BEND AREA GENERAL PLAN

7.5 TRANSPORTATION FUNDING AND PRIORITIZATION POLICIES

Funding Policies:

1. The Bend City Council should regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.
2. The City shall work with the County and State to develop new sources of transportation funding for all transportation modes.
3. The City shall annually prepare a five-year capital improvement program for a balanced transportation system. The selection of transportation improvements, within the City's yearly Capital Improvement Program plan, shall continue to be subject to public review and comment through a City Council public hearing process.
4. The City shall explore ways in which to better inform and involve citizens in the development of transportation system budgets.
5. The City shall work with ODOT to develop funding sources for projects on the state highway system that include City and State as major funding partners.
6. The City shall use the City Council adopted Transportation Implementation Program (TIP) as a guide to the development of all transportation projects in the Capital Improvement Program (CIP).
7. The Financing Program projections show that sufficient funding will be available to build the twenty-year needs of the transportation system that are included in the TSP and further defined as the near- and mid-term priorities. However, if existing and future funding levels do not fully cover increased demand on the system, the City Council may accept additional congestion on the roadway system to allow transportation projects to be postponed beyond the planning period.

Benchmarks and Guidelines

1. City shall establish transportation revenue and needs benchmarks to monitor progress toward fulfilling a balanced transportation system. This will occur during the CIP budget process.
2. City will create a set of economic performance measures such as but not limited to building permits, population growth, and property tax revenues that establish

benchmarks and guidelines to determine the need and timing for additional transportation revenues.

3. The City will use the following existing financial policies as guidelines for establishing and modifying the CIP and evaluating CIP projects:

A. *A five-year Capital Improvement Program (CIP) encompassing all City facilities shall be prepared and updated annually. A public hearing will be held to provide for public input on the CIP. The five year CIP will be incorporated into the City's budget and long range financial planning processes.*

B. *Projects included in the CIP shall have complete information on the need for the project, description and scope of work, total cost estimates, future operating and maintenance costs and how the project will be funded.*

C. *An objective process for evaluating CIP projects with respect to the overall needs of the City will be established through a ranking of CIP projects. The ranking of projects will be used to allocate resources to ensure priority projects are completed effectively and efficiently.*

D. *Changes to the CIP such as addition of new projects, changes in scope and costs of a project or reprioritization of projects will require City Council or City Manager approval.*

Exhibit B

FINDINGS OF FACT IN SUPPORT OF LEGISLATIVE AMENDMENT TO THE BEND AREA GENERAL PLAN AND THE BEND URBAN AREA TRANSPORTATION SYSTEM PLAN

PROJECT NUMBER: PZ 12-389

HEARING DATE: April 17, 2013 Bend City Council

APPLICANT: City of Bend

REQUEST: This amendment will consider:

1. Replacement of existing Transportation System Plan (TSP): Chapter 7 and Appendices-A, B, C, D & E, and
2. Amendments to General Plan - Chapter 7 Transportation Section 7.5.

Approval of this action will amend both the Bend Area General Plan - Chapter 7: Transportation and the Transportation System Plan (TSP) to fulfill direction made by an Action Letter from the Oregon Department of Land Conservation and Development (DLCD) Dated March 1, 2001.

APPLICABLE REVIEW CRITERIA

State of Oregon Department of Land Conservation and Development Commission; Action of the Director, March, 2001, remand of the Bend Urban Area Transportation System Plan and the Bend Development Code (BDC) Chapter 4.6, Section 200 B which states:

Criteria for Legislative Amendments A recommendation or a decision to approve or to deny an application for a Legislative Amendment shall be based on all of the following criteria:

1. *The request is consistent with the applicable State land use law;*
2. *The request is consistent with the applicable Bend Area General Plan goals and policies;*
3. *The applicant can demonstrate a public need or benefit for the proposed amendment.*

BACKGROUND

In 1993, the State of Oregon Land Conservation and Development Commission (LCDC) adopted an Administrative Rule called the Transportation Planning Rule (TPR). The rule was intended to provide interpretation and guidance to agencies concerning the

implementation of Statewide Planning Goal 12 on Transportation. The TPR directed cities and counties in the state to adopt Transportation System Plans (TSPs).

