



WINSTON TRANSPORTATION SYSTEM PLAN



2023



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The development of this plan was guided by the Project Management Team (PMT) and Project Advisory Committee (PAC). The time and effort devoted by the people acknowledged here was instrumental in updating the Winston Transportation System Plan (TSP).

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CHAPTER 1: INTRODUCTION

This Transportation System Plan (TSP) establishes a vision for the transportation system within Winston for the next 20 years, including supporting projects, programs, and studies. Once adopted, the TSP will serve as the transportation element of the City's Comprehensive Plan.

The City's transportation system supports how people, goods, and services move to, through, and within the community to get to work and school, socialize, and gather basic needs. The community relies on freight to transport goods for purchase and to maintain economic vitality. Increasingly, people are relying on transportation facilities to achieve health objectives including robust walking and biking routes that promote physical and mental wellbeing. As technologies in transportation change, so too may the needs of the City's infrastructure.



TSP PURPOSE

The TSP identifies the transportation facilities and services that can support the City's adopted Comprehensive Plan. It reflects a community approach to maintaining and changing the transportation system in a way that supports users of all ages and abilities over the next 20 years.

The TSP is also a resource for future transportation and land use decision-making by providing:

- Solutions to address existing and future transportation needs for people biking, walking, riding transit, driving, and moving freight;
- A blueprint for transportation investments that improve safety and access for all travelers, including for people of all ages and abilities;
- A tool for coordination with regional and local agencies;
- Order of magnitude cost estimates for transportation infrastructure investments needed to support the community's vision, economic growth and development, and overall health, and possible funding sources and partners for these investments;
- Function, capacity, and location of future streets, sidewalks, bikeways, pathways, transit services, and other transportation facilities; and,
- Potential programs to help improve existing facilities and to embrace emerging technologies that may affect the transportation system.

The TSP satisfies the state's requirements for a local transportation system plan as prescribed by Oregon Statewide Planning Goal 12: Transportation.

GUIDING PRINCIPLES & CONTEXT

The TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the City's transportation system will be guided by the goals and policies contained in Chapter 2, but ultimately the decisions will be made within the overall context of the City's land use plans and support for local and regional economic development. These guiding plans and principles provide a foundation for the TSP's goals, policies, and potential actions.

The Oregon Revised Statutes require that the TSP be based on the Comprehensive Plan land uses and provides for a transportation system that accommodates the expected growth in population and employment. Development of this TSP was guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012).

Per the TPR, this TSP identifies multimodal transportation needs for users of all ages, abilities, and incomes. As such, solutions are included in the TSP that address existing and future transportation needs and improved safety for bicycling, walking, transit, motor vehicles, freight, and rail. Further, one of the implementation steps of the TSP will include adoption of land use and land division ordinance amendments needed to protect transportation facilities and provide facilities to connect people between residential, commercial, and employment/institutional areas. As required by the TPR, this TSP was developed in coordination with local, regional, and state transportation plans.

REGIONAL COORDINATION & COMMUNITY ENGAGEMENT

The City's transportation system connects people and commerce between Interstate 5 (I-5) and the Pacific Coast, supports the daily needs of people who live and work in Winston, connects people to Roseburg and other employment areas, and provides a connection for visitors to access local amenities and attractions, such as the Wildlife Safari. Given these important local, regional, and state functions, the City has coordinated development of the TSP with community members, businesses, and key agency partners to reflect overall goals and needs of the region. This took place through a range of venues, such as:

- The TSP website that provided project updates, all technical reports, meeting summaries, and links to engagement opportunities;
- Regular Project Management Team (PMT) Meetings attended by City and Oregon Department of Transportation (ODOT) staff;
- Four Project Advisory Committee (PAC) Meetings;
- Three in-person public open houses with virtual survey options; and
- City Planning Commission and City Council work sessions and public hearings.

These activities gave members of the public a variety of forums to provide feedback and share their priorities for future transportation projects, programs, and policies.



TSP ORGANIZATION

The TSP is presented in two volumes. Volume 1 is the main document and includes the items that will be of interest to the broadest audience. Volume 2 contains the technical memoranda, data, and related transportation plans that enhance and support Volume 1.

Volume 1

Volume 1 includes the following plan chapters:

- **Chapter 1:** A brief overview of the planning context for the TSP.
- **Chapter 2:** Goals and policies that express the City's long-range vision for the transportation system.
- **Chapter 3:** Transportation system deficiencies and needs and the collaborative process for developing the TSP's list of planned capital improvements and transportation programs.
- **Chapter 4:** A summary of the key regulatory and system elements in the TSP that promote a multimodal system.
- **Chapter 5:** Descriptions of the recommended projects, policies, and programs to support the City's transportation needs over the next 20 years, and the estimated costs of implementing the recommended list of projects.
- **Chapter 6:** A summary of transportation funding and implementation, including estimated revenue stream, a summary of the cost of 20-year needs, and potential funding sources, including potential partnerships for funding.

Volume 2

Volume 2 includes the following technical appendices:

- **Appendix A:** Plans, Policy and Code Review
- **Appendix B:** Community Transportation Framework
- **Appendix C:** Analysis Methodology
- **Appendix D:** Existing Transportation Conditions
- **Appendix E:** Future Transportation Conditions
- **Appendix F:** Funding for Transportation System Improvements
- **Appendix G:** Transportation System Improvements
- **Appendix H:** Preferred Solutions and Funding Program
- **Appendix I:** Amendments and Implementation Measures

While Volume 2 is not adopted as part of the TSP, all the documents provide useful information regarding the basis for the decisions presented in Volume 1.

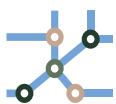
VOLUME 1 ATTACHMENTS

- **Attachment 1:** Existing and Future Year Traffic Operations
- **Attachment 2:** Project Prospectus Sheets
- **Attachment 3:** Cost Estimate Sheets

CHAPTER 2: GOALS & POLICIES

The TSP goals are designed as broad statements that characterize the community's desires and vision for the future transportation system. They are aspirational in nature, so may not be fully attained within the 20-year planning horizon of this plan. The policies are more specific and intended to support the goals and assist with future land use and transportation decision making by the community. A summary of suggested changes to the City's adopted land use regulations that will support the implementation of the TSP is provided in Volume 2. The City will develop a specific list of implementation tasks following adoption of the TSP.

The TSP goals are shown below in bold and italics and the supporting policies are listed below each goal.



GOAL 1: ACCESSIBILITY & CONNECTIVITY

Develop an interconnected, multimodal transportation network that connects all members of the community to destinations within and beyond Winston.

1.1 Improve existing connections and create new connections between households and schools, parks, transit stops, employers, neighborhood commercial centers, health and social services, and other essential destinations.

1.2 Provide a network of arterials, collectors, and local streets that are interconnected, appropriately spaced, and reasonably direct in accordance with City and state design and connectivity standards.

1.3 Provide for off-roadway walkways and bikeways that help to connect communities, provide travel options, promote health through active living, and promote walking and biking tourism.



GOAL 2: COMMUNITY & ECONOMIC VITALITY

Provide a transportation system that supports businesses and encourages economic development in Winston.

2.1 Improve the movement of goods and delivery of services throughout Winston while balancing the needs of all users with a variety of travel modes and preserving livability in residential areas and established neighborhoods.

2.2 Update and implement development standards and program transportation improvements to facilitate and support desired land uses and activities.

2.3 Promote street maintenance and necessary funding to preserve and maintain the existing transportation system in a state of good repair.

2.4 Encourage tourism by developing multimodal connections – including for people walking and biking – to and between recreational locations and destinations and key services in Winston.



GOAL 3: EQUITY

Provide an equitable, balanced, and connected multimodal transportation system.

- 3.1** Provide equitable multimodal access for underserved and vulnerable populations to schools, parks, employers, neighborhood commercial centers, health and social services, and other essential destinations.
- 3.2** Provide connections for all modes that meet applicable City and Americans with Disabilities Act (ADA) standards.
- 3.3** Ensure ADA compliance for new and non-compliant transportation facility infrastructure.
- 3.4** Provide a reliable and convenient transportation system that connects people of all ages, abilities, and income levels between destinations by way of public transportation.



GOAL 4: HEALTH, SAFETY, & SECURITY

Provide a transportation system that is safe and secure for all modes and people of all abilities and enhances the health of residents and users.

- 4.1** Provide safe, convenient, and direct pedestrian and bicycle facilities and routes to promote health and the physical and social well-being of Winston residents, to reduce vehicular traffic congestion, to provide transportation and recreational alternatives, and to support multimodal access to health-supportive goods and services.
- 4.2** Address existing safety issues at locations with a history or high risk of crashes for vehicles, bicyclists, and/or pedestrians.
- 4.3** Manage access to transportation facilities consistent with their applicable classification to reduce and separate conflicts and provide reasonable access to land uses.



GOAL 5: LAND USE & TRANSPORTATION INTEGRATION

Create a balanced built environment where desired existing and planned land uses are supported by an efficient multimodal transportation system.

- 5.1** Identify the 20-year complete multimodal transportation system needs to accommodate development and undeveloped areas; provide adequate capacity for future travel demand and to minimize travel times.
- 5.2** Review and revise, where necessary, local land use and development requirements so that future land use decisions are consistent with the planned transportation system.



GOAL 6: MOBILITY

Optimize the performance of the transportation system for the efficient movement of people and goods.

- 6.1** Develop and maintain street functional classifications, along with operational guidance and cross-sectional and right-of-way standards, so that streets are able to serve their intended purpose.
- 6.2** Reduce reliance on single-occupancy vehicle trips by developing and maintaining bicycle and pedestrian facilities that encourage non-vehicular travel and provide safe, convenient, and attractive passage for pedestrians and bicyclists.
- 6.3** Reduce reliance on the state highway system for making local trips.
- 6.4** Balance local circulation and pedestrian and bicycle needs with freight mobility needs through planning and design guidance and coordination; prioritize efficient freight movement on identified freight routes (versus local streets).

CHAPTER 3: NEEDS ASSESSMENT & EVALUATION

The TSP goals, policies, projects, and potential implementing actions are based on analysis by, and input received from, the community, City staff, partner agency staff, and policymakers. The analysis evaluated existing transportation conditions for all modes of travel; existing and future deficiencies in the transportation system based on forecast area growth in population and employment; and recommended changes to the transportation system that can (1) help balance the needs of all users (including those who may be transportation disadvantaged), (2) support the movement of goods and services, and (3) achieve local and regional economic development priorities.

This chapter summarizes key findings from the existing and future needs analyses that helped shape the recommended projects and programs contained in Chapter 5.



EXISTING TRANSPORTATION CONDITIONS

The existing transportation constraints, needs, and opportunities reflect an inventory of the transportation facilities and services available within the City's Urban Growth Boundary (UGB) in 2022 as well as feedback from City and affected agency staff, and members of the community. Key street features, traffic conditions, street connectivity, safety performance, and the presence and quality of bicycle and pedestrian facilities, transit facilities, among other aspects, were analyzed. The inventory also covered a review of land uses and population demographics to determine how they are being served by the current transportation system.

Details on the inventory, review, and analyses of needs are provided in Volume 2, Appendix C, D, and E. Key highlights of the inventory and findings are presented below and more details are provided in the sections that follow.

LAND USES & POPULATION DEMOGRAPHICS	<ul style="list-style-type: none">• Most of the City's employment, commercial, institutional, and civic centers are located along OR 42, Main Street, and Thompson Avenue.• The Wildlife Safari is a major tourist destination and helps support the local economy.• Constructed in 1910, the Brockway Store is part of the State's list of Historic Sites and Buildings.• Archaeologically significant sites are located throughout Winston, including along the South Umpqua River.• The highest percentage of the City's most vulnerable transportation users reside near Lookingglass Road.
STREETS	<ul style="list-style-type: none">• Winston is at the crossroads of OR 42 and OR 99 (Main Street). There are a limited number of streets that continuously connect the community across these two highways. This creates a barrier for transportation options for people who live, visit, and work here as well as requires use of the highways for local travel.• Many City streets do not include sidewalks, curb and gutter, and/or bike lanes. In some cases, the streets do not have centerline or edge line striping.• Implementation of traffic calming measures along SE Thompson Avenue could encourage slower vehicle speeds and create a safer walking and biking environment around Winston Middle School, the Winston Community Center, and nearby parks.
INTERSECTIONS	<ul style="list-style-type: none">• No intersections were identified to exceed local or regional operational performance measures today, although drivers trying to turn left from Lookingglass Road onto OR 42 often experience long delays. Changes to this intersection could alleviate side-street delay for motorists, improve intersection safety, create gateways into the city, and provide additional highway crossing opportunities for people walking and biking.

CRASH HISTORY	<ul style="list-style-type: none"> • Thirteen crashes involving people walking or biking were reported by ODOT between 2015 and 2019. • The reported crash rate at the OR 42 / Brockway Road intersection exceeded ODOT's 90th percentile crash rate and the reported crash rate at the OR 42 / Lookingglass Road intersection exceeded its critical crash rate. The OR 42 / Lookingglass Road intersection also exhibited an excess of turning movement crashes. However, neither intersection is included as part of the latest list of Safety Priority Index System (SPIS) sites identified ODOT. Further, no intersection within the UGB is included on the SPIS list at the time this TSP was developed.
WALKING & BIKING FACILITIES	<ul style="list-style-type: none"> • OR 42 can be a barrier to people walking and biking, especially in areas of higher posted speeds. • OR 42 between Sherry Street and the eastern UGB limit was identified as a high-risk corridor for pedestrians based on statewide analysis. The length of OR 42 throughout Winston was identified as a high-risk corridor for cyclists. • Based on an analysis of Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS), which are measures that assess the stress that people walking or biking might experience based on available multimodal facilities and the roadway environment, many of the streets in Winston may feel uncomfortable for most users.
PUBLIC TRANSPORTATION	<ul style="list-style-type: none"> • Most of the bus stops in Winston have limited amenities for riders, even lacking clear signage. • Some bus stops are located on streets that lack walking and biking facilities nearby.
FREIGHT	<ul style="list-style-type: none"> • OR 42 is a Statewide Highway and Oregon Highway Plan (OHP) designated freight route through Winston, and an Expressway east of Lookingglass Road. • On a typical day, trucks account for approximately seven to ten percent of highway traffic.
BRIDGES	<ul style="list-style-type: none"> • Two bridges in the City were identified for needing review for Special Haul Vehicle (SHV) loads. • Four locations are "Scour Critical" bridges, indicating potential integrity and stability needs. • One bridge has a sufficiency rating below 50, indicating it is eligible for replacement. • The City has identified the Adair Bridge on Lookingglass Road over Applegate Creek to be in substandard condition and needing improvements.

BASIS OF NEED ASSESSMENT

The TSP addresses the projects, programs, and policies needed to support the Winston community today and to the year 2045. Over time, the City will work together with agency partners to monitor transportation needs within the UGB and will periodically update the TSP to respond to changing conditions.

The projects (set forth in Chapter 5) result from the baseline needs assessment and are intended to serve the pedestrian, bicycle, and vehicular traffic generated by future land use development in accordance with the City's Adopted Comprehensive Plan. The TSP projects and goals achieve two objectives:

1. Prioritize maintaining and valuing the investments already made in the transportation system.
2. Reflect the City's intention to provide a future system that is safe; supports economic development; contributes to a healthy, equitable community; and provides choices for all users and abilities, including connections between essential destinations.

POPULATION & JOB FORECASTS

The future transportation needs were identified based on forecast household and job growth within the City's adopted UGB through the year 2045. These population and employment forecasts were "coordinated" for compliance with Oregon transportation and land use planning requirements.

Within the City's UGB, continued population and job growth is primarily anticipated in the undeveloped lands west of Abraham Avenue, north of Lookingglass Road, and south of OR 42. The City's current UGB can accommodate jobs and households expected by the year 2045.



FUTURE BASELINE TRAFFIC ANALYSES

To understand the future needs of people driving and transporting freight within Winston, year 2045 intersection traffic volumes were forecast at 12 key locations. Details on how the intersection volumes were developed are provided in Volume 2. The key findings from the intersection evaluation are presented below.

Baseline Intersection Analysis

At the time the TSP was written, there were no changes to the streets within the city that were under construction or funded for completion that would materially affect future traveler behavior or future traffic volumes. Accordingly, the year 2045 baseline analysis assumes that the streets and intersections remain as they were constructed in 2022 and includes the growth in traffic volumes anticipated by 2045. Ten of the twelve intersections are expected to meet the established performance metrics and accommodate the vehicle queuing needs. The OR 42 / Lookingglass Road and OR 42 / Pepsi Road intersections are expected to exceed ODOT mobility targets and experience long delays.

Baseline Safety Performance

Crashes recorded between 2015 and 2019 at the OR 42 / Brockway Road and OR 42 / Lookingglass Road intersections exceed rates established by ODOT that might be “expected” at similar intersections across the state. Intersection modifications at both locations to improve safety are reflected in this plan.

FUTURE ACTIVE TRANSPORTATION CONDITIONS

A primary baseline need for the City is to improve the range of transportation choices in its system, especially for vulnerable transportation users. In particular, the TSP focuses on strengthening walking and bicycle connections between homes, jobs, schools, recreational areas, and civic uses.

Sidewalk System

Today, sidewalks are limited to the arterials and collectors listed below.

- OR 99 (Main Street)
- Abraham Avenue (gap on the west side between Timothy Avenue and OR 42)
- Thompson Street (Main Street to Edgewood Street)
- Tokay Street
- Glenhart Avenue
- Sherry Street (Rose Avenue to OR 42)
- OR 42 (Abraham Avenue to Lookingglass Road) – including enhanced crossings

These sidewalks are primarily located in the denser residential and commercial areas of the city, but other major streets in these same areas lack walking facilities. Sidewalks are also generally unavailable further from the city’s core, and people walking must use the roadway edge or roadway shoulder, if available. Further, OR 42 can be a barrier to people walking, especially in areas with higher posted speeds.

Over time, providing a robust pedestrian network, which would include filling gaps in the sidewalk system along collector and arterial streets, will help people choose walking as a viable and safe transportation option to access school, jobs, essential services, and recreation.

Bicycle System

Many of the arterials and collectors in Winston lack dedicated biking facilities, except select sections along the following streets:

- Lookingglass Road
- Grape Avenue
- Gregory Avenue
- Civil Bend Avenue
- OR 42

Otherwise, people riding bicycles primarily “share the road” with motorists. Like with the sidewalk network, providing a robust bicycle network, which would include filling gaps in the bicycle system along collector and arterial streets, will help people choose biking as a viable and safe transportation option to access school, jobs, essential services, and recreation.

Pathway System

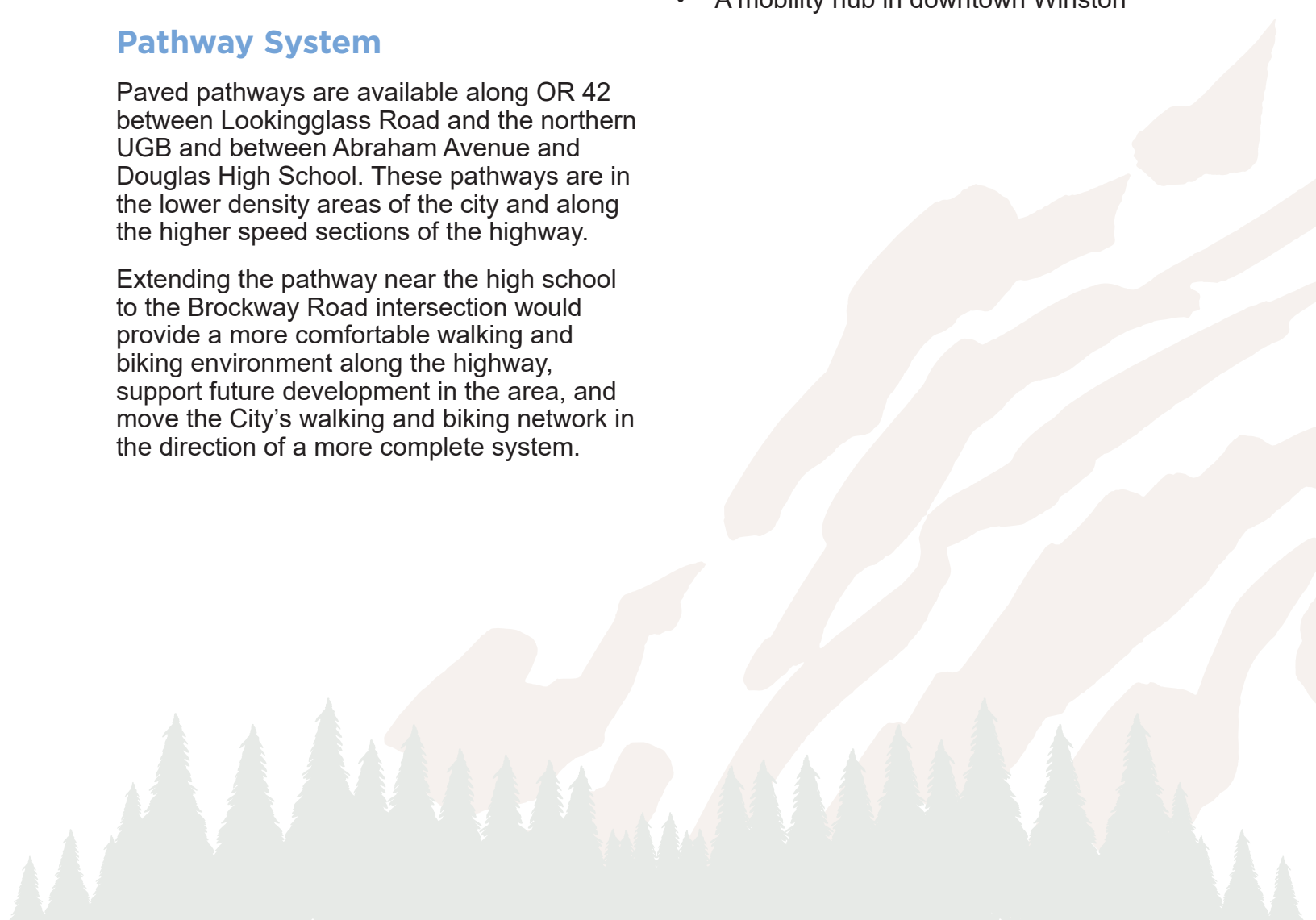
Paved pathways are available along OR 42 between Lookingglass Road and the northern UGB and between Abraham Avenue and Douglas High School. These pathways are in the lower density areas of the city and along the higher speed sections of the highway.

Extending the pathway near the high school to the Brockway Road intersection would provide a more comfortable walking and biking environment along the highway, support future development in the area, and move the City’s walking and biking network in the direction of a more complete system.

Public Transportation Services

Umpqua Public Transportation District (UPTD) provides fixed-route and dial-a-ride transit service to Winston. The baseline TSP analysis and UPTD’s Transit Master Plan identified the following needs within the city:

- Increased service hours for the Greyline
- Greyline service coverage to Dillard and the east side of Winston
- Weekend service for the Greyline and Route 99
- Enhanced and increased service for the Roseburg Express
- Expanded demand-response service
- Enhanced technology (real-time vehicle arrival, rider tools)
- Bus stop improvements
- A mobility hub in downtown Winston



CHAPTER 4: CREATING MULTIMODAL SYSTEMS

The TSP is a coordinated set of multimodal policies, programs, and projects that address the transportation needs within the City's UGB over the next 20 years. This chapter summarizes the key regulatory and system elements that are the building blocks for shaping future changes to the transportation system. A detailed project list and associated cost estimates are provided in Chapter 5.

A network of "complete streets" in Winston creates a connected transportation system that benefits all users and provides a means for delivering goods and services to sustain the community's local economy. Although automobiles will continue to be a primary mode of travel, and preserving and improving the existing street system remains important, expanding modal options for everyone can increase transportation choices, reduce reliance on the automobile for short trips, improve safety for all street users, and enhance transit service.

The TSP, in partnership with the City's adopted land use plans and regulations, can contribute to land use patterns and a transportation system that make walking, cycling, and riding transit convenient so that, on balance, people rely less on driving than they do today.



STREET JURISDICTION

The streets within Winston's UGB are under City, Douglas County, or ODOT jurisdiction. The jurisdictional responsibility for these streets is shown in Figure 4-1. The City owns and maintains streets within city limits with some exceptions:

- ODOT has jurisdiction over OR 42 through Winston.
- The County has jurisdiction over Lookingglass Road, Brockway Road, and OR 99 (Main Street).

Some of the local roadway network is privately held.

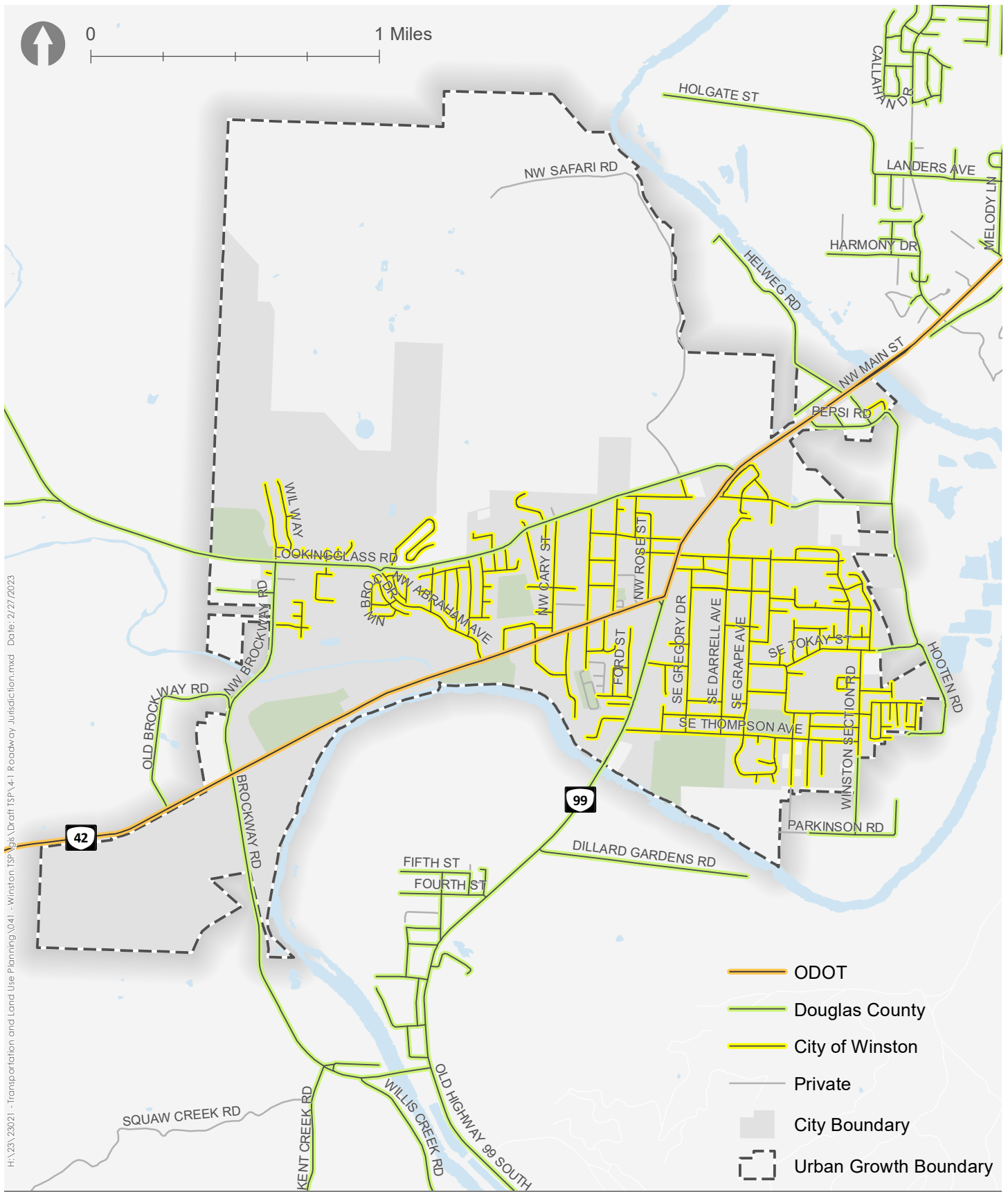
The City will continue operating and maintaining its streets and coordinate with other jurisdictions on the facilities they own to cultivate an effective and efficient transportation network within the UGB.

STREET FUNCTIONAL CLASSIFICATION SYSTEM

The City's street functional classification system organizes the roadway network as a balanced hierarchy of mobility and access to, through, and between different types of land uses. Some factors that are considered in setting a street's functional classification are average daily traffic (ADT) volumes, street connectivity, spacing of streets, the mix and amounts of different travel modes on a typical segment (e.g., bikes and cars), etc. The functional classification of streets within Winston are designated by the City, Douglas County, and ODOT, depending on jurisdiction, and the Federal Highway Administration (FHWA). Table 4-1 summarizes the federal and local functional classifications of the arterials and collectors in Winston, and select local streets, to identify discrepancies and recommend changes so that designations are consistent.



Figure 4-1: Street Jurisdiction



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Table 4-1: Functional Classification Discrepancies and Recommended Designations

Street	Extents	Functional Classification			
		Federal	County	City	Recommended
Abraham Ave	OR 42 to Lookingglass Rd	Urban Major Collector	-	Major Collector	Residential Collector
Brockway Rd	South UGB to OR 42	Urban Minor Arterial	Minor Arterial	Major Collector	Major Collector
	OR 42 to Lookingglass Rd	Urban Major Collector	Major Collector		
Brosi Orchard Rd	OR 42 to City Limits	Urban Minor Collector	-	Residential Collector	Residential Collector
	City Limits to East UGB		Minor Collector		
Cary St	OR 42 to Lookingglass Rd	Urban Minor Collector	-	Residential Collector	Residential Collector
Civil Bend Ave	OR 42 to Lookingglass Rd	Urban Minor Collector	-	Residential Collector	Residential Collector
Darrell Ave	Thompson Ave to Jorgen St	Urban Minor Collector	-	Residential Collector	Residential Collector
Glenhart Ave	OR 42 to Lookingglass Rd	Urban Major Collector	-	Residential Collector	Residential Collector
Grape Ave	Thompson Ave to Jorgen St	Urban Major Collector	-	Residential Collector	Residential Collector
Gregory Dr	Thompson Ave to Baker St	Urban Minor Collector	-	Residential Collector	Residential Collector
Jorgen St	OR 42 to Grape Ave	Urban Major Collector	-	Residential Collector	Residential Collector
	Grape Ave to Ronald St	Local Street			
Lookingglass Rd	West UGB to Brockway Rd	Urban Major Collector	Minor Arterial	Major Collector	Major Collector
	Brockway Rd to OR 42	Urban Minor Arterial			

Recommended functional classifications that are **bold** differ from either the federal designation or the designation of the street owner.

Table 4-1: Functional Classification Discrepancies and Recommended Designations

Street	Extents	Functional Classification			
		Federal	County	City	Recommended
Main St (OR 99)	South UGB to OR 42	Urban Minor Arterial	Minor Arterial	Arterial	Arterial
Pepsi Rd	OR 42 to East UGB	Urban Major Collector	Major Collector	Local Street	Major Collector
Plum Ridge Dr	Ronald St to East Terminus	Local Street	-	Residential Collector	Residential Collector
Thompson Ave	Main St (OR 99)	Urban Major Collector	-	Major Collector	Major Collector
Tokay St	Grape Ave to Winston Section Rd	Local Street	-	Residential Collector	Residential Collector
	Winston Section Rd to Johnson St	Urban Major Collector			
Sherry St	NW Civil Bend Ave to OR 42	Urban Minor Collector	-	Residential Collector	Residential Collector
Winston Section Rd	Thompson Ave to Tokay St	Urban Major Collector	-	Major Collector	Major Collector
	Pepsi Rd to OR 42	Local Street		Major Collector	Local Street

Recommended functional classifications that are **bold** differ from either the federal designation or the designation of the street owner.

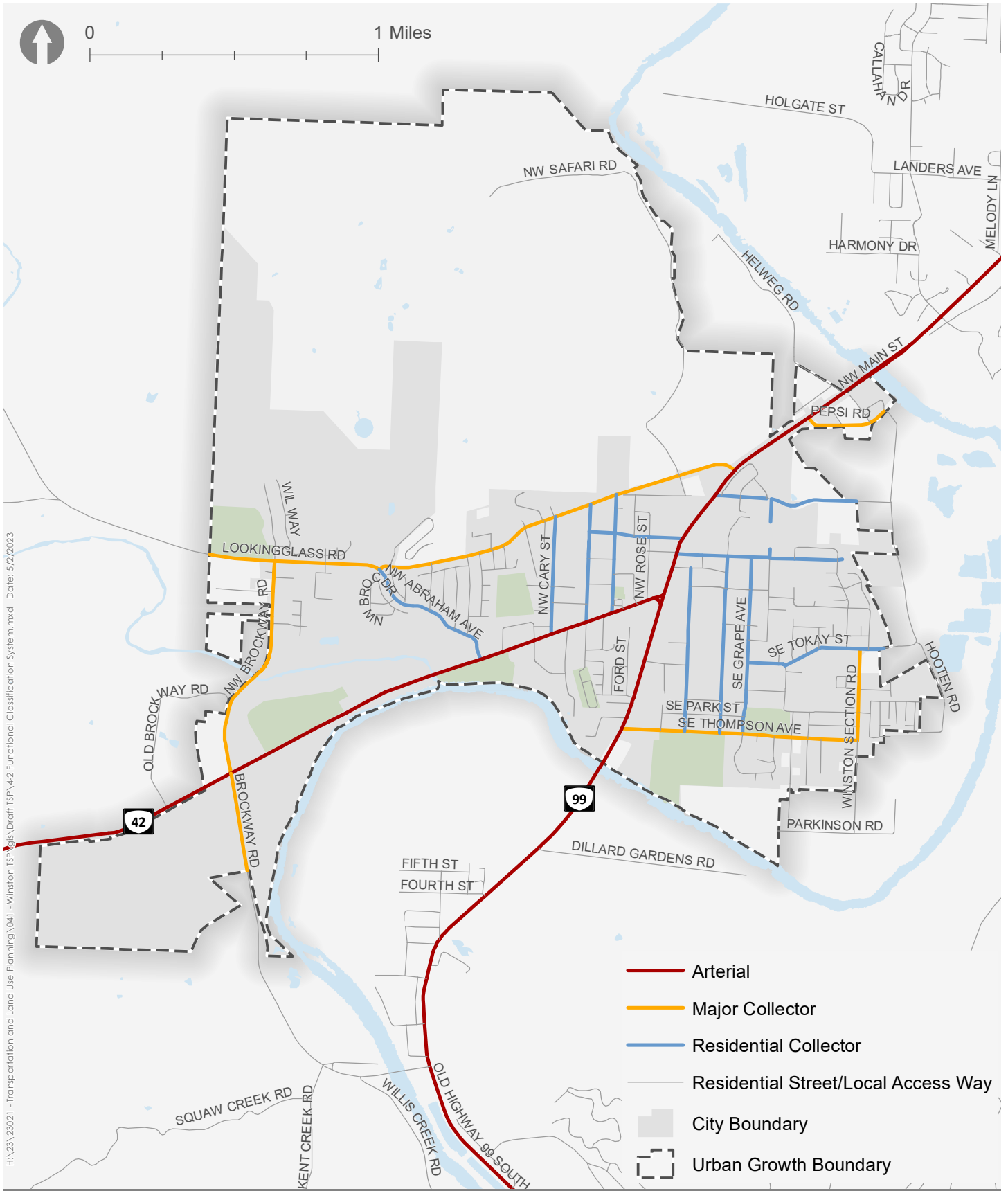


The functional classification designations recommended for the City’s higher-order street network, as summarized in Table 4-1, are defined below and illustrated in Figure 4-2.

<p>ARTERIALS</p>	<ul style="list-style-type: none"> • Provide access to major employment, neighborhood, civic, commercial and recreational areas • Carry the highest traffic volumes • Connect the city to other areas in Douglas County and the state <p><i>As noted under Street Jurisdiction, the arterials in Winston, OR 42 and OR 99 (Main Street), are not owned or operated by the City of Winston. ODOT and Douglas County standards would apply to these facilities, respectively.</i></p>
<p>MAJOR COLLECTORS</p>	<ul style="list-style-type: none"> • Serve as the “backbone” of the City street system • Connect people between neighborhoods, commercial areas, and employment sites • Provide connections to the arterials
<p>RESIDENTIAL COLLECTORS</p>	<ul style="list-style-type: none"> • Provide a dual function of balancing livable streets with higher levels of traffic • Serve as primary bike and walking routes within neighborhoods
<p>RESIDENTIAL STREETS</p>	<ul style="list-style-type: none"> • Serve as the primary local streets within neighborhoods • Enable direct access to adjacent lands • Provide connections to residential and major collectors
<p>LOCAL ACCESS WAYS</p>	<ul style="list-style-type: none"> • Typically serve a limited number of homes and are often narrower in width than other City streets



Figure 4-2: Functional Classification System



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In compliance with the TPR, the TSP focuses on changes to residential collectors, major collectors, and arterials.

Based on the needs analysis, the recommended functional classification system includes the following changes to the City's street designations:

- **Abraham Avenue** was reclassified from a Major Collector to a Residential Collector to better align the corridor with its anticipated future traffic volumes and adjacent land uses.
- **Tokay Street**, east of SE Rose Ridge Drive, was reclassified from a Major Collector to a Residential Collector to match the street's Residential Collector classification west of SE Rose Ridge Drive.
- **Winston Section Road**, between Pepsi Road and OR 42, was reclassified from a Major Collector to a Local Street to align with its federal designation based on the function of this roadway.
- **Pepsi Road** was reclassified from a Local Street to a Major Collector to align with its federal designation based on the function of this roadway.

Over time, as the community continues to grow, the City will periodically revisit functional classifications of particular streets to determine that they are still appropriate.

STREET IMPROVEMENT STANDARDS

The City's street standards provide guidance for designing and constructing new streets as well as making changes to existing streets. These standards are organized according to functional classification and by the land use types that the streets serve (per the zoning designation). They include provisions for multimodal facilities, including sidewalks along all streets and bike lanes along all arterials and collectors, depending on available right-of-way. The City's street standards are contained in the City's Municipal Code under Title XV (Land Usage Ordinance), Section 153.11. These should be referenced as the latest standards.

Many of the streets within Winston are not built to these standards and not all will be rebuilt over the next 20 years to match them. The City will periodically evaluate and implement changes to existing streets to meet these standards through maintenance projects, capital projects, and partnerships with private development.

In locations where topographic conditions or the built environment prevent constructing roadways to the identified standard, the City may allow a modified cross section.

All future changes to the state highway within the City's UGB will be coordinated with the guidance contained in ODOT's Highway Design Manual (HDM). Similar coordination with Douglas County will occur regarding future changes to its facilities within the City's UGB according to the Urban Growth Management Agreement (UGMA) between the two jurisdictions.

ACCESS SPACING STANDARDS

The City's access spacing standards provide guidance for the spacing of streets and intersections according to their functional classification. Higher classified roads typically require longer access spacing to prioritize mobility and lower classified roads require shorter access spacing to prioritize local access. The City's access spacing standards are contained in the City's Municipal Code under Title XV (Land Usage Ordinance), Section 154.055.

Access management spacing standards established for the state highway system within Winston are maintained in the OHP and Oregon Administrative Rule (OAR) 734-051-4020(8). As development and redevelopment occurs along OR 42, ODOT and the City will work in collaboration to meet spacing standards by consolidating existing and future accesses and encouraging crossover easements where feasible. Similar coordination with Douglas County will occur regarding its facilities within the City's UGB according to the Urban Growth Management Agreement (UGMA) between the two jurisdictions.

FREIGHT SYSTEM

OR 42 through Winston is an OHP designated freight route that connects people to I-5, the Pacific Coast, and communities in between and beyond. OR 42 is also designated as a Reduction Review Route, which requires that ODOT consider load restriction and oversize-dimension load needs as part of planning, project development, development review, and maintenance. OR 42 currently has no movement restrictions within the city. While the local system is used periodically by freight, no local freight routes are designated. Overtime, the City will coordinate with ODOT and the County to determine if any new freight routes are needed to support regional and local movement of goods and services.

BRIDGE SYSTEM

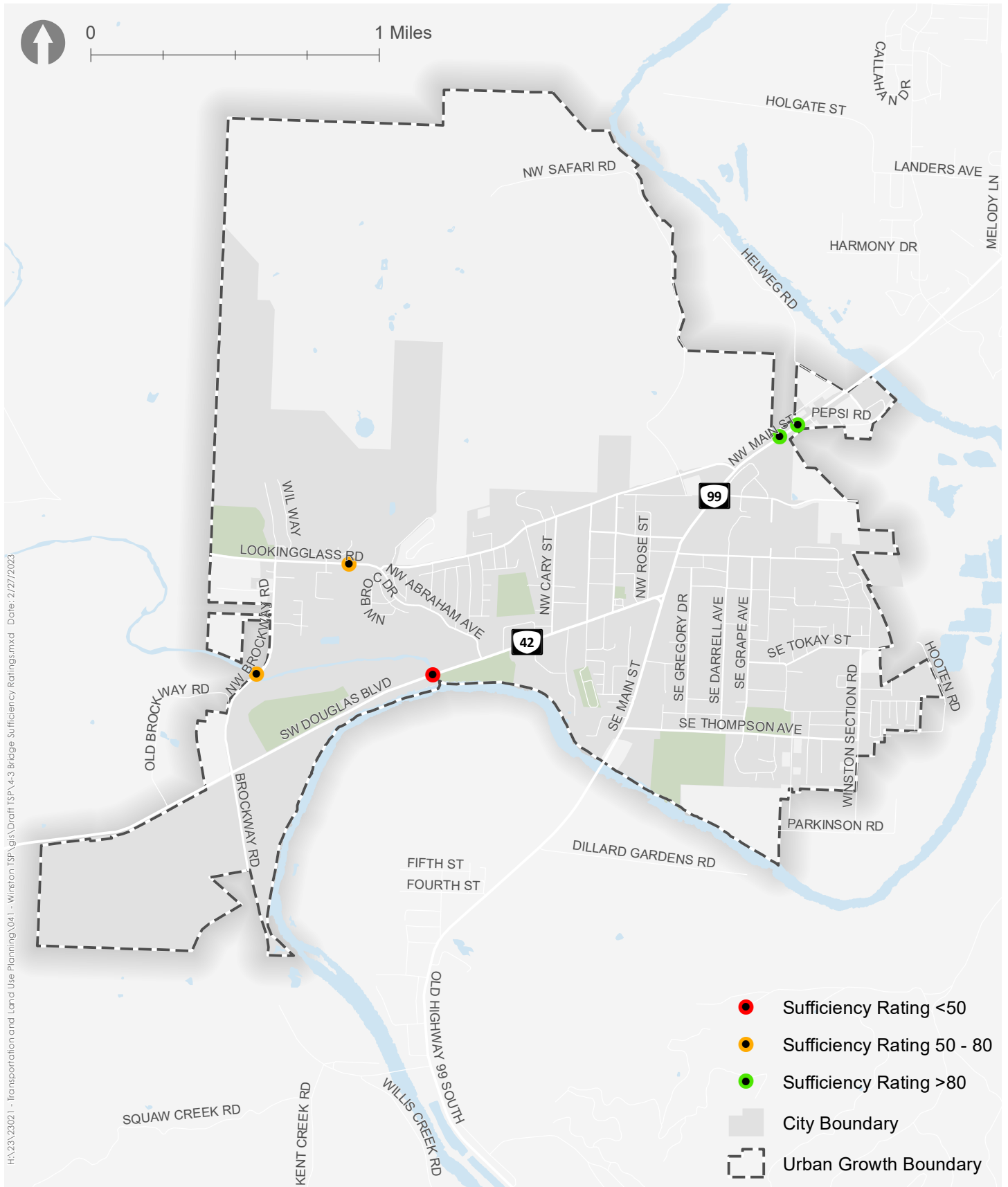
Winston's transportation system includes five bridges within the UGB and all are on the National Bridge Inventory System (NBIS), except for the OR 42 bridge that crosses the South Umpqua River overflow west of Pepsi Road. The bridge locations are shown in Figure 4-3.

No bridges are posted for weight restrictions, but these bridges are identified for reviewing Special Haul Vehicle (SHV) loads (e.g., dump trucks, construction vehicles, etc.):

- OR 42 over Lower Lookingglass Creek
- Brockway Road over Lookingglass Creek

ODOT bridge inspectors do and will continue to evaluate all of the bridges and periodically rate them based on structural integrity, functionality, serviceability, importance for public use, and other criteria (also shown in Figure 4-3). These ratings will help to inform potential changes to vehicle weight restrictions and/or the priority of rehabilitation or replacement projects.

Figure 4-3: Bridges



AIR SYSTEM

The Roseburg Regional Airport is the closest airport to Winston and is located less than 10 miles to the north. The airport is classified as a Category III, Regional General Aviation Airport, which typically supports most twin and single-engine aircraft and can accommodate business jet operations. It offers traditional airport services and has a Fixed Base Operator present each day. The airport also leases t-hangers, corporate/commercial hangars, and tie-downs.

No commercial airline service is provided at the airport, and at the time this TSP was written, the closest available commercial services are in Eugene and Medford.

Future planning at the airport is subject to the Roseburg Regional Airport. No element of the master plan, including imagery surfaces and protected airspace, is within the limits of Winston's UGB. The City TSP supports future efforts by the City of Roseburg and the state to continue serving the local and regional air needs.

RAIL SYSTEM

No rail transportation is present within Winston's UGB. Nearby, Central Oregon & Pacific Railroad (CORP) is a 362-mile Class II railroad between Black Butte, California and Springfield, Oregon that runs just east of Winston along the South Umpqua River. The railroad serves approximately 17,000 cars per year carrying primarily logs, lumber products, and plywood. This railroad is an integral part of the Dillard Mill and Roseburg Forest Products in Dillard just south of Winston. The TSP supports future efforts by the state and the railroad operator to continue to provide for the future rail needs of the region.

PIPELINE SYSTEM

A natural gas transmission pipeline operated by Northwest Pipeline LLC is east of Winston's UGB and runs from Grants Pass to Eugene. The pipeline has an east-west connection to the Roseburg Forest Products particleboard plant in Dillard just south of Winston, which is operated by the plant. No known pipelines exist within Winston. However, the city is served by several local utilities that provide services to businesses and residents. These utilities are often within the public right-of-way and should be coordinated with the relevant providers in conjunction with modifications to the transportation system.

VEHICLE PERFORMANCE METRICS

The use of mobility targets for streets and intersections identifies the maximum amount of congestion that an agency or community has deemed to be acceptable. Such standards are commonly used to assess the impacts of proposed land use actions on vehicular operating conditions and are one measure staff uses to determine transportation improvement needs for project planning. Mobility targets are typically defined by motor vehicle level of service (LOS), which is presented as grades “A” (free flow traffic conditions) to “F” (congested traffic conditions) and/or by a volume-to-capacity ratio (V/C), which represents the amount of measured traffic volumes that are utilizing the capacity of a street or intersection. As V/C ratios approach 1.0, traffic congestion increases.

Both ODOT and Douglas County use mobility targets based on V/C ratios to evaluate acceptable vehicular performance. The City uses mobility targets based on LOS. These targets are frequently used to:

- Identify vehicular capacity deficiencies on the roadway system;
- Evaluate the effects of amendments to transportation plans, acknowledged comprehensive plans and land-use regulations pursuant to the Transportation Planning Rule (TPR; Oregon Administrative Rules [OAR] 660-12-0060) on the City and State roadways; and,
- Evaluate the traffic impacts of development applications for consistency with the land-use regulations.

The City defines an acceptable LOS target of “D” or better; ODOT and Douglas County mobility targets are established in the OHP and the County’s TSP, respectively.