In February, 2000, LCDC approved a work program for Periodic Review Order for the city of Bend. Periodic Review - Task 1, was adoption of a Transportation System Plan, by the City.

On October 11, 2000, the City adopted the Bend Urban Area – Transportation System Plan (BUATSP).

In 2001, after reviewing the adopted Bend TSP and when also considering public comments concerning the locally adopted plan, the Oregon Department of Land Conservation and Development (DLCD) issued a Remand Order (No. 001291) directing the City to address certain deficiencies that they had identified in the TSP.

The City has addressed most of the issues of the remand through subsequent amendments to the TSP: Bend Ordinances NS-1852, 1953, 2013, 2016, 2026, 2038, 2043 and 2047 have addressed all but the remaining remand issue. The remand item concerning establishing plan policy on how to consider widening on existing minor arterial streets (Section 6.9.6 STREET SYSTEM; Street Policy 21) was acknowledged by LCDC on July 17, 2006 (State Final Order 001700). On April 25, 2012 the City provide DLCD notice of TSP amendments adopted by the City in 2002, 2006 and 2007 in response to the remand. On October 30, 2012 DLCD issued a letter confirming that these amendments had been approved by the Department. This plan amendment addresses the remaining areas of the remand that concern the topic of transportation system financing.

Public Notice

In accordance with BDC section 4.1.515, notice for public hearings was published in The Bend Bulletin for the Planning Commission public hearing and for the City Council public hearing. Mailed notice was sent to Bend's recognized neighborhood associations. Mailed notice was also sent b to the five parties who appealed the original adoption of the Bend Transportation System Plan

APPLICATION OF THE CRITERIA

The remaining issues of DLCD's remand all concern the subject of transportation system financing. The following are the remaining issues, followed by an analysis of the proposed TSP amendments and the subsequent findings regarding the satisfaction of the remand:

A) Remand Subject Area: BUATSP - Transit Plan

DLCD remand: *Identify rough cost estimates for transit facilities. Provide rough cost estimates for transit facilities such as buses and transit shelters.*

Analysis: Proposed Chapter 7 of the Transportation System Plan (TSP) includes an estimate of typical transit facility costs. This estimate is included in the revised TSP

Chapter 7, Table 16. This table provides an estimate of costs for transit vehicles (both fixed-route and demand response), typical bus stop improvements (including transit shelters) and other related transit stop improvement costs).

FINDING: The Bend Transportation System Plan provides costs for transit facilities.

B) Remand Subject Area: BUATSP - Financing Program

DLCD remand:

1. *Amend financing program to clearly identify cost estimates for needed transportation facilities and services.*
2. *Conduct analysis and prepare findings regarding the adequacy of existing and possible funding mechanisms to fund the identified needs.*
3. *Adopt policies and guidelines regarding funding mechanisms.*
 - a) *Clarify in the BUATSP whether or not the identified funding sources and implementation of the funding policies will result in funding mechanisms adequate to implement the identified transportation facilities and services. Substantiate that there is adequacy of these sources to meet the identified needs e.g., provide a cost estimate and funding source for other long-term sidewalk needs.*
 - b) *Clarify what actions the city will undertake to ensure adequate funding is available to implement the plan. Include a policy or guideline specifying the likely amount or timing of future tax or bond measures.*

Analysis:

Roadways: The City has evaluated transportation system costs in the revised TSP Chapter 7 based on current transportation cost estimating associated with recent roadway corridor studies, preliminary project engineering estimates and/or roadway cost estimate data that was developed for the update of the transportation system development charge methodology study.

Cost estimates for the roadway system are included in the revised TSP Appendices. The related appendices are referenced in the revised TSP Chapter 7 as Appendix B: *Roadway System Cost Estimates* and Appendix D: *Roadway System Intersections*. The Appendices provide planning-level estimates of all urban area classified roads – both modernization of existing roadways and all future planned roadways.

Public Transportation: The City currently has an agreement with Cascades East Transit (CET) to run the former Bend Area Transit (BAT) system and the City now contributes over one million dollars a year to run that system. CET (run by Central Oregon Intergovernmental Council (COIC) provides the operation, maintenance and future capital planning functions for this public transportation service. CET also administers

any existing and future state or federal grants that support public transportation in the greater Bend area.