CHAPTER 5: TRANSPORTATION SOLUTIONS

This Chapter presents a list of prioritized transportation investments within Winston’s UGB that are intended to fulfill the plan’s goals and policies (see Chapter 2) and serve the City in the future. These investments were identified and prioritized based on feedback obtained from city residents and partner agency staff and by technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified projects help to support plans adopted by the City, ODOT, and other partner agencies. For planning purposes and the City’s future considerations related to its Capital Improvement Program (CIP), the prioritized transportation investments are categorized as high, medium, or low based on complexity, likely availability of funding, and assessment of need.

The City’s goals and policies seek to improve the convenience and safety for people driving, walking, biking, and taking transit as well as continued support for the region’s economic health and prosperity. Therefore, the highest priority projects for strategic investments are those that (1) protect the existing system and (2) improve the efficiency and safety of existing multimodal facilities. These projects should be implemented first unless a lower priority measure is demonstrated to be more cost-effective or is one that better supports safety, growth management, or other livability and economic considerations.

Each of the recommended transportation investments have associated cost estimates. These costs are order-of-magnitude (e.g., planning-level) estimates that account for design engineering and construction and generally include a 30 percent contingency factor. The costs were calculated for each project using the methodology and procedures recommended by the American Association of Cost Engineers (Class 5 estimates). All costs are rounded to the nearest \$100,000 and provided in 2022 dollars. The Project Prospectus Sheets in Attachment 2 include all estimation assumptions as well as any topographic, right-of-way, or other constraints.



Some projects may be accelerated, and others postponed, due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources (see Chapter 6).

Inclusion of an improvement in the TSP does not represent a commitment by the City of Winston or ODOT to fund, allow, or construct the project. Projects on the State of Oregon (“State”) Highway System that are contained in the TSP are not considered “planned” projects until they are programmed into the Statewide Transportation Improvement Program (“STIP”). As such, projects proposed in the TSP that are located on a State Highway cannot be considered mitigated for future development or land use actions until they are programmed into an adopted STIP or ODOT provides a letter indicating that the project is “reasonably likely” to be funded in the STIP. State Highway projects that are programmed to be constructed may have to be altered or cancelled at a later time to meet changing budgets or unanticipated conditions such as environmental constraints.

As such, transportation investments recommended along the state highway are identified for discussion and planning purposes and for determining a planning-level cost estimate, only. Design elements for any state facility are subject to change, will be determined through preliminary and final design processes, and are conditional to future ODOT approvals. As part of TSP implementation, the City will continue to coordinate with ODOT and other partner agencies regarding project prioritization, funding, and construction.



INTERSECTION & STREET PROJECTS

The needs assessment, summarized in Chapter 3, identified two ODOT intersections requiring further evaluation as part of TSP implementation to increase their capacity and improve their safety. The needs assessment also identified strategic street corridors where changes to their roadway characteristics may be necessary to help support future growth and economic development as well as to enhance the safety of all users. These intersection and street projects are identified in Figure 5-1 on the next page and described in the following sections.

Intersection Projects

The two ODOT intersections that are recommended for further evaluation include OR 42 / Lookingglass Road and OR 42 / Brockway Road. Considerations for changes to these intersections are summarized in Table 5-1.

Street Projects

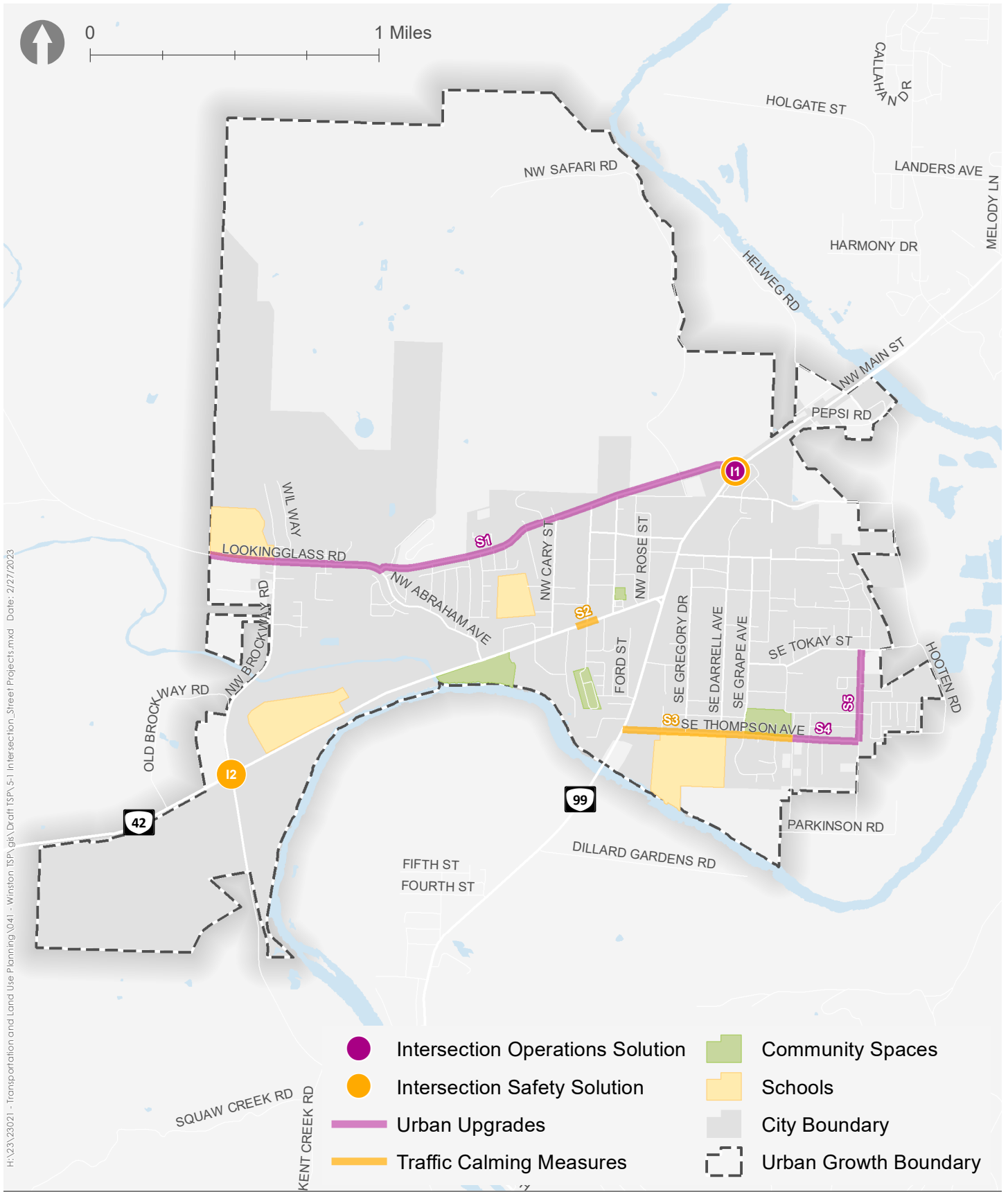
Changes to three City streets were specifically identified to help support a healthy, equitable, and economically diverse community. These three street corridors, both individually and taken together, provide important connections for people to access the city's civic uses and schools.

- **Lookingglass Road:** This street provides an important connection for people riding bikes and walking in the northern portion of the city. There are a number of existing physical constraints and right-of-way needs that likely preclude the full widening of this street per the City's street standards referenced in Chapter 4. As such, one of the implementation steps following adoption of the TSP would be to undergo a specific design-related corridor study to inform where bike lanes and sidewalks or a multi-use path, alternatively, may be implemented. The timing of this study is subject to future funding opportunities.
- **Thompson Avenue:** Evaluation and implementation of traffic calming measures are recommended from Main Street to Edgewood Street, including modifications to the existing roadway cross-section, to enhance the comfort and convenience of people walking, riding bikes, and rolling along this street to access key activity centers in the corridor, including Winston Middle School. Major Collector standard street upgrades are also recommended east of Edgewood Street, and to the north along Winston Section Road, to provide continuous multimodal infrastructure.
- **OR 42 Safe Routes to School Project:** Implementing speed feedback signs on OR 42 is recommended near NW Civil Bend Avenue to encourage slower vehicular speeds through the corridor.

The recommended list of street projects is shown in Table 5-2.



Figure 5-1: Intersection and Street Projects



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Table 5-1: Intersection Projects

<p>OR 42 / LOOKINGGLASS ROAD (I1)</p>	<ul style="list-style-type: none"> • High priority project to conduct an intersection improvement evaluation consistent with ODOT standards. Include the OR 42 / Pepsi Road intersection as part of the evaluation. • An improvement that could better support traffic volumes and growth, reduce crashes, provide a protected highway crossing for people walking and biking, and create a gateway into the city. • A preferred intersection treatment must be selected through a future engineering analysis that is consistent with applicable ODOT procedures and State Traffic Engineer approval. • The City can coordinate with ODOT on expected costs for project development and construction of the preferred intersection treatment as well as funding partners (e.g., federal government, Douglas County, private developers, etc.). • The Cow Creek Tribe owns the property northeast of the intersection; intersection impacts must undergo Bureau of Indian Affairs (BIA) and Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) processes. • Potential sources¹ to fund the project might include ARTS, STIP, RAISE, or IJJA. • The intersection improvement evaluation would need to consider recommendations from the OR 42 Expressway Plan, which recommends realigning Lookingglass Road east and Pepsi Road west to create a four-leg, signalized intersection.
<p>OR 42 / BROCKWAY ROAD (I2)</p>	<ul style="list-style-type: none"> • High priority project • A traffic control change at this intersection could better support traffic volumes and growth, reduce crashes, provide a protected highway crossing for people walking and biking, and create a gateway into the city. • At the time the TSP was written, ODOT was evaluating installation of a roundabout at this location through a detailed design.

¹ ARTS: All Roads Transportation Safety; STIP: Statewide Transportation Improvement Program; RAISE: Rebuilding American Infrastructure with Sustainability and Equity; IJJA: Infrastructure Investment and Jobs Act

Table 5-2: Street Projects

ID	Street	Limits/ Location	Description	Priority	Cost
S1	Lookingglass Rd	West UGB to OR 42	Conduct a corridor study to identify feasible walking, biking, and transit solutions that also considers the needs at OR 42 / Lookingglass Rd	High	\$100K
S2	OR 42	NW Civil Bend Ave	Install feedback signs on north side of highway near intersection	Medium	\$10k
S3	Thompson Ave	OR 99 (Main St) to Edgewood St	Implement traffic calming measures (e.g., adding crossings, enhancing existing crossings, intersection bulb-outs, lighting, reducing travel width) and Major Collector cross section upgrades	High	\$1.0M-\$1.5M
S4	Thompson Ave	Edgewood St to Winston Rd	Upgrade cross section to Major Collector standard	High	\$2.4M
S5	Winston Rd	Thompson Avenue to Tokay Street	Upgrade cross section to Major Collector standard	High	\$2.4M



STREET OPERATIONS & PRESERVATION PROGRAM

The City strives to operate and maintain its street system in a “state of good repair.” To accomplish this, the City will seek regular funding sources to identify and perform necessary activities such as pavement and right-of-way maintenance on the existing street system and bridges, reconstructing streets with failed pavement conditions, and street sweeping. As necessary, the City will seek grants, agency partnerships, or other opportunities to obtain or leverage resources to complete operations or preservation needs.

PRIORITY PEDESTRIAN PROJECTS

Maintaining and adding walking facilities within Winston can help safely and efficiently transport people who are unable or choose not to drive. Pedestrians should feel safe and comfortable while walking or rolling and have convenient access to their desired destinations.

The City relies on two primary types of pedestrian facilities to best serve different walking trips for people of all ages and abilities:

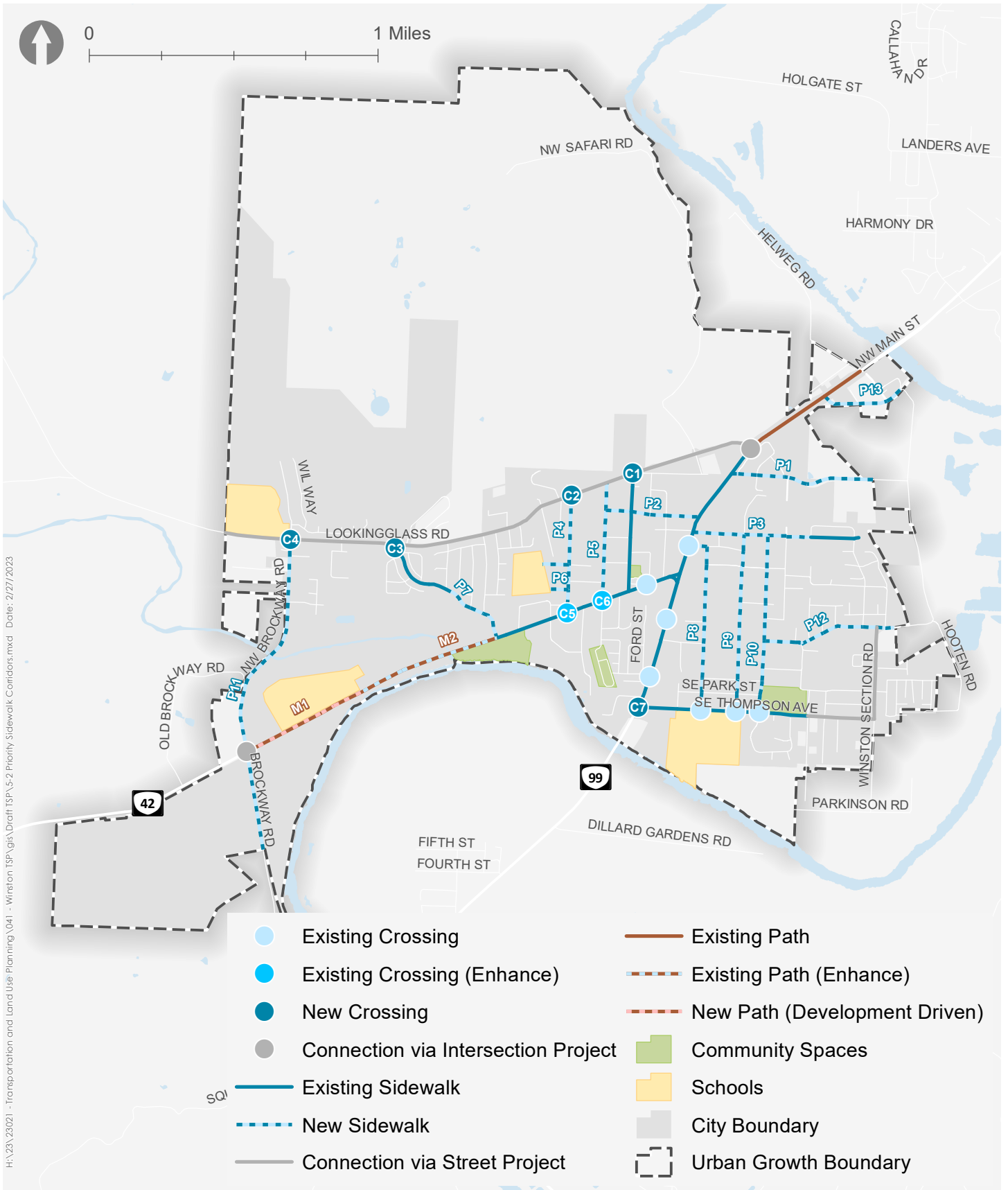
- **Paved sidewalks adjacent to roadways:** these are important for basic mobility of all people walking and rolling and particularly those with disabilities. Setback sidewalks (featuring a planted barrier between the sidewalk and travel way) can create more comfort and safety for people walking.
- **Shared-use pathways separate from the street:** these are designed for walking, rolling, and bicycling. Where space allows, redundant paths that separate people walking from people biking may be developed along corridors with more pedestrian and bicycle traffic. Where space is more constrained, a wider paved path with striping and detectable surfaces can serve both people walking and biking and delineate uses. Separated paths may also be unpaved depending on intended use.

While sidewalks and/or pathways along all streets in Winston is the City’s goal, funding is limited. The recommended list of pedestrian projects is intended to help address the following needs:

- Provide a complete network of sidewalks on the highway and the collector streets to connect people between neighborhoods, schools, parks, recreational areas, activity centers, transit stops, and access to regional attractions;
- Address the needs of students walking and biking, taking buses, and being transported by parents/caregivers at McGovern Elementary School; and,
- Providing safe and convenient street crossings.

The recommended pedestrian system improvements are shown in Figure 5-2 and summarized in Table 5-3. Crossing projects that are recommended for supporting a more comprehensive pedestrian network are summarized in Table 5-4. In addition to these projects, a strong community pedestrian network can be supported over time by educational efforts related to walking safety and access to key routes and a Safe-Routes-to-Schools program. Other changes to the system of sidewalks and pathways, as well as pedestrian crossing locations, will occur over time as funding opportunities become available and/or as part of adjacent land development.

Figure 5-2: Priority Pedestrian Projects



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Table 5-3: Sidewalk and Path Projects

ID	Street	Limits	Description	Priority	Cost
M1	OR 42	Brockway Rd to Douglas High School	Install new path wider than 6 feet (to achieve BLTS 2) that ties into existing path. Consider buffering (to achieve PLTS 2) and elevating.	High	\$900K
M2	OR 42	Douglas High School to Abraham Ave	Enhance existing path. Consider buffering and elevating to improve LTS.	High	\$1.0M
P1	Brosi Orchard Rd	OR 42 to east UGB	Install 6-foot sidewalks	Medium	\$2.3M
P2	Sherry St	Civil Bend Ave to OR 42	Install 6-foot sidewalks	High	\$1.1M
P3	Jorgen St	OR 42 to sidewalk tie-in	Install 6-foot sidewalks	High	\$2.2M
P4	Cary St	OR 42 to Lookingglass Rd	Install 6-foot sidewalks	High	\$1.8M
P5	Civil Bend Ave	OR 42 to Lookingglass Rd	Install 6-foot sidewalks	High	\$1.9M
P6	Tumlin Ave & Elwood St	McGovern Elementary School to Cary St	Install 6-foot sidewalks	High	\$1.1M
P7	Abraham Ave	Sidewalk tie-in to OR 42	Install 6-foot sidewalks	High	\$600k
P8	Gregory Dr	Thompson Ave to Baker St	Install 6-foot sidewalks	High	\$3.0M
P9	Darrell Ave	Thompson Ave to Jorgen St	Install 6-foot sidewalks	High	\$2.9M
P10	Grape Ave	Thompson Ave to Jorgen St	Install 6-foot sidewalks	High	\$2.8M
P11	Brockway Rd	Lookingglass Rd to south UGB	Install 6-foot sidewalks	High	\$4.6M
P12	Tokay St	Grape Ave to UGB	Install 6-foot sidewalks	High	\$1.5M
P13	Pepsi Rd	OR 42 to UGB	Install 6-foot sidewalks	High	\$1.4M

Table 5-4: Crossing Projects

ID	Limits	Description	Priority	Cost
C1	Glenhart Ave / Lookingglass Rd	Enhance crossing with features appropriate for the roadway context	High	\$100k
C2	Cary St / Lookingglass Rd	Enhance crossing with features appropriate for the roadway context	High	\$100k
C3	Abraham Ave / Lookingglass Rd	Enhance crossing with features appropriate for the roadway context	High	\$100k
C4	Brockway Rd / Lookingglass Rd	Enhance crossing with features appropriate for the roadway context	High	\$100k
C5	OR 42 / Cary St	Enhancements to this crossing should be consistent with the SRTS Plan	High	\$200k
C6	OR 42 / NW Civil Bend Ave	Enhancements to this crossing should be consistent with the SRTS Plan	High	\$200k
C7	OR 99 (Main St) / Thompson Ave	Enhance crossing with features appropriate for the roadway context	High	\$200k

Coordination with ODOT will be necessary for any proposed improvements along the state highway. Further investigation will be required to determine the appropriate location of any enhanced crossings and their specific treatments (e.g., curb extensions, pedestrian refuge islands, pavement markings, illumination, signs, Rectangular Rapid Flashing Beacons) in consideration of roadway context.

KEY BIKING ROUTES

Riding bikes can help promote a healthy community, has a lower environmental impact, and allows people to move independently throughout Winston without motorized vehicles, including many who cannot or choose not to drive. The City relies on two primary types of bicycle facilities to best serve different biking trips for people of all ages and abilities:

- **Bike lanes:** these are marked spaces along a length of street that are designated for use by people bicycling. Wheelchair users and some motorized scooters are allowed in bike lanes. In the future, additional bike lanes may include a buffer strip to provide space between the bike lane and the auto lane or parked cars. Further, the City may also make use of green colorant where an auto lane crosses the bike lane to accentuate the potential conflict.
- **Shared-use pathways separate from the street:** these are designed for walking, rolling, and bicycling. Where space allows, redundant paths that separate people walking from people biking may be developed along corridors with more pedestrian and bicycle traffic. Where space is more constrained, a wider paved path with striping and detectable surfaces can serve both people walking and biking and delineate uses. Separated paths may also be unpaved depending on intended use.

Table 5-5 and Figure 5-3 identify the list of prioritized bike facility projects that can encourage increased travel by bicycle through enhanced safety, comfort, convenience, and connectivity.

Table 5-5: Bike Projects

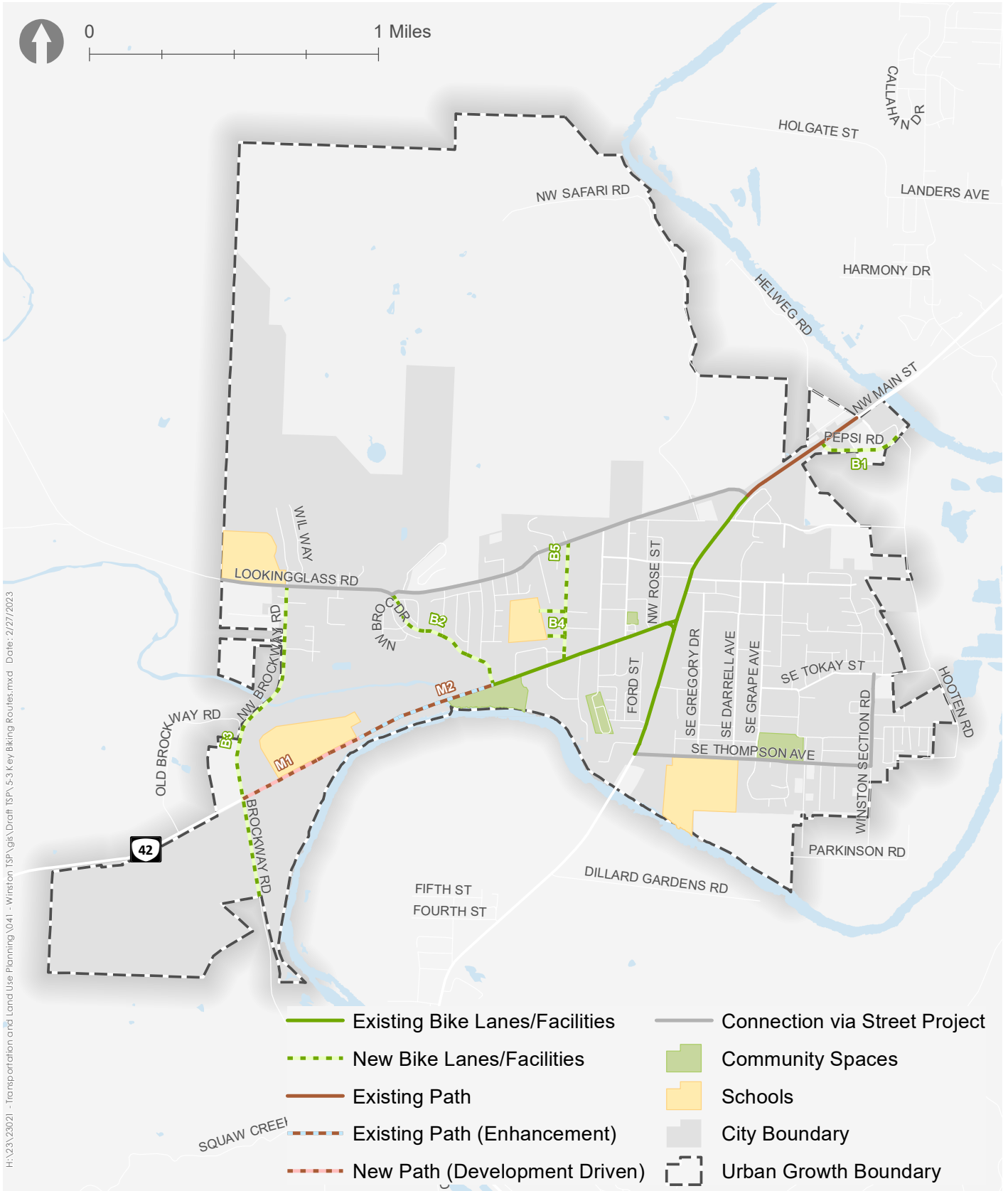
ID	Street	Limits	Description	Priority	Cost
B1	Pepsi Rd	OR 42 to Winston Section Rd	Install shared roadway treatments (e.g., signage, pavement markers)	Low	\$15K
B2	Abraham Ave	Lookingglass Rd to OR 42	Install 6-foot bike lanes consistent with Major/Residential Collector standard	High	\$20K
B3	Brockway Rd	Lookingglass Rd to south UGB	Install 6-foot bike lanes consistent with Major Collector standard	Med.	\$7.3M
B4	Tumlin Ave & Elwood St	McGovern Elementary School to Cary St	Install shared roadway treatments (e.g., signage, pavement markers)	High	\$9K
B5	Cary St	OR 42 to Lookingglass Rd	Install shared roadway treatments or 6-foot bike lanes, depending on available R/W	High	To Be Determined by Project Type

The recommended list of bike projects is intended to address the following needs:

- Provide more bicycle routes throughout the City, including alternate routes to OR 42 and OR 99 (Main Street) for less experienced riders;
- Create a system of bicycle facilities/pathways throughout the City that can be comfortably used by children and teens as well as people who choose not to or are unable to travel by car for daily activities, including recreation;
- Connect people to transit stops and a potential transit hub.

Bike lanes may be incorporated into additional streets over time as additional funding becomes available and/or as part of development activities. The City might also consider incorporating bicycle boulevards along its low speed and low volume streets, which might include shared roadway treatments such as signage and pavement markers to alert drivers to the presence of bicyclists. Application of such treatments should be identified through an engineering analysis. Like with pedestrian facilities, coordination with ODOT will be necessary for any proposed improvements for bike facilities along the state highway.

Figure 5-3: Key Biking Route Projects



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PUBLIC TRANSPORTATION SERVICES & FACILITIES

The TSP promotes providing high-quality, available, and reliable transit service that can support the environment, economic development, and equity for all travelers. Public transportation service in Winston is provided by Umpqua Public Transit District (UPTD) and Coos County Area Transportation District (CCAT). UPTD, who coordinates transit service and facility needs with CCAT, adopted its updated Transit Master Plan in 2022 and includes service enhancements, capital improvements, and policies that support:

- Changes to streets and intersections that facilitate bus movement;
- Amenities that serve pedestrians and people on bikes and create intermodal connections to transit;
- Refinements to transit routes and schedules.

The 2022 UPTD Transit Master Plan will be adopted by reference in this plan. Table 5-6 includes the transit service and facilities projects that are relevant to Winston and the TSP.

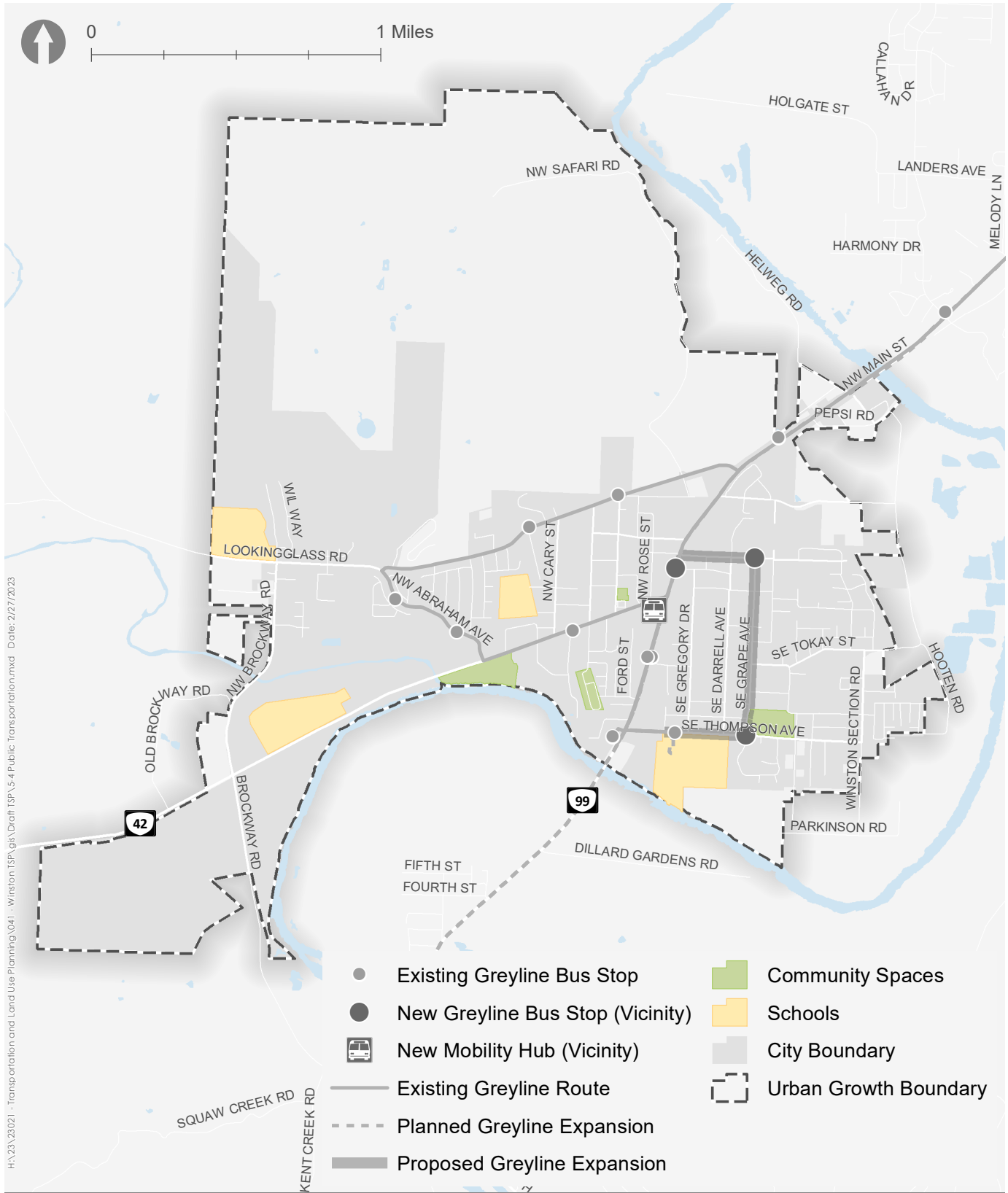


Table 5-6: Umpqua Public Transportation District Projects

<p>SHORT-TERM PROJECTS (FISCALLY CONSTRAINED)</p>	<ul style="list-style-type: none"> • Increased service hours for the Greyline (connects Winston to Roseburg with a loop in Winston) – 12 trips per day, 5 days per week • Extension of the Greyline along OR 99 (Main Street) to Dillard (with an emphasis on serving workforce) • Real-time vehicle arrival information and passenger counters • Rider tools and information via website and mobile apps • Bus stop improvements
<p>MID-TERM PROJECTS (FISCALLY CONSTRAINED)</p>	<ul style="list-style-type: none"> • Weekend service for the Greyline – 12 trips per day, 7 days per week • Weekend service for Route 99 (connects Roseburg to Canyonville with stops in Winston) – 7 trips per day, 7 days per week • Enhanced service for the Roseburg Express (connects Roseburg to Coos Bay with a stop in Winston) – 2 trips per day, 3 days per week • Continued bus stop improvements
<p>LONG-TERM PROJECTS (FISCALLY CONSTRAINED)</p>	<ul style="list-style-type: none"> • Continued bus stop improvements
<p>FISCALLY UNCONSTRAINED PROJECTS</p>	<ul style="list-style-type: none"> • Increased service frequency for the Roseburg Express • Expanded demand-response service

In addition, Figure 5-4 and Table 5-7 identify the TSP’s recommended transit services and facilities specific to Winston. These recommendations are not reflected in UPTD’s adopted Transit Master Plan but will be considered in future transit planning efforts. Costs for transit projects are not provided. The City and UPTD will continue to collaborate on capital improvements and strategic policies that can help implement more robust transit service throughout the City.

Figure 5-4: Recommended Public Transportation Projects



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Table 5-7: Recommended Public Transportation Projects

Location	Description	Priority	Cost
Jorgen St / Grape Ave / Thompson Ave	Evaluate the need to expand Greyline route and provide vicinity bus stops and assess operating impacts to other routes	Medium	To Be Determined Through Evaluation
Downtown	Implement mobility hub to interconnect transit routes and promote mobility throughout the city (e.g., bikeshare, park-n-ride, electric vehicle charging, etc.)	Medium	Varies



CHAPTER 6: TRANSPORTATION FUNDING

Given the uncertainty of today's fiscal environment for funding transportation projects, this plan includes a prudent and conservative list of transportation investments, emphasizes lower cost methods that strengthen mobility within the city, and increases reliance on technologies to promote efficient streets. The recommended TSP projects are under the jurisdiction of ODOT, Douglas County, the City of Winston, and Umpqua Public Transit District (UPTD) and some may occur as private development activities. For this reason, each project may be funded through a different combination of Federal, State, City, County, or private sources.

This chapter presents the City's current funding sources and revenue, a summary of the overall cost for the recommended projects, and possible new funding mechanisms that could help implement projects during the life of the TSP. It is important to note that the possible new funding mechanisms presented in this chapter do not guarantee that every project that is contained in the TSP will be constructed over the next 20 years.



STREET FUNDING

The City's street fund resources and expenditures shown in Table 6-1 are the basis for extrapolating estimated revenues that might be available for transportation projects over the next 20 years. As presented, the City only has funds available to address operations and maintenance and has not made any recent capital investments in transportation facilities. In addition, the City has not kept pace with their maintenance needs, therefore, additional revenue sources will be necessary in the future to merely maintain their existing system.

Table 6-1: City of Winston Street Funding Allocations (2017-2021)

Resources	2017	2018	2019	2020	2021
Total Resources	\$855,036	\$1,041,467	\$1,041,501	\$1,137,399	\$1,223,647
Total Expenditures	\$855,036	\$1,041,467	\$1,041,501	\$1,137,399	\$1,223,647
Personnel	\$258,246	\$245,268	\$276,133	\$293,874	\$321,720
Materials & Service	\$128,921	\$120,000	\$149,050	\$167,550	\$175,550
Capital Outlay	\$454,475	\$622,670	\$512,946	\$533,682	\$690,907
Transfers	\$6,754	\$40,249	\$35,092	\$19,783	\$27,000
Contingency	\$0	\$0	\$55,000	\$109,170	\$0
Debt Service	\$6,640	\$13,280	\$13,280	\$13,340	\$8,470
Net	\$0	\$0	\$0	\$0	\$0



PROJECT COSTS & FUNDING GAP

The City of Winston typically has limited to no revenue for capital improvements based on available resources and ongoing regular maintenance needs. As such, new projects identified in this TSP are not considered financially constrained. Table 6-2 provides a summary, by project type, of the recommended TSP projects, which are provided in 2022 dollars, and rounded to the nearest \$100,000.

In comparing the City's street funding to the estimated costs of recommended transportation solutions, the City will need to identify additional funding sources to implement future improvements to its transportation system. As such, the City will need to partner with other agencies, the private development community, and pursue alternative funding sources to address these 20-year transportation projects.

Table 6-2: Estimated Costs of Recommended Transportation Solutions

Facility/Project Type	Total Cost (\$2022)
Intersections	To be determined
Streets	\$5.9M – \$6.4M
Sidewalks	\$27.2M
Paths	\$1.9M
Crossings	\$1.0M
Bike Lanes & Shared Roadway Treatments	\$7.4M
Greyline Route Expansion	To be determined
Mobility Hub	Varies
Studies	\$100K
Total	\$43.5 – \$44.0M

POTENTIAL FUNDING SOURCES

Given that City resources and expenses have generally been equal in recent years and have not included any discretionary capital improvement projects undertaken by the City, the City will need to develop a strategy to fund the improvements identified in the TSP. Potential elements of this strategy are outlined in the following sections. In addition to the transportation-specific funds described below, the City may also seek state and federal grant opportunities where transportation facilities are a secondary focus of the funds. For example, the Statewide Transportation Improvement Fund (STIF) is intended for improvements to transit service, facility, operations, etc., but improvements to transportation facilities that provide access to transit – such as sidewalks along or near the UPTD Greyline Fixed Route – could also be eligible for funds.

Local Funding Mechanisms

Potential local-level funding sources summarized in Table 6-3 can either be used currently to fund future projects or may be considered by the City Council to adopt as a new funding source. The City has used some of these funding mechanisms in the past; others would be new. Inclusion of this table in the TSP does not create a new funding source but rather is intended to present the various funding sources that local governments throughout Oregon have utilized. In general, local funding sources are more flexible than funding obtained from state or federal grant sources.

Table 6-3: Potential Local Funding Mechanisms

Funding Source	Description	Potential Application
Street Utility Fees (also called road maintenance fees)	A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.
Transportation Systems Development Charge (SDC)	SDCs are impact fees assessed to development for the capacity demand it creates on public infrastructure systems. SDCs may be an improvement fee, a reimbursement fee, or a combination thereof. Reimbursement fee revenues are dedicated to capital projects that increase capacity to meet the needs of growth. SDC credits are provided to developers for public improvements they construct which add capacity to the system beyond that required to serve their development. SDC credits may also be given for development provisions that reduce vehicular capacity demand on the transportation system, such as providing end-of-trip bike facilities within the new development.	The City currently has an SDC program. They may update the SDC to reflect the projects included in the TSP after adoption.

Funding Source	Description	Potential Application
Stormwater SDCs, grants, and loans	SDCs, grants, loans, and stormwater improvement fees can be obtained for improving stormwater management facilities constructed as part of transportation system improvements.	SDCs may only be used for that portion of transportation improvements which generate additional stormwater management capacity related to growth.
Local gas tax	A local tax can be assessed on the purchase of gas within the City. This tax is added to the cost of gasoline at the pump, along with the state and federal gas taxes.	System-wide transportation facilities including streets, sidewalks, and bike lanes.
Incentives	The City provides enticements such as bonus densities and flexibility in design in exchange for a public benefit. Examples might include a commute trip reduction (CTR) program or transit facilities in exchange for bonus densities. Incentives may be used with SDC methods to reduce transportation impacts from new development.	System-wide transportation facilities including streets, sidewalks, bike lanes, shared use paths, and transit.
Public/private partnerships	Public/private partnerships have been used around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as vehicle charging stations, public parking lots, bicycle lockers, or car share facilities.	System-wide transportation facilities including streets, sidewalks, bike lanes, shared use paths, and transit.
Tax Increment Financing (TIF)	TIF is a tool that cities may use to create special districts (tax increment areas) where public improvements are made to generate private-sector development. During a defined period, the City freezes the tax base at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.	System-wide transportation facilities including streets, sidewalks, bike lanes, shared use paths, and transit.

Funding Source	Description	Potential Application
Streets District	Oregon state law (Oregon Revised Statute [ORS] 371) allows for the formation of special streets taxing districts for purposes of constructing and maintaining streets within the taxing district boundaries. A Streets District would be a separate entity from the City of Winston, with its own property tax levy rate and an elected board of commissioners. Those within the potential district boundaries must vote on the creation of a Streets District.	Roadway improvement projects.
Revenue and general obligation bonds	Bonding allows municipal and county government to finance construction projects by borrowing money and paying it back over time, with interest. Financing requires smaller regular payments over time compared to paying the full cost at once, but financing increases the total cost of the project by adding interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote. These bonds add the cost of the improvement to property taxes over time.	Construction of major capital improvement projects within the city, street maintenance and incidental improvements.
Reimbursement Districts	Also called Zones of Benefit or Advance Financed Districts, a city determines the boundary of the district. Property owners of new development or large redevelopment permits pay a fee for the installation of public improvements. They then recover some portion of the cost over a period of years (often 15).	Construction of major capital improvement projects within the city (possibly in Study Areas).

STATE & FEDERAL GRANTS

In addition to local funding sources, the City can seek to leverage opportunities for funding from grants at the state and federal levels for specific projects. Table 6-4 outlines state and federal sources and their potential project applicability.

Table 6-4: Potential State and Federal Grants

Funding Source	Description	Potential Application
Statewide Transportation Improvement Program (STIP)	STIP is the State of Oregon’s four-year transportation capital improvement program. ODOT’s system for distributing these funds has varied over recent years. Generally, local agencies coordinate with ODOT in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP.
Transportation and Growth Management (TGM) Grants	TGM Grants are planning grants administered by ODOT and DLCDC and awarded on an annual basis. The TGM grants are generally awarded to projects that will lead to more livable, economically vital, transportation efficient, sustainable, and pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning and integrated land use/transportation planning.	Refinement of any identified study projects.
All Roads Transportation Safety Program (ARTS)	The federal Highway Safety Improvement Program is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns within the city, consistent with Oregon’s Transportation Safety Action Plan.
Immediate Opportunity Fund (IOF)	This fund is discretionary and provides funding for transportation projects essential for supporting site-specific economic development projects. These funds are distributed on a case-by-case basis in cooperation with Business Oregon. These funds can only be used when other sources of financial support are insufficient or unavailable. These funds are reserved for projects where a documented transportation problem exists or where private firm location decisions hinge on the immediate commitment of road construction. A minimum 50 percent match is required from project applications.	Any identified projects that would improve economic development in the city and where there are documented transportation problems.
Connect Oregon	Lottery-backed bonds distributed to air, marine, rail, and pedestrian projects statewide. No less than 10 percent of Connect Oregon funds must be distributed to each of the five regions of the state, if there are qualified projects in the region. The objective is to improve the connections between the highway system and other modes of transportation.	System-wide transportation facilities including shared-use paths.

Funding Source	Description	Potential Application
Oregon Parks and Recreation Local Government Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. A match of at least 20 percent is required.	Trails and other recreational facility development or rehabilitation.
Oregon Transportation Infrastructure Bank (OTIB)	A statewide revolving loan fund is available to local governments for many transportation infrastructure improvements, including highway, transit, and non-motorized projects. Most funds made available through this program are federal; streets must be functionally classified as a major collector or higher to be eligible for loan funding.	Infrastructure improvements to major collectors or higher classified roads for vehicle, transit, and non-motorized travel.
State highway gas tax increase or user fee	ODOT is currently researching a miles driven fee for drivers to address equity and sustainability of the state gas tax revenues. A miles fee would need to pass through state legislation and could help sustain or possibly increase the state's transportation funds.	System-wide transportation facilities including streets, sidewalks, bike lanes, and transit.
Multimodal Active Transportation Fund	This fund invests in multimodal transportation infrastructure improvements across Oregon.	Pedestrian and bicycle-related projects.
Safe Routes to School (SRTS)	SRTS, administered by ODOT, focus on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle-related projects within the vicinity of local schools.
Community Paths Program	This is a State of Oregon program focused on helping communities create and maintain connections through shared-use paths.	Shared-use paths.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Discretionary Grant program invests in road, rail, transit, and port projects that promise to achieve national objectives. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). The RAISE program provides supplemental funding for grants to the State and local entities listed above on a competitive basis for projects that will have a significant local/ regional impact.	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.

Funding Source	Description	Potential Application
Rural Surface Transportation Grant Program	Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Surface transportation infrastructure in rural areas.
Charging & Fueling Infrastructure Grants (Corridor Charging)	Funding that helps deploy electric vehicle (EV) charging and hydrogen/propane/ natural gas fueling infrastructure along designated alternative fuel corridors and in communities.	Designated alternative fuel corridors and/or in communities.
Charging and Fueling Infrastructure Grants (Community Charging)	Program funds will be made available each fiscal year for Community Grants, to install EV charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.	Public roads, schools, parks, and in publicly accessible parking facilities.
Infrastructure Investment and Jobs Act (IIJA)	The IIJA (aka “Bipartisan Infrastructure Law,” BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over \$4.5 billion over the next five years.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges, and address climate change.

Potential state funding sources are extremely limited, with some having significant competition. Any future improvements that rely on state funding may require City and regional consensus that these improvements are more important than transportation needs elsewhere in the region and the state. Combining multiple funding sources to pay for a single improvement project (e.g., combining state, regional, or City bicycle and pedestrian funds to pay for new bike lanes and sidewalks) will likely be necessary.

At the federal level, many new grant opportunities are available through the Infrastructure Investment and Jobs Act (IIJA), which expires in Fiscal Year 2026. The City and partner agencies should continue to monitor available funding opportunities through this program and similar programs that may follow.

PROJECT FUNDING PROGRAM

Of the funding sources summarized in the previous section, Table 6-5 below identifies those that are likely the most applicable for the City to consider in pursuit of the projects presented in Chapter 5. Funding sources are grouped as “Citywide Funding Sources,” which include flexible funding streams that could be applied to various projects, and “Project Specific Funding Sources,” which would be applied on a project-by-project basis. The City could choose to pursue one or more of the Citywide Funding Sources and develop an ongoing Capital Improvement Program (CIP) with the funds generated. In addition, the City may choose to apply for Project Specific Funding Sources to implement high priority projects.

Table 6-5: Likely Funding Sources

CITYWIDE FUNDING SOURCES	<ul style="list-style-type: none"> • Street Utility Fees • System Development Charges • General Obligation Bond
PROJECT SPECIFIC FUNDING SOURCES	<ul style="list-style-type: none"> • Transportation and Growth Management (TGM) Grants • Statewide Transportation Improvement Program (STIP) • Statewide Transportation Improvement Fund (STIF) • All Roads Transportation Safety (ARTS) • Safe Routes to School (SRTS) • Community Paths Program • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Infrastructure Investment and Jobs Act (IIJA) • Rural Surface Transportation Grant Program (Rural Surface)

Tables 6-6 through 6-10 represent the transportation projects presented in Chapter 5 but identify Project Specific Funding Sources, as well as potential funding partners, that are applicable to each project.