The City's current agreement with CET extends a period of five years (to year 2015), with the potential to extend the agreement, as negotiated. Both the City and CET anticipate the formation of a transit district at the end of agreement period, at which time if a transit district is successfully formed, the City's obligation to continue to fund public transportation will cease.

Typical transit costs for new buses, both fixed-route service and Dial-a-Ride vehicles, and bus stop cost estimates are included in Table 16 of the TSP. A regional Transportation and Growth Management (TGM) grant is currently in process and will help refine and update future public transportation costs. The TSP will be amended when this new information is available.

CET has successfully run the former Bend Area Transit system for approximately two-years as of the date of these findings without a reduction in Public Transportation service. CET also opened the new Hawthorne Transit Station that supports coordinated inter-city public transportation connections serving a substantially larger geographic area to north and south county residents. Likewise, Bend residents have good public transportation connections to those neighboring communities with the existing coordinated service.

Trail system: The Bend regional trail system is under the jurisdiction of the Bend Park and Recreation District. The Park District collects park SDCs that are charged to new development that help support the funding of trail development. The Park District also relies on the City to impose developer contributions for trails that may be a part of any land use development action. The Park District also periodically seeks, and has successfully acquired, state and federal trail development grants. A major percentage of a local bond measure, voter approved in November 2012, is dedicated to the completion of the river trail system through the urban area.

Cost estimates for the trail system are included in the *Assessment of Bicycle and Pedestrian Needs* Report, TSP Resource Document B 2.3.

Sidewalk system: Sidewalks are a roadway design element that is included within the cost estimates of all planned roadway improvements. The Bend Development Code also requires any road construction to include sidewalks whether the roads are constructed by a public agency or a private development (this applies to any classification of a roadway, including local roadways). Specific sidewalk infill projects have also been identified on the list of *Transportation SDC Eligible Projects*, as listed on TSP Appendix E.

Funding Forecast: The Transportation System Implementation, TSP Chapter 7, provides a detailed analysis of historic, existing and future potential transportation funding mechanisms. Specifically, Section 7.2.3 provides analysis of *Potential New*

Revenue Sources of Funds for Transportation for Transportation and Section 7.4.1 provides a summary of Forecast Potential Transportation Funding Sources.

The City has developed planning-level roadway costs and has included those estimates on TSP Appendices B and D. A summary of the estimated roadway improvement needs for the 20-year planning period is summarized on TSP Table 14A. The estimated funding need from City and developer resources is \$213 million. The City has developed two funding forecasts that include a *slow growth* (\$192 M) and a *stronger growth* (\$233 M) scenario. A comparison of needed funding and the range of the two growth scenarios are provided on TSP Table 14.

The City has a built-in yearly inflation adjustment factor in the current T-SDC rate. Also, potential funding for roadway costs is forecast to come from water and sewer franchise rate increases, state and federal grant programs, private development potential, city financial reserves, other miscellaneous funding for transportation, as well as voter support of another subsequent General Obligation Bond (by 2032, the current bond debt will be retired). The stronger growth scenario also assumes development of new revenue source(s) (e.g., a local gas tax).

Once the local economy recovers from the recession, the Bend City Council will revisit the calculation of T-SDCs. The current SDC rate of \$6,119 per peak hour trip (PHT) will most likely be adjusted to a higher rate (the current maximum rate of \$8,058/PHT).

Policies and guidelines of the TSP support actively pursuing the development of alternative transportation funding such as: a local vehicle registration fee, a local fuel tax, a transportation utility fee, local option road levies, or any other source of transportation funding that may be developed at a statewide level (e.g., mileage traveled fees).

If adequate funding cannot be achieved, the TSP policies allow the City Council to accept additional congestion on the roadway system by allowing transportation projects to be postponed beyond the planning period.

FINDINGS:

(1) The City has amended the BUATSP to provide current inventory and system priority information that supports other changes made to the plan to address items of the remand. This new supplemental information is included in new TSP Appendices A and C.