Table 6-6: Funding Program for Street Projects

ID	Street	Limits/ Location	Project	Potential Funding Partners	Potential Funding Sources
S1	Lookingglass Rd	West UGB to OR 42	Corridor Study	<ul style="list-style-type: none"> Douglas County ODOT Private Partners Schools 	<ul style="list-style-type: none"> TGM RAISE Community Paths Rural Surface SRTS
S2	OR 42	NW Civil Bend Ave	Speed Feedback Signs	<ul style="list-style-type: none"> ODOT 	<ul style="list-style-type: none"> STIP Rural Surface SRTS ARTS
S3	Thompson Ave	OR 99 (Main St) to Edgewood St	Traffic Calming Measures / Major Collector Standard Upgrades	<ul style="list-style-type: none"> ODOT (SRTS Program) Private Partners Schools 	<ul style="list-style-type: none"> RAISE Rural Surface SRTS
S4	Thompson Ave	Edgewood St to Winston Rd	Major Collector Standard Upgrades	<ul style="list-style-type: none"> Douglas County Private Partners 	<ul style="list-style-type: none"> ODOT RAISE Rural Surface SRTS
S5	Winston Rd	Thompson Avenue to Tokay Street	Major Collector Standard Upgrades	<ul style="list-style-type: none"> ODOT Private Partners Douglas County 	<ul style="list-style-type: none"> ODOT RAISE Rural Surface SRTS



Table 6-7: Funding Program for Sidewalk and Path Projects

ID	Street	Limits/ Location	Project	Potential Funding Partners	Potential Funding Sources
M1	OR 42	Brockway Rd to Douglas High School	New Path (Wider than 6 Feet)	<ul style="list-style-type: none"> • ODOT • Douglas County Schools • Private Partners 	<ul style="list-style-type: none"> • STIP • RAISE • Community Paths • SRTS • Rural Surface
M2	OR 42	Douglas High School to Abraham Ave	Existing Path Upgrades	<ul style="list-style-type: none"> • ODOT • Douglas County Schools • Private Partners 	<ul style="list-style-type: none"> • STIP • RAISE • Community Paths • SRTS • Rural Surface
P1	Brosi Orchard Rd	OR 42 to east UGB	Sidewalks	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners 	<ul style="list-style-type: none"> • Rural Surface
P2	Sherry St	Civil Bend Ave to OR 42	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • Rural Surface
P3	Jorgen St	OR 42 to sidewalk tie-in	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • Rural Surface
P4	Cary St	OR 42 to Lookingglass Rd	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface
P5	Civil Bend Ave	OR 42 to Lookingglass Rd	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • Rural Surface
P6	Tumlin Ave & Elwood Dr	McGovern Elementary School to Cary St	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface
P7	Abraham Ave	Sidewalk tie-in to OR 42	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • Rural Surface
P8	Gregory Dr	Thompson Ave to Baker St	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • SRTS • Rural Surface
P9	Darrell Ave	Thompson Ave to Jorgen St	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • SRTS • Rural Surface
P10	Grape Ave	Thompson Ave to Jorgen St	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • SRTS • Rural Surface

ID	Street	Limits/Location	Project	Potential Funding Partners	Potential Funding Sources
P11	Brockway Rd	Lookingglass Rd to south UGB	Sidewalks	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface
P12	Tokay St	Grape Ave to UGB	Sidewalks	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • SRTS • Rural Surface
P13	Pepsi Rd	OR 42 to UGB	Sidewalks	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners 	<ul style="list-style-type: none"> • Rural Surface

Table 6-8: Funding Program for Crossing Projects

ID	Limits/Location	Project	Potential Funding Partners	Potential Funding Sources
C1	Glenhart Ave / Lookingglass Rd	Enhanced Crossing	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners 	<ul style="list-style-type: none"> • Rural Surface • SRTS • STIF
C2	Cary St / Lookingglass Rd	Enhanced Crossing	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface • STIF
C3	Abraham Ave / Lookingglass Rd	Enhanced Crossing	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners 	<ul style="list-style-type: none"> • Rural Surface • SRTS • STIF
C4	Brockway Rd / Lookingglass Rd	Enhanced Crossing	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface
C5	OR 42 / Cary St	Enhanced Crossing (refer to ongoing SRTS Plan)	<ul style="list-style-type: none"> • ODOT • Private Partners • Schools 	<ul style="list-style-type: none"> • STIP • SRTS • Rural Surface • STIF
C6	OR 42 / NW Civil Bend Ave	Enhanced Crossing (refer to ongoing SRTS Plan)	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • STIP • SRTS • Rural Surface • STIF
C7	OR 99 (Main St) / Thompson Ave	Enhanced Crossing	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface • STIF

Table 6-9: Funding Program for Bike Projects

ID	Street	Limits/ Location	Project	Potential Funding Partners	Potential Funding Sources
B1	Pepsi Rd	OR 42 to Winston Section Rd	Shared Roadway Treatments	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners 	<ul style="list-style-type: none"> • Rural Surface
B2	Abraham Ave	Lookingglass Rd to OR 42	Bike Lanes	<ul style="list-style-type: none"> • ODOT • Private Partners 	<ul style="list-style-type: none"> • Rural Surface • SRTS
B3	Brockway Rd	Lookingglass Rd to south UGB	Bike Lanes	<ul style="list-style-type: none"> • ODOT • Douglas County • Private Partners • Schools 	<ul style="list-style-type: none"> • Rural Surface • SRTS
B4	Tumlin Ave & Elwood St	McGovern Elementary School to Cary St	Shared Roadway Treatments	<ul style="list-style-type: none"> • ODOT • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface
B5	Cary St	OR 42 to Lookingglass Rd	Shared Roadway Treatments or Bike Lanes	<ul style="list-style-type: none"> • ODOT • Private Partners • Schools 	<ul style="list-style-type: none"> • SRTS • Rural Surface

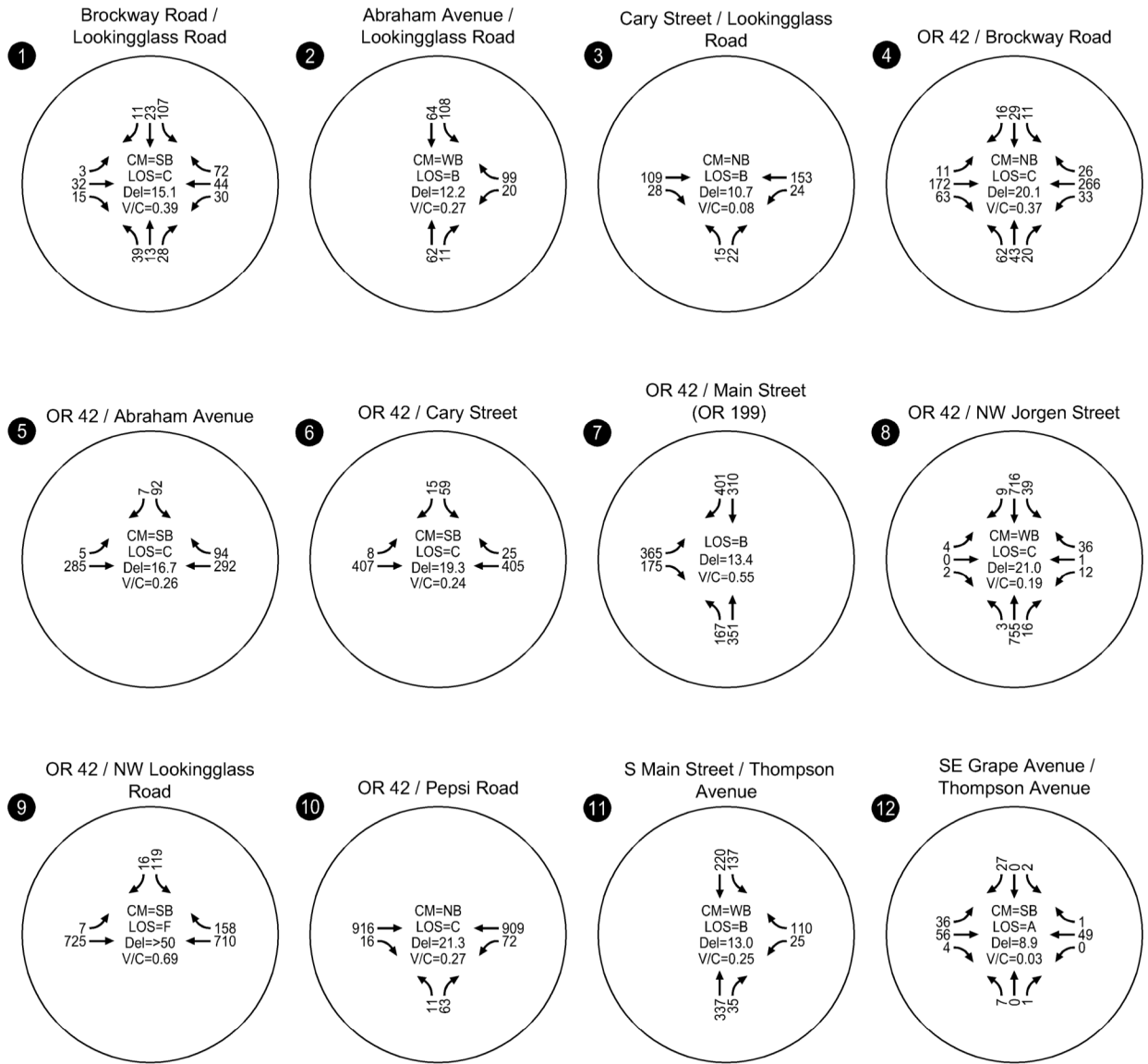
Table 6-10: Funding Program for Public Transportation Projects

Location	Project	Potential Funding Partners	Potential Funding Sources
Jorgen St / Grape Ave / Thompson Ave	Greyline Route Expansion Evaluation	<ul style="list-style-type: none"> • ODOT • Federal Government • UPTD 	<ul style="list-style-type: none"> • STIF
Downtown	Mobility Hub	<ul style="list-style-type: none"> • ODOT • Federal Government • UPDT 	<ul style="list-style-type: none"> • STIF

ATTACHMENT 1:

EXISTING AND FUTURE YEAR TRAFFIC OPERATIONS

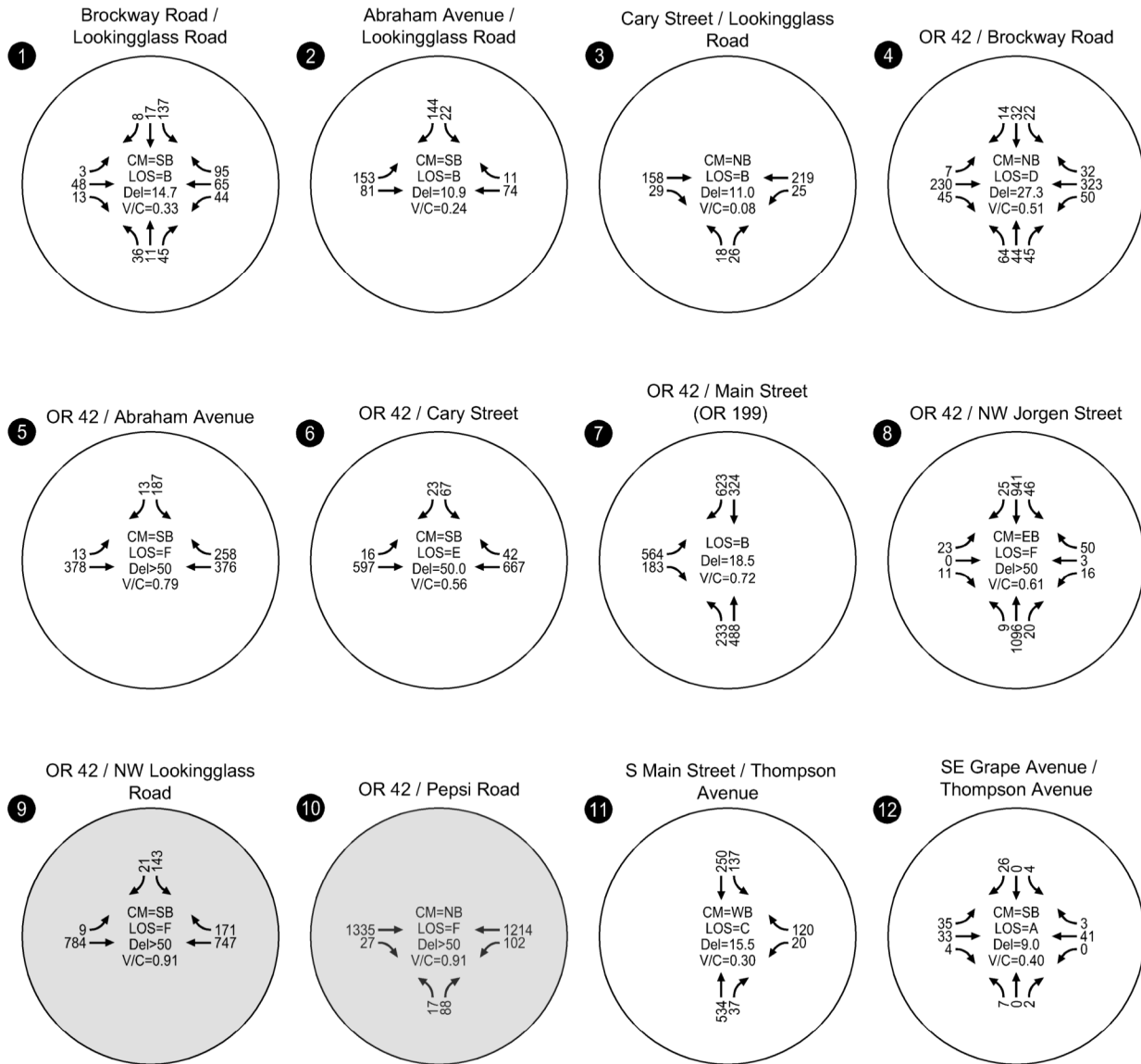




CM - CRITICAL MOVEMENT (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
 Weekday PM Peak Hour
 Winston, OR

Figure
 12



Note: intersection #9 traffic operations reflect updated travel demand models; see memo Attachment A for updated traffic operations worksheet.

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = LEVEL OF SERVICE (INTERSECTION/SIGNALIZED & CRITICAL MOVEMENT/UNSIGNALIZED)
 Del = DELAY (INTERSECTION/SIGNALIZED & CRITICAL MOVEMENT/UNSIGNALIZED)
 V/C = VOLUME-TO-CAPACITY RATIO (INTERSECTION/SIGNALIZED & CRITICAL MOVEMENT/UNSIGNALIZED)

Future 2045 Baseline Traffic Conditions
 Weekday PM Peak Hour
 Winston, OR

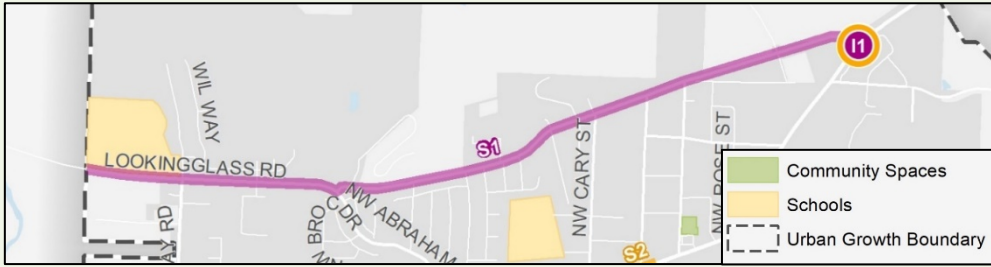
Figure
 3

ATTACHMENT 2: **PROJECT PROSPECTUS SHEETS**



LOOKINGGLASS ROAD: WEST UGB TO OR 42 (S1)

PROJECT PURPOSE: CONDUCT A CORRIDOR STUDY TO IDENTIFY FEASIBLE MULTIMODAL SOLUTIONS



PROJECT INFORMATION

<p>Description</p>	<p>Lookingglass Road is a Minor Arterial that provides a key connection between OR 42 and Brockway Road as a parallel route to the state highway. It primarily serves residents in the area, but is also the route to Wildlife Safari, a major activity center and tourist attraction in the city. Today, this street is limited to vehicular travel lanes and sidewalk along the north side between Abraham Avenue and NW Glenhart Avenue and Brockway Road and the Adair Bridge. Between NW Glenhart Avenue and OR 42, six- to eight-foot shoulders are available. This corridor has diverse physical barriers, particularly between Abraham Avenue and NW Glenhart Avenue, including grades on both sides of the roadway that slope up into residential properties and multiple retaining walls on the north side and down into more residential properties on the south side. This project would conduct a corridor study to further investigate feasible solutions that address the needs of people walking, biking, and taking transit in the corridor. It would also investigate the appropriate geometric and traffic control modifications needed at the OR 42 / Lookingglass Road and OR 42 / Pepsi Road intersections (project I1), in consideration of the recommendations contained in the OR 42 Expressway Plan.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial • Posted Speed: 30-40 MPH • Existing (2021) ADT: 1,400 (west of Brockway Rd); 3,000 (Brockway Rd – Cary St); 14,600 (west of OR 42) • Forecast (2045) ADT: 1,700 (west of Brockway Rd); 4,100 (Brockway Rd – Cary St); 20,900 (west of OR 42) • Travel Lanes: Two 12-foot • Pavement Width: 23-52 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: 8-foot (east of NW Glenhart Ave) • On-Street Parking: None • Curb and Gutter: Yes (both sides, west of NW Glenhart Ave) • Sidewalks: 5-foot (north side, west of NW Glenhart Ave) • UPTD Bus Stops • Reported Crashes (2015-2019): 6 (4 fixed-object, 1 rear-end, 1 turning movement); turning movement crash resulted in serious injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Focuses on identifying context-sensitive and feasible cross section solutions to accommodate walking and biking in the corridor • Can result in robust biking and walking facilities for residents and elementary school students in the area and would provide an alternate route to the state highway • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding, Geography 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$150,000 (estimated in 2022 dollars) • Assumes detailed review of corridor and alternatives assessment/concept development, including environmental and right-of-way impacts, and additional public involvement 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Transportation and Growth Management (TGM) • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Community Paths Program • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) 	
<p>Additional Considerations</p>	<p>The roadway may need to support various pedestrian and bicycle facilities based on different barriers, as well as enhanced crossings to safely transition people between changing facilities.</p>	

OR 42 AT NW CIVIL BEND AVENUE (S2)

PROJECT PURPOSE: INSTALL SPEED FEEDBACK SIGNS TO SLOW DRIVING THROUGH CORRIDOR



PROJECT INFORMATION

<p>Description</p>	<p>OR 42 is the state highway that bisects the City of Winston. This section passes an area near McGovern Elementary School off of NW Cary Street. Today, this segment of the corridor has two travel lanes, a center turn lane, on-street bike lanes, and sidewalks. A marked crosswalk is also available across OR 42 just west of NW Civil Bend Avenue. It is likely a walking and biking route for McGovern Elementary School students. This project proposes to install speed feedback signs on OR 42 at NW Civil Bend Avenue to slow vehicle speeds through the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: ODOT • Functional / OHP Classification: Other Urban Principal Arterial / Statewide Highway; Freight Route • Posted Speed: 30 MPH • Existing (2021) ADT: 9,000 • Forecast (2045) ADT: 13,700 • Travel Lanes: Four 12-foot + Center Turn Lane • Pavement Width: 48 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: Striped 5-foot lanes • On-Street Parking: None • Curb and Gutter: Yes (both sides) • Sidewalks/Paths: 6-foot (both sides) • UPTD Bus Stops • Reported Crashes (2015-2019): 2 near intersection (1 rear-end, 1 turning movement); turning movement crash involved bicyclists; no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Encourages slower vehicular travel speeds • Enhances safety for McGovern Elementary School students walking/biking to school 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way • Possible Archaeological sites 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$10,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for monitoring during construction regarding the archaeological sites) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Statewide Transportation Improvement Program (STIP) • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • All Roads Transportation Safety (ARTS) 	
<p>Additional Considerations</p>	<p>This is a potential future ODOT project.</p>	

THOMPSON AVENUE: MAIN STREET TO EDGEWOOD STREET (S3)

PROJECT PURPOSE: IMPLEMENT TRAFFIC CALMING MEASURES TO ENCOURAGE SLOWER DRIVING



PROJECT INFORMATION

<p>Description</p>	<p>SE Thompson Avenue is classified as a Major Collector and serves many activity centers in this area of Winston, including restaurants, churches, the Riverbed Skatepark, Winston Middle School, the Winston Community Center/Library/Senior Center, and Winston Dillard County Park. It also provides access to several residential neighborhoods. Today, sidewalks and striped parking lanes are available along this street between Main Street (OR 99) and Hall Street, but vehicular speeds in the corridor are a community concern. This project would implement traffic calming measures such as narrowing the travel lanes, converting sidewalk and on-street parking on one side of the street to a buffered shared-use path, adding more crosswalks, enhancing existing crossings, constructing intersection bulb-outs, street trees, etc.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Major Collector • Posted Speed: 20-25 MPH (school zone) • Existing (2021) ADT: 1,800 • Forecast (2045) ADT: 2,000 • Travel Lanes: Two 12-foot • Pavement Width: 36 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: Striped 6-foot lanes • Curb and Gutter: Yes (both sides) • Sidewalks: 5-foot (both sides) • UPTD Bus Stops • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Encourages slower vehicular travel speeds • Provides biking facilities for Winston Middle School students and residents in the area • Serves a variety of local amenities • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$1,000,000 to 1,500,000 (estimated in 2022 dollars) • Range of costs account for range of potential improvements • Assumes restriping of existing pavement and reconstruction of one sidewalk/roadway widening • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) 	
<p>Additional Considerations</p>	<p>On-street parking is available in the corridor in-lieu of on-street bike lanes due to current available right-of-way. The cross section illustrated above could be constructed within the existing right-of-way and provide balance between on-street parking and biking options.</p>	

THOMPSON AVENUE: EDGEWOOD STREET TO WINSTON ROAD (S4)

PROJECT PURPOSE: UPGRADE ROADWAY TO PROVIDE CONTINUOUS SIDEWALKS AND ADD BIKE LANES



PROJECT INFORMATION

<p>Description</p>	<p>SE Thompson Avenue is classified as a Major Collector and serves many activity centers in this area of Winston, including restaurants, churches, the Riverbed Skatepark, Winston Middle School, the Winston Community Center/Library/Senior Center, and Winston Dillard County Park. It also provides access to several residential neighborhoods. Today, sidewalks and striped parking lanes are available along this street west of Hall Street, but it lacks infrastructure for people walking and biking in the corridor east of Hall Street. This project would upgrade the existing road to provide facilities for people walking and biking.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Major Collector • Posted Speed: 25 MPH • Existing (2021) ADT: 1,100 • Forecast (2045) ADT: 1,300 • Travel Lanes: Two 10-foot 	<ul style="list-style-type: none"> • Pavement Width: 20 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous infrastructure for all modes traveling along Thompson Avenue • Upgrades roadway to its Major Collector standard • Enhances walking and biking facilities for Winston Middle School students and residents in the area • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$2,400,000 (estimated in 2022 dollars) • Assumes roadway widening from existing edge of pavement • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Oregon Department of Transportation (ODOT) • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) 	
<p>Additional Considerations</p>	<p>Today, this section of the SE Thompson Avenue corridor is narrow in terms of available transportation facilities. However, available parcel data would indicate that the City should have sufficient right-of-way to construct the illustrated improvements or similar.</p>	

WINSTON ROAD: THOMPSON AVENUE TO TOKAY STREET (S5)

PROJECT PURPOSE: UPGRADE ROADWAY TO PROVIDE BIKE LANES AND SIDEWALKS

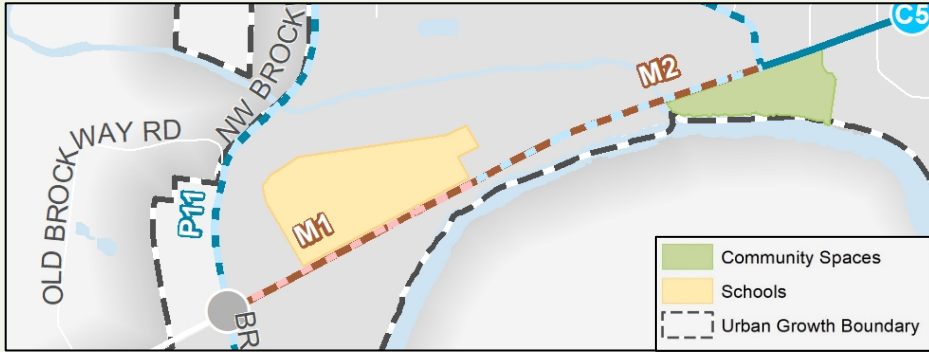


PROJECT INFORMATION

<p>Description</p>	<p>Winston Road is classified as a Major Collector and provides access to several neighborhoods. It also connects to SE Thompson Avenue and is part of the route to the many activity centers that street serves. Today, this segment of Winston Road is limited to vehicular travel lanes. This project would upgrade the existing road to provide facilities for people walking and biking.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Major Collector • Posted Speed: 25 MPH • Travel Lanes: Two 10-foot • Pavement Width: 20 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous infrastructure for all modes traveling along this segment of Winston Road • Upgrades roadway to its Major Collector standard • Provides walking and biking facilities for Winston Middle School students and residents in the area • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$2,400,000 (estimated in 2022 dollars) • Assumes roadway widening from existing edge of pavement • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional costs may be required for drainage elements) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Oregon Department of Transportation (ODOT) • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) 	
<p>Additional Considerations</p>	<p>Today, the built section of the SE Thompson Avenue corridor is narrow in terms of available transportation facilities. However, available parcel data indicates additional right-of-way may be available to upgrade the road to more closely match Major Collector standards.</p>	

OR 42: BROCKWAY ROAD TO DOUGLAS HIGH SCHOOL (M1)

PROJECT PURPOSE: CONSTRUCT NEW SHARED-USE PATH ADJACENT TO THE HIGHWAY

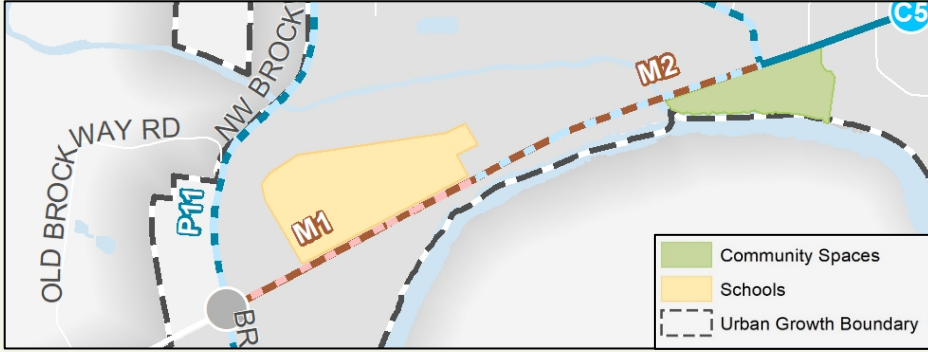


PROJECT INFORMATION

<p>Description</p>	<p>OR 42 is the state highway that bisects the City of Winston. Douglas High School is located on the north side of the highway. Today, this segment of the corridor is limited to vehicular travel lanes and paved shoulders, lacking comfortable walking and biking facilities for high school students and residents who live in the area. This project would provide an asphalt paved shared-use path that would connect with an existing path adjacent to the north side of the highway that leads into the high school's east property line.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: ODOT • Functional / OHP Classification: Other Urban Principal Arterial / Statewide Highway; Freight Route • Posted Speed: 45 MPH • Existing (2021) ADT: 5,300 • Forecast (2045) ADT: 7,000 • Travel Lanes: Two 12-foot + Left-Turn Lane into High School 	<ul style="list-style-type: none"> • Pavement Width: 40 feet • Shoulders/Bike Lanes: 8 feet (paved) • On-Street Parking: None • Curb and Gutter: None • Sidewalks/Paths: None • Reported Crashes (2015-2019): 6 (3 fixed-object, 1 animal, 1 overturn, 1 rear-end); 1 fixed-object crash resulted in serious injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous infrastructure for walking and biking between Brockway Road and existing shared-use path • Provides a walking and biking facility for Douglas High School students and residents in the area • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way • Possible archaeological sites and wetlands 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$900,000 (estimated in 2022 dollars) • Assumes roadway widening from existing edge of pavement • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required to remediate archaeological sites and wetlands) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Statewide Transportation Improvement Program (STIP) • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Community Paths Program • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>The illustrated cross section assumes that the separated path is constructed within existing right-of-way. However, to achieve lower levels of traffic stress for people walking and biking, the City and ODOT may need to acquire right-of-way to provide greater separation from vehicular travel lanes. In this case, a land use permit may be required for the AG – Open Space zoned land surrounding the project location.</p>	

OR 42: DOUGLAS HIGH SCHOOL TO ABRAHAM AVENUE (M2)

PROJECT PURPOSE: ENHANCE EXISTING SHARED-USE PATH ADJACENT TO THE HIGHWAY

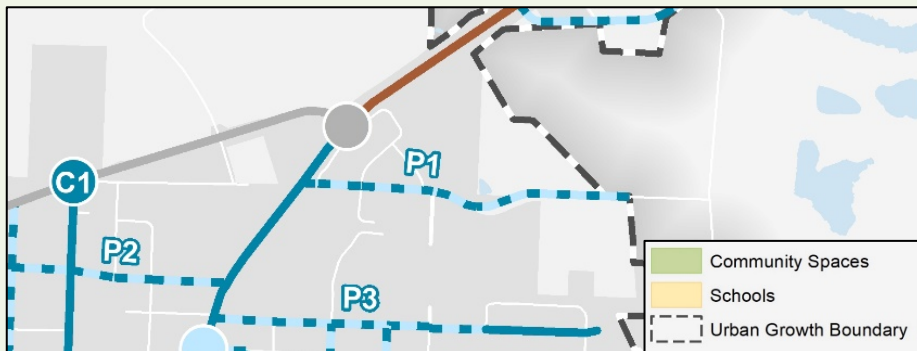


PROJECT INFORMATION

<p>Description</p>	<p>OR 42 is the state highway that bisects the City of Winston. This two-lane segment of the corridor has an asphalt paved shared-use path directly adjacent to the north side of the highway between Douglas High School's east property line and Abraham Avenue. Temporary separation between vehicular traffic and people walking and biking has been provided using rolled curb materials. This project would reconstruct the exiting path to a shared-use path with full separation from the highway.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: ODOT • Functional / OHP Classification: Other Urban Principal Arterial / Statewide Highway; Freight Route • Posted Speed: 45 MPH • Existing (2021) ADT: 5900 • Forecast (2045) ADT: 7,800 • Travel Lanes: Two 12-foot 	<ul style="list-style-type: none"> • Pavement Width: 32 feet • Shoulders/Bike Lanes: 4 feet (paved) • On-Street Parking: None • Curb and Gutter: Yes (north side) • Sidewalks/Path: 6-8 feet (north side) • Reported Crashes (2015-2019): 2 (both fixed-object); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Enhances existing shared-use path and current separation treatments • Improves walking and biking environment for Douglas High School students and residents in the area • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way • Possible archaeological sites • FEMA Designated Floodway 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$1,000,000 (estimated in 2022 dollars) • Assumes reconstruction of existing path and widening from existing edge of pavement • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for clearance and monitoring during construction regarding the archaeological sites) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Oregon Department of Transportation (ODOT) • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Community Paths Program • Safe Routes to School (SRTS) • Rural Surface Transportation Grant Program • Private Partners 	
<p>Additional Considerations</p>	<p>The illustrated cross section assumes that the separated path is constructed within existing right-of-way. However, to achieve lower levels of traffic stress for people walking and biking, the City and ODOT may need to acquire right-of-way to provide greater separation from vehicular travel lanes. In this case, a land use permit may be required for the AG – Open Space zoned land surrounding the project location.</p>	

BROSI ORCHARD ROAD: OR 42 TO EAST UGB (P1)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR

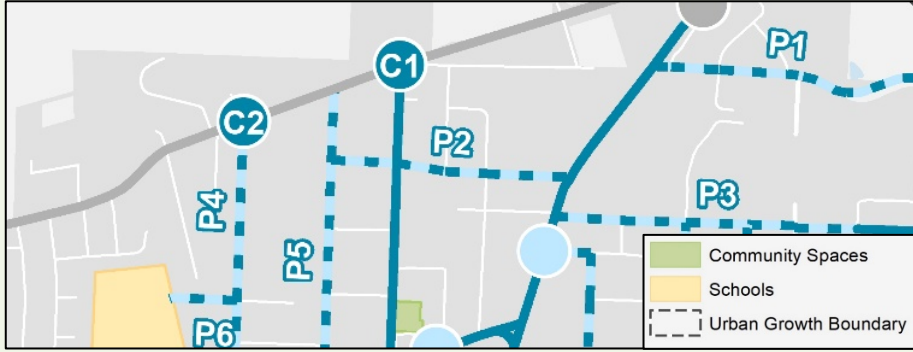


PROJECT INFORMATION

<p>Description</p>	<p>Brosi Orchard Road is classified as a Residential Collector for the City-owned section within city limits and a Minor Collector by Douglas County for the remainder. This street intersects with OR 42 and serves residents in the northeastern area of the city. Today, this corridor is limited to narrow vehicular travel lanes equating to less than 20 feet of pavement, and lacks walking and biking facilities. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City (OR 42 – city limits); Douglas County (city limits – UGB) • Functional Classification: Residential Collector / Minor Collector • Posted Speed: Not posted • Travel Lanes: Two 9-foot 	<ul style="list-style-type: none"> • Pavement Width: 18 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure along this street for residents in the area • Upgrades roadway to its Residential Collector standard 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$2,300,000 (estimated in 2022 dollars) • Assumes construction of new curb and gutter and sidewalks and roadway widening from existing edge of pavement • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional costs may be required for drainage elements) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Private Partners 	
<p>Additional Considerations</p>	<p>Today, the Brosi Orchard Road corridor is narrow in terms of available transportation facilities. However, available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. If additional right-of-way is needed, a land use permit may be required for the AG – Open Space zoned land surrounding the project location. Further, as a low-volume road, cyclists can share the roadway with motor vehicles. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	

SHERRY STREET: NW CIVIL BEND AVENUE TO OR 42 (P2)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR



PROJECT INFORMATION

<p>Description</p>	<p>Sherry Street is classified as a Residential Collector, intersects with OR 42, and serves residents and some businesses west of the highway. Today, this corridor is narrow and limited to vehicular travel lanes west of Rose Avenue and is wider and provides older sidewalks east of Rose Avenue. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: Not posted • Travel Lanes: Two 10- to 12-foot • Pavement Width: 20-36 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: Yes (east of Rose Ave) • Curb and Gutter: Yes (east of Rose Ave) • Sidewalks: Yes (east of Rose Ave), 5-foot • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure along this street for residents and businesses in the area • Upgrades roadway to its Residential Collector standard • Creates a walking/biking connection across OR 42 via an existing marked crosswalk with Rectangular Rapid Flashing Beacons • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$2,000,000 (estimated in 2022 dollars) • Assumes construction of new curb and gutter and sidewalks from existing edge of pavement that tie into existing facilities and new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Private Partners 	
<p>Additional Considerations</p>	<p>Today, the Sherry Street corridor west of Rose Avenue is narrow in terms of available transportation facilities. However, available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. Further, as a low-volume road, cyclists can share the roadway with motor vehicles. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	

NE JORGEN STREET: OR 42 TO SE ROSE RIDGE DRIVE (P3)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR



PROJECT INFORMATION

Description	<p>Jorgen Street is classified as a Residential Collector, intersects with OR 42, and serves residents and some businesses east of the highway. Today, this corridor is limited to narrow vehicular travel lanes, lacking facilities for walking until east of NE Ronald Street where sidewalks are available on either one or both sides of the street. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
Existing Roadway Characteristics	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: 25 MPH • Existing (2021) ADT: 1,000 • Forecast (2045) ADT: 1,900 • Travel Lanes: Two 9- to 11-foot • Pavement Width: 18-22 feet • Shoulders/Bike Lanes: None 	<ul style="list-style-type: none"> • On-Street Parking: None • Curb and Gutter: None (except for south side east of NE Ronald St) • Sidewalks: None (except for south side east of NE Ronald St), 5-foot • Reported Crashes (2015-2019): 2 (fixed-object and overturned); no serious or fatal injuries
Benefits	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure along this street for residents in the area • Upgrades roadway to its Residential Collector standard • Creates a walking/biking connection across OR 42 via an existing marked crosswalk with Rectangular Rapid Flashing Beacons • Exhibits high level of support for the TSP Goals and Objectives 	
Constraints	<ul style="list-style-type: none"> • Funding • Right-of-way 	
Planning-Level Cost Estimate	<ul style="list-style-type: none"> • \$2,200,000 (estimated in 2022 dollars) • Assumes construction of new curb and gutter and sidewalks from existing edge of pavement that tie into existing facilities and new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
Potential Funding Sources	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Private Partners 	
Additional Considerations	<p>Today, the NE Jorgen Street corridor is narrow in terms of available transportation facilities. However, available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. Further, as a low-volume road and assume low posted speeds, cyclists can share the roadway with motor vehicles. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	

CARY STREET: OR 42 TO LOOKINGGLASS ROAD (P4)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR

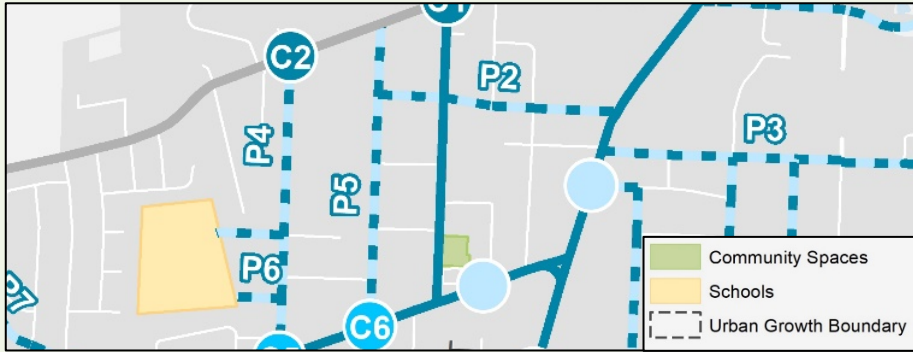


PROJECT INFORMATION

Description	Cary Street is classified as a Residential Collector, provides a connection between OR 42 and Lookingglass Road, and serves residents, some businesses and churches, and McGovern Elementary School north of the highway. Today, this corridor is limited to vehicular travel lanes and striped on-street parking, lacking continuous facilities for walking. This project would infill sidewalks to provide walking facilities along the corridor.	
Existing Roadway Characteristics	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: 20-25 MPH (school zone) • Existing (2021) ADT: 1,000 • Forecast (2045) ADT: 1,500 • Travel Lanes: Two 11-foot • Pavement Width: 36 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: Striped 7-foot lanes • Curb and Gutter: Yes • Sidewalks: None • Reported Crashes (2015-2019): 1 (rear-end); no serious or fatal injuries
Benefits	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure along this street for residents and McGovern Elementary School students in the area • Upgrades roadway to its Residential Collector standard • Creates a walking/biking connection across OR 42 via an existing marked crosswalk (that is proposed to be enhanced – project C5) • Connects to an enhanced crossing proposed across Lookingglass Road (project C2) • Improves walking connections to transit • Exhibits high level of support for the TSP Goals and Objectives 	
Constraints	<ul style="list-style-type: none"> • Funding • Right-of-way 	
Planning-Level Cost Estimate	<ul style="list-style-type: none"> • \$1,800,000 (estimated in 2022 dollars) • Assumes construction of new curb and gutter (as needed) and sidewalks from existing edge of pavement and new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
Potential Funding Sources	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
Additional Considerations	<p>Today, the Cary Street corridor is nearly built to standard but lacks sidewalks. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. Further, as a low-volume road, cyclists can share the roadway with motor vehicles. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	

CIVIL BEND AVENUE: OR 42 TO LOOKINGGLASS ROAD (P5)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR



PROJECT INFORMATION

Description	NW Civil Bend Avenue is classified as a Residential Collector, provides a connection between OR 42 and Lookingglass Road, and serves residents and some businesses north of the highway. Today, this corridor is limited to vehicular travel lanes and striped bike lanes (that are often used for on-street parking), lacking continuous facilities for walking. This project would infill sidewalks to provide walking facilities along the corridor.	
Existing Roadway Characteristics	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: Not posted • Travel Lanes: Two 12-foot • Pavement Width: 32 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: Striped 4-foot lanes • On-Street Parking: None • Curb and Gutter: Curb only • Sidewalks: None • Reported Crashes (2015-2019): None
Benefits	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure along this street for residents in the area • Upgrades roadway to its Residential Collector standard • Creates a walking/biking connection across OR 42 via an existing marked crosswalk (that is proposed to be enhanced – project C6) • Improves walking and biking connections to transit • Exhibits high level of support for the TSP Goals and Objectives 	
Constraints	<ul style="list-style-type: none"> • Funding • Right-of-way 	
Planning-Level Cost Estimate	<ul style="list-style-type: none"> • \$1,900,000 (estimated in 2022 dollars) • Assumes restriping to widen bike lanes and narrow travel lanes, construction of new curb and gutter (as needed) and sidewalks from existing edge of pavement, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
Potential Funding Sources	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Private Partners 	
Additional Considerations	Today, the NW Civil Bend Avenue corridor is nearly built to standard but lacks sidewalks. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar.	

ELWOOD STREET / TUMLIN AVENUE: MCGOVERN ELEMENTARY SCHOOL TO CARY STREET (P6)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES TO THE SCHOOL

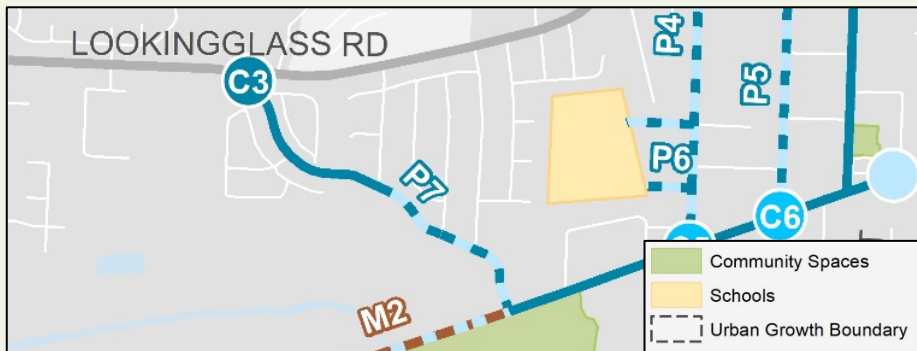


PROJECT INFORMATION

<p>Description</p>	<p>Elwood Street and NW Tumlin Avenue are classified as Residential Streets/Local Access Ways and provide direct access to McGovern Elementary School. Today, these corridors are limited to narrow vehicular travel lanes, lacking continuous facilities for walking, and often exhibit conflicts between students walking or biking to school, buses, and parents dropping off and picking up kids. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Street/Local Access Way • Posted Speed: Not posted (20 MPH or slower assumed) • Travel Lanes: Two 9- to 15-foot 	<ul style="list-style-type: none"> • Pavement Width: 18-30 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for elementary students walking to school • Separates/delineates walking from driving by providing dedicated walking spaces • Upgrades roadway to its Residential Street/Local Access Way standard • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$1,100,000 (estimated in 2022 dollars) • Assumes sidewalk and curb and gutter construction along entire loop either from existing edge of pavement or with slight pavement widening, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>Today, these corridors are fairly narrow in terms of available transportation facilities. However, available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. Further, as low-volume, stub streets, cyclists can share the roadway with motor vehicles. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	

ABRAHAM AVENUE: OR 42 TO EXISTING SIDEWALKS (P7)

PROJECT PURPOSE: CONSTRUCT SIDEWALK TO PROVIDE CONTINUOUS FACILITIES IN THE CORRIDOR

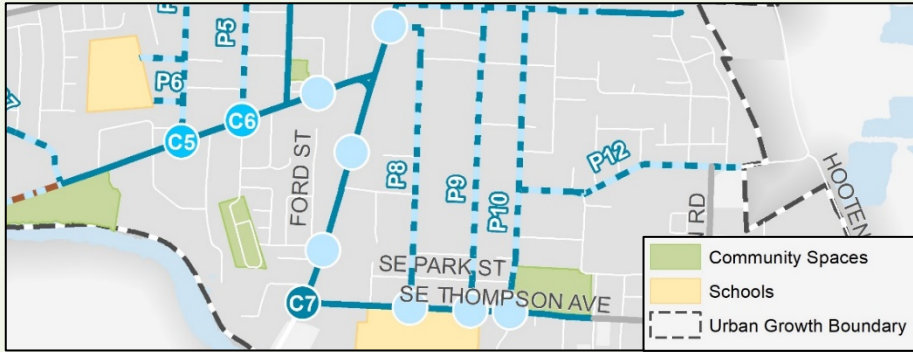


PROJECT INFORMATION

Description	<p>Abraham Avenue is classified as a Major Collector but is recommended in the TSP to be reclassified as a Residential Collector as it provides a connection between OR 42 and Lookingglass Road and primarily serves residents in the area. Today, this corridor is limited to vehicular travel lanes and sections of sidewalks, lacking continuous facilities for walking and biking. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
Existing Roadway Characteristics	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Major Collector • Posted Speed: 25 MPH • Existing (2021) ADT: 2,000 • Forecast (2045) ADT: 4,700 • Travel Lanes: Two 12-foot • Pavement Width: 36 feet • Shoulders/Bike Lanes: None 	<ul style="list-style-type: none"> • On-Street Parking: Space available (not striped) • Curb and Gutter: Yes • Sidewalks: Partial (both sides Lookingglass Rd – Timothy Ave; east side Timothy Ave – OR 42) • UPTD Bus Stops • Reported Crashes (2015-2019): 1 (sideswipe – meeting); no serious or fatal injuries
Benefits	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for residents in the area • Upgrades roadway to its Collector standard • Improves walking connections to transit • Connects to an enhanced crossing proposed across Lookingglass Road (project C3) • Connects to enhanced shared-use path along OR 42 (project M2) • Exhibits high level of support for the TSP Goals and Objectives 	
Constraints	<ul style="list-style-type: none"> • Funding • Right-of-way • Possible archaeological sites 	
Planning-Level Cost Estimate	<ul style="list-style-type: none"> • \$600,000 (estimated in 2022 dollars) • Assumes construction of new curb and gutter (as needed) and sidewalk along the west side of the street from existing edge of pavement, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for monitoring during construction regarding the archaeological sites) 	
Potential Funding Sources	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Private Partners 	
Additional Considerations	<p>The TSP recommends that this corridor be downgraded to a Residential Collector, which has similar cross section features as a Major Collector and will not affect the overall pavement width of the roadway. Therefore, the illustrated cross section is consistent with the Residential Collector street standard and incorporates the bike project B2 for visual purposes. The estimate above only accounts for the cost of constructing sidewalks. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar.</p>	

GREGORY DRIVE: THOMPSON AVENUE TO BAKER STREET (P8)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR

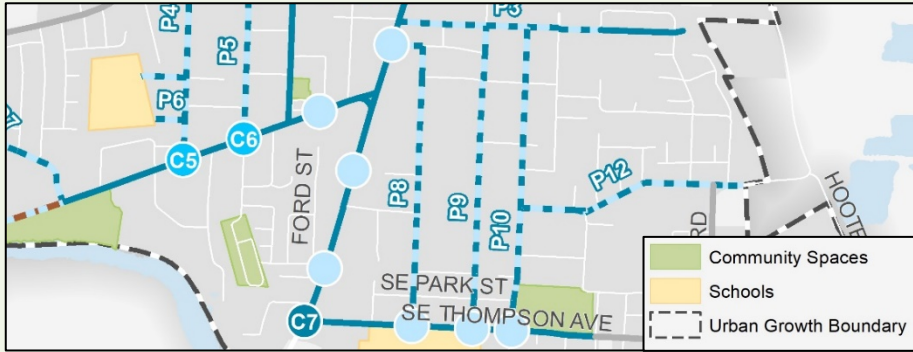


PROJECT INFORMATION

<p>Description</p>	<p>Gregory Drive is classified as a Residential Collector that primarily serves residents in the area but also connects to Thompson Avenue and is a route to the many activity centers along that corridor. Today, this corridor is limited to vehicular travel lanes and striped bike lanes, lacking continuous facilities for walking. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: 25 MPH • Travel Lanes: Two 11-foot • Pavement Width: 32 feet • Shoulders/Bike Lanes: Striped 5-foot lanes 	<ul style="list-style-type: none"> • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): 1 (angle); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for residents and middle school students in the area • Continues sidewalk connection to OR 42 via NE Baker Street • Upgrades roadway to include sidewalks • Creates a walking/biking connection across Thompson Avenue via an existing marked crosswalk and across OR 42 via an existing marked crosswalk with Rectangular Rapid Flashing Beacons • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$3,000,000 (estimated in 2022 dollars) • Assumes construction of new sidewalks and curb and gutter from existing edge of pavement, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>The City has stated that this street is part of the older transportation network in Winston and may need full reconstruction to address other transportation and utility needs. Therefore, this sidewalk construction estimate should be considered as part of a larger construction project. Based on available parcel data, the City may need to acquire right-of-way along the entire project site to construct 6-foot sidewalks.</p>	