(2) The City has amended the BUATSP to clearly identify cost estimates for needed transportation facilities and services (in year 2012 cost estimates) as discussed in TSP Chapter 7 and further detailed in new TSP Appendices B, D and E.

(3) The City's has conducted an analysis of transportation needs and an evaluation of existing and potential funding in Chapter 7 of the TSP.

(4) The estimation of roadway system needs (\$213 M), that are the identified responsibility of the City, are within the range of forecast of anticipated transportation funding for the next twenty-years (TSP Table 15). Therefore, there are adequate existing and possible mechanisms in place to fund the projected roadway system needs over the course of the planning period.

(5) The City provides \$1 million in funding to CET to supplement the cost of operating the Bend Transit System. Funding is an element that is included in a 5-year intergovernmental agreement with CET with an option to consider extension of the agreement. Both agencies anticipate formation of a transit district at the end of the agreement period. CET has continued operation of the Bend Area Transit system for approximately 2-years without a reduction in public transportation services and they are anticipated to successfully continue to provide public transportation service for Bend until a transit district is formed.

(6) Bend Park and Recreation District's Park SDC is a stable funding resource that is correlated to the amount of new development in the community. Park SDCs and developer contributions are sufficient to keep pace with future trail system needs as the community continues to grow and there is greater public demand for new trails. The Park District has also successfully acquired several past state and federal grants for trail development. The 2012 voter approved Park Bond measure will further augment trail system funding substantially.

(7) Sidewalk and bike lane system needs will be met through the construction of new or modernized roadways as required by the Bend Development Code and the TSP. As of 2010, alternative mode (sidewalks, bike lanes and transit capacity related) improvements are eligible for Transportation SDC expenditure.

(8) A continuation of the existing voter approved General Obligation (G.O.) Bond is anticipated when the existing G.O. bonds are retired in 2032. It is anticipated that a new Bond will include approximately \$40 million in transportation improvements.

(9) The TSP acknowledges the importance of pursuing and developing alternative transportation funding to meet transportation needs for the planning period. Policies and Guidelines set by the TSP provide direction of when steps need to be taken to develop and secure alternative funding resources for the transportation system.

(10) The TSP acknowledges that if adequate funding cannot be achieved the city may accept additional congestion on the roadway system by allowing transportation projects to be postponed beyond the planning period.

(11) These proposed amendments to the Bend Urban Area – Transportation System Plan address the remaining issues of the state remand.

BDC Criteria for Legislative Amendments

A recommendation or a decision to approve or to deny an application for a Legislative Amendment shall be based on all of the following criteria:

Criterion 1: *The request is consistent with the applicable State land use law;*

Findings:

1. Adoption of the new replacement TSP Chapter 7 of the Transportation System Plan and the associated Appendices: A-E will ensure the TSP is consistent with State Administrative Rule 660-012. Specifically, Sections 660-012-0020: Elements of Transportation System Plans and 660-012-0040: Transportation Financing Program.

2. These amendments will complete the required elements of the state remanded issues concerning Task 1 of the Bend Periodic Review Work Program as it relates to transportation funding issues.

Criterion 2: *The request is consistent with the applicable Bend Area General Plan goals and policies;*

Findings:

1. Adoption of the new replacement TSP-Chapter 7 of the Transportation System Plan and the associated Appendices: A-E will amend both the General Plan – Chapter 7: Transportation and the Transportation System Plan (an appendix to the General Plan) with revised policies that will be internally consistent.

2. Adoption of the new replacement TSP-Chapter 7 of the Transportation System Plan and the associated Appendices: A-E are consistent with existing General Plan – Chapter 7: Transportation – Economic Goal: *Implement transportation improvements to foster economic development and business vitality.*

Criterion 3: *The applicant can demonstrate a public need or benefit for the proposed amendment.*

Findings:

Statewide Planning Goal 12 *Transportation* and its implementing Administrative Rules, known as the Transportation Planning Rule (TPR), require cities and counties in Oregon to have transportation system plans (TSPs) that are approved by the Department of Land Conservation and Development (DLCD). The city of Bend's TSP is substantially approved by DLCD. Approval of this final amendment will bring the City's TSP into complete compliance with Goal 12 and the TPR. Therefore, the proposed amendment will provide a public benefit to the citizens of Bend.