DARRELL AVENUE: THOMPSON AVE TO JORGEN STREET (P9)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR

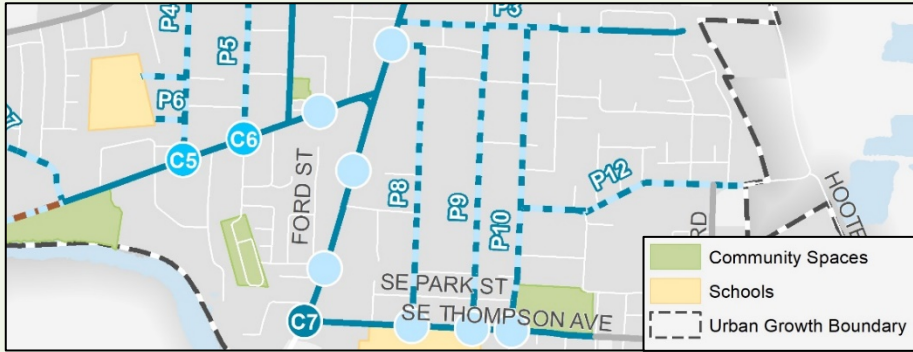


PROJECT INFORMATION

<p>Description</p>	<p>Darrell Avenue is classified as a Residential Collector that primarily serves residents in the area but also connects to Thompson Avenue and is a route to the many activity centers along that corridor. It also leads into Winston Middle School property. Today, this corridor is limited to narrow vehicular travel lanes, lacking continuous facilities for walking. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: 25 MPH • Travel Lanes: Two 10-foot • Pavement Width: 20 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for residents and middle school students in the area • Ties into proposed sidewalk on Jorgen Street • Upgrades roadway to its Residential Collector standard • Creates a walking/biking connection across Thompson Avenue via an existing marked crosswalk at the middle school • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$2,900,000 (estimated in 2022 dollars) • Assumes construction of new sidewalks and curb and gutter from existing edge of pavement, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>The City has stated that this street is part of the older transportation network in Winston and may need full reconstruction to address other transportation and utility needs. Therefore, this sidewalk construction estimate should be considered as part of a larger construction project. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. Further, as a low-volume and low speed road, cyclists can share the roadway with motor vehicles. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	

GRAPE AVENUE: THOMPSON AVE TO JORGEN STREET (P10)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR



PROJECT INFORMATION

<p>Description</p>	<p>Grape Avenue is classified as a Residential Collector that primarily serves residents in the area, as well as the Winston Community Center/Library/Senior Center and Winston Dillard County Park, but it also connects to Thompson Avenue and is a route to the many activity centers along that corridor. Today, this roadway is limited to narrow vehicular travel lanes and a bike lane on the east side from Hall Street to Suksdorf Street, lacking continuous facilities for walking. This project would infill sidewalks to provide walking facilities along the corridor and shared lane markings for the west side of the road (or, southbound direction), consistent with National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: 25 MPH • Existing (2021) ADT: 660 • Forecast (2045) ADT: 690 • Travel Lanes: Two 10-foot • Pavement Width: 25 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: Striped 5-foot lane (east side) • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): 1 (angle crash that included a bicyclist); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for residents and middle school students in the area • Ties into proposed sidewalk on Jorgen Street • Upgrades roadway to its Residential Collector standard • Creates a walking/biking connection across Thompson Avenue via an existing marked crosswalk at the community center • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$2,800,000 (estimated in 2022 dollars) • Assumes construction of new sidewalks and curb and gutter from existing edge of pavement, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>The City has stated that this street is part of the older transportation network in Winston and may need full reconstruction to address other transportation and utility needs. Therefore, this sidewalk construction estimate should be considered as part of a larger construction project. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar.</p>	

BROCKWAY ROAD: SOUTH UGB TO LOOKINGGLASS RD (P11)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR



PROJECT INFORMATION

<p>Description</p>	<p>Brockway Road is classified as a Minor Arterial south of OR 42 and a Major Collector between OR 42 and Lookingglass Road. This road primarily serves residents in the area and possibly students from Douglas High School and Brockway Elementary School. It crosses OR 42 and Lookingglass Road. Today, this roadway is rural in nature and limited to vehicular travel lanes, lacking paved shoulders or continuous facilities for walking. This project would infill sidewalks to provide walking facilities along the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial / Major Collector • Posted Speed: Not posted (likely 45 MPH) • Existing (2021) ADT: 1,400 to 2,500 • Forecast (2045) ADT: 1,700 to 3,100 • Travel Lanes: Two 9- to 12-foot 	<ul style="list-style-type: none"> • Pavement Width: 18-36 feet (passing lane south of OR 42) • Shoulders/Bike Lanes: None (some gravel) • On-Street Parking: None • Curb and Gutter: None (mostly drainage ditches) • Sidewalks: None • Reported Crashes (2015-2019): 3 (2 fixed-object, 1 sideswipe-meeting); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for residents and students in the area • Upgrades roadway to its Major Collector standard • Creates a walking/biking connection across OR 42 via future intersection improvements at OR 42 • Connects to an enhanced crossing proposed across Lookingglass Road (project C4) • Connects to new shared-use path along OR 42 (project M1) • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way • Possible archaeological sites and wetlands 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$4,600,000 (estimated in 2022 dollars) • Only assumes construction of new sidewalks and curb and gutter from existing edge of pavement, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for remediation of archaeological sites and wetlands) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>These improvements will likely be accomplished through development as it intensifies in this area of the city. The illustrated cross section incorporates bike project B3 for visual purposes, but the estimate above only accounts for the cost of constructing curb, gutter, and sidewalks. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar.</p>	

TOKAY STREET: GRAPE AVENUE TO EAST UGB (P12)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR



PROJECT INFORMATION

<p>Description</p>	<p>Tokay Street is classified as a Residential Collector that primarily serves residents in the area but also connects to Grape Avenue and is a route to the many activity centers along the Thompson Avenue corridor. Today, this corridor is limited to narrow vehicular travel lanes, equating to less than 20 feet in pavement, west of SE Sunnyside Drive, lacking continuous facilities for walking. East of SE Sunnyside Drive, the corridor is wider and includes striped on-street parking on the south side of the street as well as discontinuous sidewalks on both sides of the street. This project would infill sidewalks to provide continuous walking facilities along the corridor.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: 25 MPH • Travel Lanes: Two 10-foot • Pavement Width: 16-32 feet (parking lane east of SE Sunnyside Dr) • Shoulders/Bike Lanes: None 	<ul style="list-style-type: none"> • On-Street Parking: South side (east of SE Sunnyside Dr) • Curb and Gutter: Yes (east of SE Sunnyside Dr) • Sidewalks: 6-foot (east of SE Sunnyside Dr) • Reported Crashes (2015-2019): 1 (rear-end); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for residents and middle school students in the area • Ties into proposed sidewalk on Grape Avenue • Upgrades roadway to its Residential Collector standard • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$1,500,000 (estimated in 2022 dollars) • Assumes construction of new sidewalks and curb and gutter from existing edge of pavement, and construction of new curb ramps at all intersection corners • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>The City has stated that this street is part of the older transportation network in Winston and may need full reconstruction to address other transportation and utility needs. Therefore, this sidewalk construction estimate should be considered as part of a larger construction project. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. Further, as a low-volume and low speed road, cyclists can share the roadway with motor vehicles. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.</p>	

PEPSI ROAD: OR 42 TO EAST UGB (P13)

PROJECT PURPOSE: CONSTRUCT SIDEWALKS TO PROVIDE WALKING FACILITIES IN THE CORRIDOR

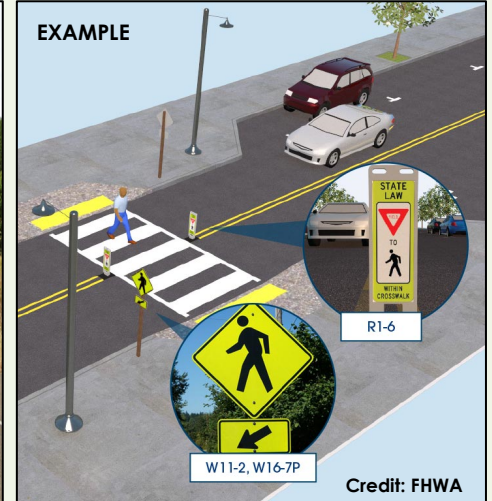


PROJECT INFORMATION

<p>Description</p>	<p>Pepsi Road is classified as a Major Collector, intersects with OR 42, and serves residents and Big Foot Beverages in the northeastern area of the city. Today, this corridor is limited to narrow vehicular travel lanes, equating to approximately 20 feet of pavement, and lacks walking and biking facilities. This project would infill sidewalks to provide walking facilities along the corridor. Douglas County owns this facility.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Major Collector • Posted Speed: 25 MPH • Existing (2021) ADT: 1,600 • Forecast (2045) ADT: 2,300 • Travel Lanes: Two 10-foot • Pavement Width: 20 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): 2 (1 pedestrian, 1 sideswipe-meeting); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure along this street for residents in the area • Upgrades roadway to its Major Collector standard 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$1,400,000 (estimated in 2022 dollars) • Assumes construction of new curb and gutter and sidewalks and roadway widening from existing edge of pavement • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Private Partners 	
<p>Additional Considerations</p>	<p>Today, the Pepsi Road corridor is narrow in terms of available transportation facilities. However, available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar. Douglas County owns this facility.</p>	

LOOKINGGLASS ROAD AT NW GLENHART AVENUE (C1)

PROJECT PURPOSE: ENHANCE CROSSING WITH TREATMENTS TO IMPROVE MULTIMODAL CONNECTIVITY

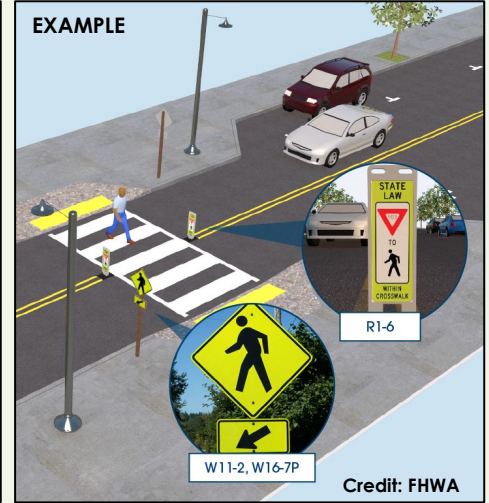


PROJECT INFORMATION

<p>Description</p>	<p>Lookingglass Road is classified as a Minor and is a key connection between OR 42 and Brockway Road, serving as a parallel route to the state highway. It primarily serves residents in the area, but is also the route to Wildlife Safari, a major activity center and tourist attraction in the city. Today, no crossing treatments are provided at this intersection, but the intersection is located near a transit stop and connects paved shoulders and sidewalk (north side) on Lookingglass Road to sidewalks along NW Glenhart Avenue. This project would provide an enhanced crossing at this location.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial • Posted Speed: 30-40 MPH • Existing (2021) ADT: 3,000 (Brockway Rd – Cary St); 14,600 (west of OR 42) • Forecast (2045) ADT: 4,100 (Brockway Rd – Cary St); 20,900 (west of OR 42) • Travel Lanes: Two 12-foot • Pavement Width: 28-32 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: 8-foot (east of NW Glenhart Ave) • On-Street Parking: None • Curb and Gutter: Yes (both sides, west of NW Glenhart Ave) • Sidewalks: 5-foot (north side, west of NW Glenhart Ave) • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Can support a robust biking and walking network, including for residents and elementary school students in the area and tourists, and promotes an alternate route to the state highway • Connects existing walking and biking infrastructure • Improves access to transit • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$100,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Statewide Transportation Improvement Fund (STIF) • Private Partners 	
<p>Additional Considerations</p>	<p>This crossing project may need to consider the potential bicycle and pedestrian facility changes along Lookingglass Road as determined by the proposed corridor study (project S1).</p>	

LOOKINGGLASS ROAD AT NW CARY STREET (C2)

PROJECT PURPOSE: ENHANCE CROSSING WITH TREATMENTS TO IMPROVE MULTIMODAL CONNECTIVITY

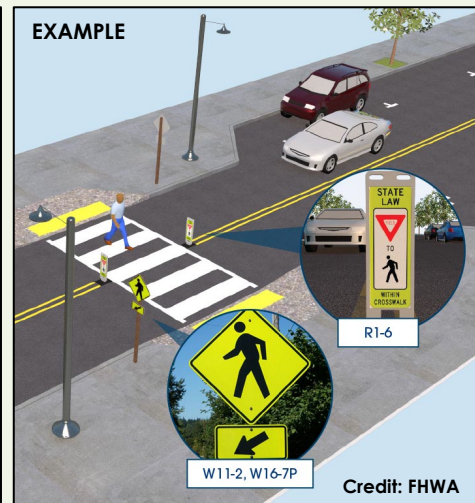
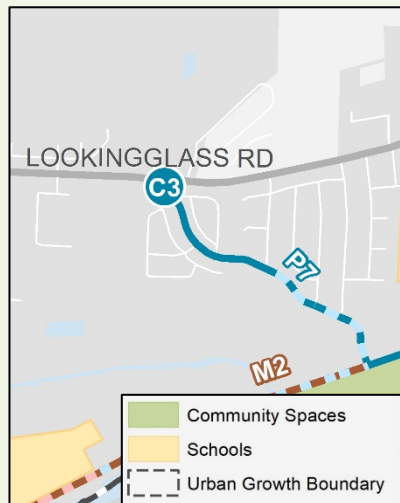


PROJECT INFORMATION

<p>Description</p>	<p>Lookingglass Road is classified as a Minor Arterial and is a key connection between OR 42 and Brockway Road, serving as a parallel route to the state highway. It primarily serves residents and elementary students in the area, but is also the route to Wildlife Safari, a major activity center and tourist attraction in the city. Today, no crossing treatments are provided at this intersection, but the intersection is located near a transit stop and NW Cary Street is a primary walking and biking route for McGovern Elementary School students. This project would provide an enhanced crossing at this location.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial • Posted Speed: 30 MPH • Existing (2021) ADT: 3,100 • Forecast (2045) ADT: 4,300 • Travel Lanes: Two 12-foot 	<ul style="list-style-type: none"> • Pavement Width: 24 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: Yes (both sides) • Sidewalks: 5-foot (north side) • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Can support a robust biking and walking network, including for residents and elementary school students in the area and tourists, and promotes an alternate route to the state highway • Connects to new sidewalks proposed on NW Cary Street (project P4) • Improves access to transit • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$100,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Statewide Transportation Improvement Fund (STIF) • Private Partners 	
<p>Additional Considerations</p>	<p>This crossing project may need to consider the potential bicycle and pedestrian facility changes along Lookingglass Road as determined by the proposed corridor study (project S1) and be implemented in conjunction with project P4.</p>	

LOOKINGGLASS ROAD AT ABRAHAM AVENUE (C3)

PROJECT PURPOSE: ENHANCE CROSSING WITH TREATMENTS TO IMPROVE MULTIMODAL CONNECTIVITY

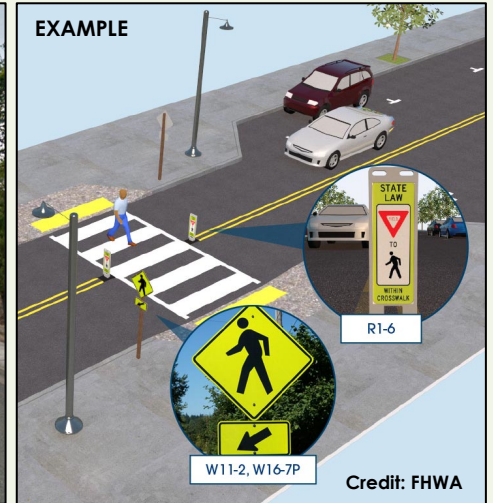
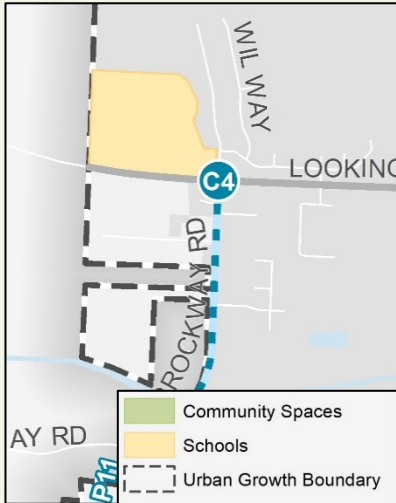


PROJECT INFORMATION

<p>Description</p>	<p>Lookingglass Road is classified as a Minor Arterial and is a key connection between OR 42 and Brockway Road, serving as a parallel route to the state highway. It primarily serves residents and elementary students in the area, but is also the route to Wildlife Safari, a major activity center and tourist attraction in the city. Today, no crossing treatments are provided at this intersection, but the intersection is located near a transit stop and connects to existing sidewalks along Abraham Avenue. This project would provide an enhanced crossing at this location.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial • Posted Speed: 25-35 MPH • Existing (2021) ADT: 2,900 • Forecast (2045) ADT: 3,900 • Travel Lanes: Two 18-foot • Pavement Width: 36 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: Yes (both sides) • Sidewalks: None • Reported Crashes (2015-2019): 1 fixed-object; no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Can support a robust biking and walking network, including for residents and elementary school students in the area and tourists, and promotes an alternate route to the state highway • Connects to existing/new sidewalks on Abraham Avenue (project P7) • Connects to new bike lanes proposed on Abraham Avenue (project B2) • Improves access to transit • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$100,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Statewide Transportation Improvement Fund (STIF) • Private Partners 	
<p>Additional Considerations</p>	<p>This crossing project may need to consider the potential bicycle and pedestrian facility changes along Lookingglass Road as determined by the proposed corridor study (project S1) and be implemented in conjunction with project B2.</p>	

LOOKINGGLASS ROAD AT BROCKWAY ROAD (C4)

PROJECT PURPOSE: ENHANCE CROSSING WITH TREATMENTS TO IMPROVE MULTIMODAL CONNECTIVITY

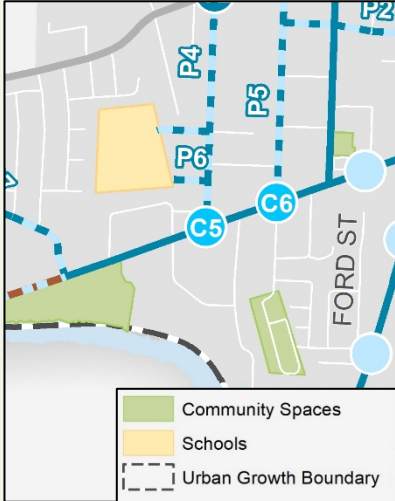


PROJECT INFORMATION

<p>Description</p>	<p>Lookingglass Road is classified as a Minor Arterial and is a key connection between OR 42 and Brockway Road, serving as a parallel route to the state highway. It primarily serves residents and elementary students in the area, but is also the route to Wildlife Safari, a major activity center and tourist attraction in the city. Today, no crossing treatments are provided at this intersection, but the intersection is located near Brockway Elementary School, connecting sidewalks on Brockway Road (west side) and Lookingglass Road (north side) and may serve a primary walking and biking route for students, or has that potential. This project would provide an enhanced crossing at this location.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial • Posted Speed: 35-45 MPH • Existing (2021) ADT: 2,300 • Forecast (2045) ADT: 3,000 • Travel Lanes: Two 18.5- to 25-foot • Pavement Width: 37-50 feet • Shoulders/Bike Lanes: None 	<ul style="list-style-type: none"> • On-Street Parking: None • Curb and Gutter: Yes (both sides, east of Brockway Rd) • Sidewalks: 5-foot (one side, east of Brockway Rd) • Reported Crashes (2015-2019): 1 rear-end; no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Can support a robust biking and walking network, including for residents and elementary school students in the area and tourists, and promotes an alternate route to the state highway • Connects to new sidewalks proposed on Brockway Road (project P11) • Connects to new bike lanes proposed on Brockway Road (project B3) • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$100,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>This crossing project may need to consider the potential bicycle and pedestrian facility changes along Lookingglass Road as determined by the proposed corridor study (project S1) and be implemented in conjunction with projects P11 and B3.</p>	

OR 42 AT NW CARY STREET (C5)

PROJECT PURPOSE: ENHANCE CROSSING WITH TREATMENTS TO IMPROVE MULTIMODAL CONNECTIVITY

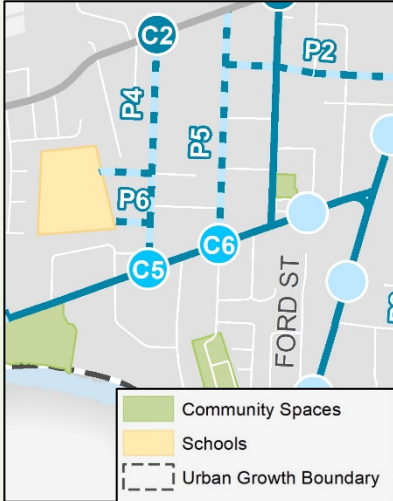


PROJECT INFORMATION

<p>Description</p>	<p>OR 42 is the state highway that bisects the City of Winston and this section passes through a school zone for McGovern Elementary School off of NW Cary Street. Today, this segment of the corridor has two travel lanes, a center turn lane, on-street bike lanes, and sidewalks. The existing crossing has curb ramps, crosswalk markings, signage, and lighting, and is near a transit stop. This project would provide an enhanced crossing at this location.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: ODOT • Functional / OHP Classification: Other Urban Principal Arterial / Statewide Highway; Freight Route • Posted Speed: 30 MPH (20 MPH when children are present) • Existing (2021) ADT: 8,700 • Forecast (2045) ADT: 13,400 	<ul style="list-style-type: none"> • Travel Lanes: Two 12-foot • Pavement Width: 48 feet • Shoulders/Bike Lanes: Striped 5-foot lanes • On-Street Parking: None • Curb and Gutter: Yes (both sides) • Sidewalks/Paths: 6-foot (both sides) • Reported Crashes (2015-2019): 1 near intersection (rear-end); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Can support a robust biking and walking network, including for residents and elementary school students in the area and tourists • Connects to new sidewalks proposed on NW Cary Street (project P4) • Improves access to transit • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Possible archaeological sites 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$200,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for monitoring during construction regarding the archaeological sites) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Statewide Transportation Improvement Program (STIP) • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Statewide Transportation Improvement Fund (STIF) • Private Partners 	
<p>Additional Considerations</p>	<p>Enhancements to this crossing should be implemented consistent with the SRTS Plan. This crossing project may also need to be implemented in conjunction with project P4.</p>	

OR 42 AT NW CIVIL BEND AVENUE (C6)

PROJECT PURPOSE: ENHANCE CROSSING WITH TREATMENTS TO IMPROVE MULTIMODAL CONNECTIVITY



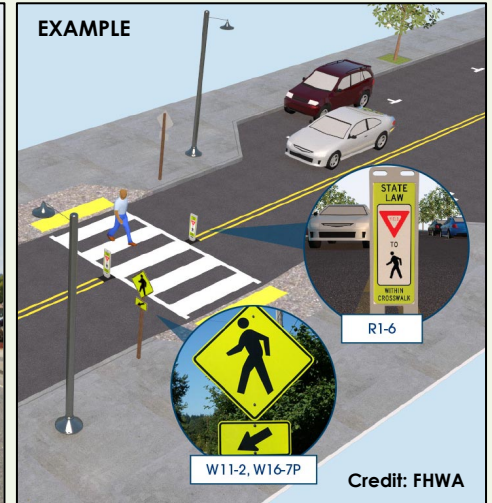
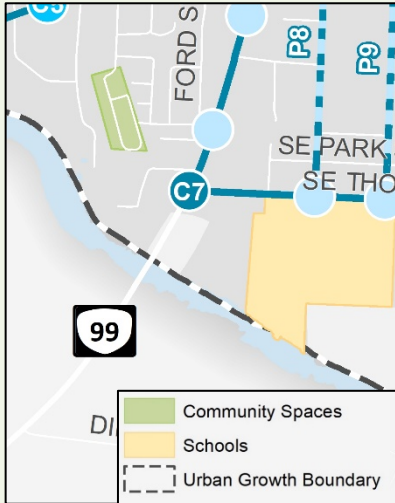
Credit: City of Lincoln (NE)

PROJECT INFORMATION

<p>Description</p>	<p>OR 42 is the state highway that bisects Winston and this section passes an area near McGovern Elementary School off of NW Cary Street. Today, this segment of the corridor has two travel lanes, a center turn lane, on-street bike lanes, and sidewalks. The existing crossing has curb ramps, crosswalk markings, signage, and lighting, and is near a transit stop. This project would provide an enhanced crossing at this location.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: ODOT • Functional / OHP Classification: Other Urban Principal Arterial / Statewide Highway; Freight Route • Posted Speed: 30 MPH • Existing (2021) ADT: 10,000 • Forecast (2045) ADT: 13,700 • Travel Lanes: Two 12-foot • Pavement Width: 48 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: Striped 5-foot lanes • On-Street Parking: None • Curb and Gutter: Yes (both sides) • Sidewalks/Paths: 6-foot (both sides) • Reported Crashes (2015-2019): 2 near intersection (1 rear-end, 1 turning movement); turning movement crash involved bicyclists; no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Can support robust biking / walking network, including for residents / elementary school students / tourists • Connects to new sidewalks proposed on NW Civil Bend Avenue (project P5) • Improves access to transit • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Possible archaeological sites 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$200,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for monitoring during construction regarding the archaeological sites) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Statewide Transportation Improvement Program (STIP) • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Statewide Transportation Improvement Fund (STIF) • Private Partners 	
<p>Additional Considerations</p>	<p>Enhancements to this crossing should be implemented consistent with the SRTS Plan. This crossing project may also need to be implemented in conjunction with project P5. Further, a center pedestrian refuge island will likely be required but should be reviewed as OR 42 is a Reduction Review Route.</p>	

MAIN STREET (OR 99) AT THOMPSON AVENUE (C7)

PROJECT PURPOSE: ENHANCE CROSSING WITH TREATMENTS TO IMPROVE MULTIMODAL CONNECTIVITY

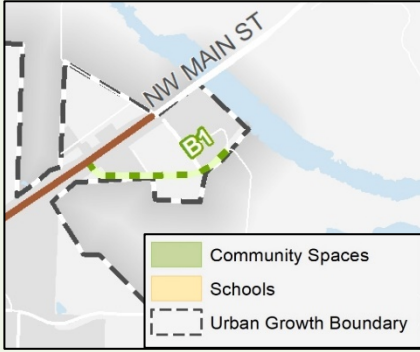


PROJECT INFORMATION

<p>Description</p>	<p>Main Street (OR 99) is classified as a Minor Arterial and is the other major highway that bisects the City of Winston. It serves the major activity centers through Winston, and connects to Thompson Avenue, which serves many other activity centers in the southeast area of the city (e.g., restaurants, churches, the Riverbed Skatepark, Winston Middle School, the Winston Community Center/Library/Senior Center, and Winston Dillard County Park). Today, this section of Main Street is a four- to five-lane cross section with four travel lanes, a center lane (north of Thompson Avenue), bike lanes, and sidewalks (north of Thompson Avenue). No crossing treatments are provided at this intersection, but the intersection is located near the referenced activity centers and a transit stop. This project would provide an enhanced crossing at this location.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial • Posted Speed: 30-45 MPH (20 MPH when children are present) • Existing (2021) ADT: 7,100 • Forecast (2045) ADT: 9,400 • Travel Lanes: Four 12-foot 	<ul style="list-style-type: none"> • Pavement Width: 70-76 feet • Shoulders/Bike Lanes: Striped 5-foot lanes • On-Street Parking: None • Curb and Gutter: Yes (both sides) • Sidewalks: 5-foot (both sides) • Reported Crashes (2015-2019): 5 (2 angle, 3 rear-end); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Can support a robust biking and walking network, including for residents and elementary school students in the area and tourists, and promotes an alternate route to the state highway • Connects to new traffic calming measures proposed on Thompson Avenue (project S3) • Improve access to transit • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$200,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Statewide Transportation Improvement Fund (STIF) • Private Partners 	
<p>Additional Considerations</p>	<p>This crossing project will need to be coordinated with Douglas County and implemented in conjunction with project S3.</p>	

PEPSI ROAD: OR 42 TO WINSTON SECTION ROAD (B1)

PROJECT PURPOSE: INSTALL SHARED ROADWAY TREATMENTS TO ESTABLISH A BIKE ROUTE



PROJECT INFORMATION

<p>Description</p>	<p>Pepsi Road is classified as a Major Collector that primarily serves residents in the area and Big Foot Beverages. It intersects with OR 42 just west of the Winston bridge and connects to Winston Section Road, so can be a biking route in the east area of the city. Today, this narrow roadway is rural in nature and limited to vehicular travel lanes, lacking continuous paved shoulders and bike lanes. This project would install shared roadway treatments along this facility.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Major Collector • Posted Speed: 25 MPH • Existing (2021) ADT: 1,600 • Forecast (2045) ADT: 2,300 • Travel Lanes: Two 10-foot • Pavement Width: 20 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None (mostly drainage ditches) • Sidewalks: None • Reported Crashes (2015-2019): 2 (1 sideswipe-meeting, 1 pedestrian); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides treatments such as lane share-the-road lane markings and signs to establish a biking route • Creates a biking connection between OR 42 and Winston Section Road 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$15,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Private Partners 	
<p>Additional Considerations</p>	<p>This project should be coordinated with Douglas County, ODOT, and other ongoing projects in the vicinity, including the OR 42 corridor. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials Urban Bikeway Design Guide. This project should consider the recommendations contained in the OR 42 Expressway Plan.</p>	

ABRAHAM AVENUE: OR 42 TO LOOKINGGLASS ROAD (B2)

PROJECT PURPOSE: INSTALL BIKE LANES TO ESTABLISH A BIKE ROUTE

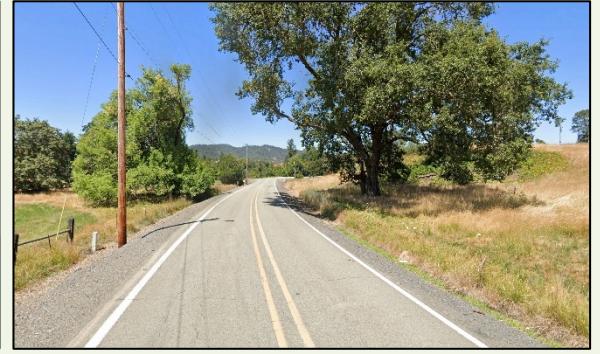


PROJECT INFORMATION

<p>Description</p>	<p>Abraham Avenue is classified as a Major Collector but is recommended in the TSP to be reclassified as a Residential Collector as it provides a connection between OR 42 and Lookingglass Road and primarily serves residents in the area. Today, this corridor is limited to vehicular travel lanes and sections of sidewalks, lacking continuous facilities for walking and biking. This project would mark bike lanes along the existing corridor in place of the space available for on-street parking.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Major Collector • Posted Speed: 25 MPH • Existing (2021) ADT: 2,000 • Forecast (2045) ADT: 4,700 • Travel Lanes: Two 12-foot • Pavement Width: 36 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: Space available (not striped) • Curb and Gutter: Yes • Sidewalks: Partial (both sides Lookingglass Rd – Timothy Ave; east side Timothy Ave – OR42) • Reported Crashes (2015-2019): 1 (sideswipe – meeting); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous bike lanes for residents in the area • Upgrades roadway to its Collector standard • Improves biking connections to transit • Connects to an enhanced crossing proposed across Lookingglass Road (project C3) • Connects to enhanced shared-use path along OR 42 (project M2) • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way • Possible archaeological sites 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$20,000 (estimated in 2022 dollars) • Assumes installation of new bike lanes within existing pavement width and slightly narrows existing travel lanes to include bike lane buffers • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for monitoring during construction regarding the archaeological sites) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>The TSP recommends that this corridor be downgraded to a Residential Collector, which has similar cross section features as a Major Collector and will not affect the overall pavement width of the roadway. Therefore, the illustrated cross section is consistent with the Residential Collector street standard and incorporates the sidewalk project P7 for visual purposes. The estimate above only accounts for the cost of installing bike lanes. Available parcel data would indicate that the City may have sufficient right-of-way to construct the illustrated improvements or similar.</p>	

BROCKWAY ROAD: SOUTH UGB TO LOOKINGGLASS RD (B3)

PROJECT PURPOSE: INSTALL BIKE LANES TO ESTABLISH A BIKE ROUTE

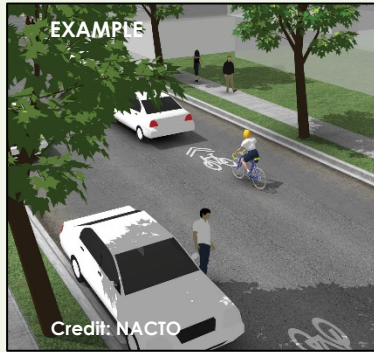


PROJECT INFORMATION

<p>Description</p>	<p>Brockway Road is classified as a Minor Arterial south of OR 42 and a Major Collector between OR 42 and Lookingglass Road. This road primarily serves residents in the area and possibly students from Douglas High School and Brockway Elementary School. It crosses OR 42 and connects to Lookingglass Road. Today, this roadway is rural in nature and limited to vehicular travel lanes, lacking paved shoulders or continuous facilities for walking. This project would mark bike lanes along the existing corridor, which may require roadway widening.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: Douglas County • Functional Classification: Minor Arterial / Major Collector • Posted Speed: Not posted (likely 45 MPH) • Existing (2021) ADT: 1,400 to 2,500 • Forecast (2045) ADT: 1,700 to 3,100 • Travel Lanes: Two 9- to 12-foot • Pavement Width: 18-36 feet (passing lane south of OR 42) 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None (some gravel) • On-Street Parking: None • Curb and Gutter: None (mostly drainage ditches) • Sidewalks: None • Reported Crashes (2015-2019): 3 (2 fixed-object, 1 sideswipe-meeting); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides continuous sidewalk infrastructure for residents and students in the area • Upgrades roadway to its Major Collector standard • Creates a walking/biking connection across OR 42 via future intersection improvements at OR 42 • Connects to an enhanced crossing proposed across Lookingglass Road (project C4) • Connects to new shared-use path along OR 42 (project M1) 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding / Right-of-way / Possible archaeological sites and wetlands • Brockway Creek (if impacted, culvert may require replacement and addition of a fish passage) • Brockway Store (avoid impacts to this historic resource) 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$7,300,000 (estimated in 2022 dollars) • Assumes installation of new bike lanes by widening from existing edge of pavement • Does not account for right-of-way needs, utility relocation, or environmental impacts (additional funding may be required for remediation of archaeological sites and wetlands) 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>These improvements will likely be accomplished through development as it intensifies in this area of the city. The illustrated cross section incorporates sidewalk project P11 for visual purposes, but the estimate above only accounts for the cost of installing bike lanes. Available parcel data would indicate that the City should have sufficient right-of-way to construct the illustrated improvements or similar. This project should be coordinated with ODOT and any frontage improvements to Brockway Road that may be required as part of future development.</p>	

ELWOOD STREET / TUMLIN AVENUE: MCGOVERN ELEMENTARY SCHOOL TO CARY STREET (B4)

PROJECT PURPOSE: INSTALL SHARED ROADWAY TREATMENTS TO ESTABLISH A BIKE ROUTE

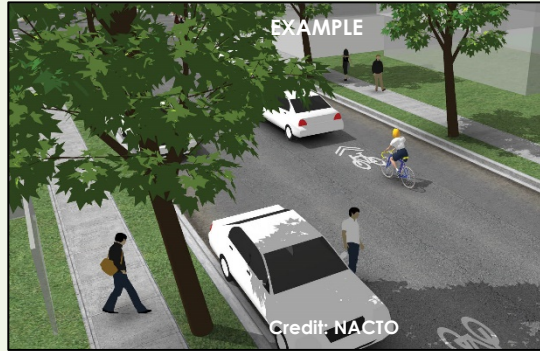


PROJECT INFORMATION

<p>Description</p>	<p>Elwood Street and NW Tumlin Avenue are classified as Residential Streets/Local Access Ways and provide direct access to McGovern Elementary School. Today, these corridors are limited to narrow vehicular travel lanes, lacking facilities for biking, and often exhibit conflicts between students walking or biking to school, buses, and parents dropping off and picking up kids. This project would provide shared roadway treatments along the corridor to alert drivers to bicyclists.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Street/Local Access Way • Posted Speed: Not posted (20 MPH or slower assumed) • Travel Lanes: Two 9- to 15-foot 	<ul style="list-style-type: none"> • Pavement Width: 18-30 feet • Shoulders/Bike Lanes: None • On-Street Parking: None • Curb and Gutter: None • Sidewalks: None • Reported Crashes (2015-2019): None
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides treatments such as share-the-road lane markings and signs to establish a biking route for McGovern Elementary School students • Creates a biking connection between McGovern Elementary School and Cary Street • Connects to proposed bike facilities along Cary Street 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • \$9,000 (estimated in 2022 dollars) • Does not account for right-of-way needs, utility relocation, or environmental impacts 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>This project should be coordinated with ODOT and other ongoing projects in the vicinity, including for the OR 42 corridor and with the SRTS Plan. Lane markings should be applied consistent with application guidance and standards, such as the current Manual on Uniform Traffic Control Devices and/or National Association of City Transportation Officials Urban Bikeway Design Guide.</p>	

CARY STREET: OR 42 TO LOOKINGGLASS ROAD (B5)

PROJECT PURPOSE: INSTALL SHARED ROADWAY TREATMENTS OR BIKE LANES TO ESTABLISH A BIKE ROUTE



PROJECT INFORMATION

<p>Description</p>	<p>Cary Street is classified as a Residential Collector, provides a connection between OR 42 and Lookingglass Road, and serves residents, some businesses and churches, and McGovern Elementary School north of the highway. Today, this corridor is limited to vehicular travel lanes and striped on-street parking, lacking continuous facilities for biking. This project would provide biking facilities along the corridor, bike lanes or shared roadway treatments, depending on available right-of-way.</p>	
<p>Existing Roadway Characteristics</p>	<ul style="list-style-type: none"> • Jurisdiction: City of Winston • Functional Classification: Residential Collector • Posted Speed: 20-25 MPH (school zone) • Existing (2021) ADT: 1,000 • Forecast (2045) ADT: 1,500 • Travel Lanes: Two 11-foot • Pavement Width: 36 feet 	<ul style="list-style-type: none"> • Shoulders/Bike Lanes: None • On-Street Parking: Striped 7-foot lanes • Curb and Gutter: Yes • Sidewalks: None • Reported Crashes (2015-2019): 1 (rear-end); no serious or fatal injuries
<p>Benefits</p>	<ul style="list-style-type: none"> • Provides bike facilities along this street for residents and McGovern Elementary School students in the area • Connects to proposed bike facilities along Tumlin Avenue and Elwood Street • Improves biking connections to transit • Exhibits high level of support for the TSP Goals and Objectives 	
<p>Constraints</p>	<ul style="list-style-type: none"> • Funding • Right-of-way 	
<p>Planning-Level Cost Estimate</p>	<ul style="list-style-type: none"> • To be determined by preferred bike facility treatments. 	
<p>Potential Funding Sources</p>	<ul style="list-style-type: none"> • Rural Surface Transportation Grant Program • Safe Routes to School (SRTS) • Private Partners 	
<p>Additional Considerations</p>	<p>Today, the Cary Street corridor is nearly built to standard but lacks bike facilities. Future project development should consider how bicycle facilities are provided along the corridor considering existing on-street parking.</p>	

ATTACHMENT 3: **COST ESTIMATE SHEETS**



Brockway Road Bike Lanes (B3)
South UGB to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$370,000.00	\$370,000.00
Traffic Control	LS	ALL	\$187,000.00	\$187,000.00
Construction Staging	LS	ALL	\$187,000.00	\$187,000.00
Erosion Control	AC	3.0	\$10,000.00	\$30,000.00
Removal of Structures and Obstructions	LS	ALL	\$80,000.00	\$80,000.00
Clearing and Grubbing	LS	ALL	\$71,000.00	\$71,000.00
General Earthworks	CY	9,600	\$40.00	\$384,000.00
Asphalt Roadway - Full Depth	SF	112,000	\$9.20	\$1,030,400.00
Subgrade Geotextile	SY	12,445	\$1.50	\$18,667.50
Concrete Curbs - Standard Curb & Gutter	LF	11,200	\$36.70	\$411,040.00
Storm Water Conveyance System, Complete	LS	ALL	\$1,015,000.00	\$1,015,000.00
Regional Water Quality and Hydromodification System, Complete	SF	12,900	\$28.00	\$361,200.00
Pavement Markings, Complete	LS	ALL	\$37,000.00	\$37,000.00
Signage, Complete	LS	ALL	\$28,000.00	\$28,000.00
Illumination System, Complete	LS	ALL	\$258,200.00	\$258,200.00
TOTAL CONSTRUCTION COST				\$ 4,468,508
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$1,118,000.00	\$1,118,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 1,118,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
Joint Permit Application	LS	ALL	\$0.00	\$0.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL				\$ 5,589,242
30% Contingency				\$ 1,676,780
TOTAL ESTIMATED PROJECT COST				\$ 7,266,022

Brockway Road Bike Lanes (B3)
South UGB to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
-

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

OR 42 Shared-Use Path (M1)
Brockway Road to Douglas High School
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$43,000.00	\$43,000.00
Traffic Control	LS	ALL	\$22,000.00	\$22,000.00
Construction Staging	LS	ALL	\$22,000.00	\$22,000.00
Erosion Control	AC	0.7	\$10,000.00	\$7,000.00
Removal of Structures and Obstructions	LS	ALL	\$10,000.00	\$10,000.00
Clearing and Grubbing	LS	ALL	\$9,000.00	\$9,000.00
General Earthworks	CY	800	\$40.00	\$32,000.00
Concrete Curbs - Standard Curb & Gutter	LF	2,300	\$36.70	\$84,410.00
Separated Bicycle Facility - Asphalt	SF	23,000	\$3.00	\$69,000.00
Detectable Warnings	EA	4	\$500.00	\$2,000.00
Extra for Pedestrian Ramps	EA	4	\$1,500.00	\$6,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$107,000.00	\$107,000.00
Regional Water Quality and Hydromodification System, Complete	SF	2,700	\$28.00	\$75,600.00
Pavement Markings, Complete	LS	ALL	\$4,000.00	\$4,000.00
Signage, Complete	LS	ALL	\$3,000.00	\$3,000.00
Illumination System, Complete	LS	ALL	\$27,100.00	\$27,100.00
TOTAL CONSTRUCTION COST \$				523,110
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$131,000.00	\$131,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 131,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL \$				656,844
30% Contingency \$				197,060
TOTAL ESTIMATED PROJECT COST \$				853,904

OR 42 Shared-Use Path (M1)
Brockway Road to Douglas High School
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
-

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

OR 42 Shared-Use Path (M2)
Douglas High School to Abraham Avenue
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$49,000.00	\$49,000.00
Traffic Control	LS	ALL	\$25,000.00	\$25,000.00
Construction Staging	LS	ALL	\$25,000.00	\$25,000.00
Erosion Control	AC	0.8	\$10,000.00	\$8,000.00
Removal of Structures and Obstructions	LS	ALL	\$11,000.00	\$11,000.00
Clearing and Grubbing	LS	ALL	\$10,000.00	\$10,000.00
General Earthworks	CY	900	\$40.00	\$36,000.00
Concrete Curbs - Standard Curb & Gutter	LF	2,700	\$36.70	\$99,090.00
Separated Bicycle Facility - Asphalt	SF	27,000	\$3.00	\$81,000.00
Detectable Warnings	EA	1	\$500.00	\$500.00
Extra for Pedestrian Ramps	EA	1	\$1,500.00	\$1,500.00
Storm Water Conveyance System, Complete	LS	ALL	\$120,000.00	\$120,000.00
Regional Water Quality and Hydromodification System, Complete	SF	3,200	\$28.00	\$89,600.00
Pavement Markings, Complete	LS	ALL	\$5,000.00	\$5,000.00
Signage, Complete	LS	ALL	\$4,000.00	\$4,000.00
Illumination System, Complete	LS	ALL	\$30,600.00	\$30,600.00
TOTAL CONSTRUCTION COST \$				595,290
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$149,000.00	\$149,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 149,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL \$				747,024
30% Contingency \$				224,110
TOTAL ESTIMATED PROJECT COST \$				971,134

OR 42 Shared-Use Path (M2)
Douglas High School to Abraham Avenue
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Brosi Orchard Road Sidewalks (P1)
OR 42 to East UGB
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$118,000.00	\$118,000.00
Traffic Control	LS	ALL	\$60,000.00	\$60,000.00
Construction Staging	LS	ALL	\$60,000.00	\$60,000.00
Erosion Control	AC	1.1	\$10,000.00	\$11,000.00
Removal of Structures and Obstructions	LS	ALL	\$26,000.00	\$26,000.00
Clearing and Grubbing	LS	ALL	\$23,000.00	\$23,000.00
General Earthworks	CY	2,000	\$40.00	\$80,000.00
Asphalt Roadway - Full Depth	SF	4,700	\$9.20	\$43,240.00
Subgrade Geotextile	SY	523	\$1.50	\$784.50
Concrete Curbs - Standard Curb & Gutter	LF	4,700	\$36.70	\$172,490.00
Concrete Walks	SF	28,200	\$8.40	\$236,880.00
Detectable Warnings	EA	22	\$500.00	\$11,000.00
Extra for Pedestrian Ramps	EA	22	\$1,500.00	\$33,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$318,000.00	\$318,000.00
Regional Water Quality and Hydromodification System, Complete	SF	4,500	\$28.00	\$126,000.00
Pavement Markings, Complete	LS	ALL	\$12,000.00	\$12,000.00
Signage, Complete	LS	ALL	\$9,000.00	\$9,000.00
Illumination System, Complete	LS	ALL	\$80,900.00	\$80,900.00
TOTAL CONSTRUCTION COST \$				1,421,295
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$356,000.00	\$356,000.00
ENGINEERING SUPPORT SUBTOTAL \$				356,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL \$				2,734
TOTAL PROJECT SUBTOTAL \$				1,780,029
30% Contingency \$				534,010
TOTAL ESTIMATED PROJECT COST \$				2,314,039

Brosi Orchard Road Sidewalks (P1)
OR 42 to East UGB
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Sherry Street Sidewalks (P2)
NW Civil Bend Avenue to OR 42
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$101,000.00	\$101,000.00
Traffic Control	LS	ALL	\$51,000.00	\$51,000.00
Construction Staging	LS	ALL	\$51,000.00	\$51,000.00
Erosion Control	AC	0.9	\$10,000.00	\$9,000.00
Removal of Structures and Obstructions	LS	ALL	\$22,000.00	\$22,000.00
Clearing and Grubbing	LS	ALL	\$20,000.00	\$20,000.00
General Earthworks	CY	2,100	\$40.00	\$84,000.00
Asphalt Roadway - Full Depth	SF	17,600	\$9.20	\$161,920.00
Subgrade Geotextile	SY	1,956	\$1.50	\$2,934.00
Concrete Curbs - Standard Curb & Gutter	LF	2,200	\$36.70	\$80,740.00
Concrete Walks	SF	13,200	\$8.40	\$110,880.00
Detectable Warnings	EA	28	\$500.00	\$14,000.00
Extra for Pedestrian Ramps	EA	28	\$1,500.00	\$42,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$274,000.00	\$274,000.00
Regional Water Quality and Hydromodification System, Complete	SF	3,700	\$28.00	\$103,600.00
Pavement Markings, Complete	LS	ALL	\$10,000.00	\$10,000.00
Signage, Complete	LS	ALL	\$8,000.00	\$8,000.00
Illumination System, Complete	LS	ALL	\$69,600.00	\$69,600.00
TOTAL CONSTRUCTION COST				\$ 1,215,674
RIGHT-OF-WAY SUBTOTAL				\$ -
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$304,000.00	\$304,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 304,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL				\$ 1,522,408
30% Contingency				\$ 456,730
TOTAL ESTIMATED PROJECT COST				\$ 1,979,138

Sherry Street Sidewalks (P2)
NW Civil Bend Avenue to OR 42
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

NE Jorgen Street Sidewalks (P3)
OR 42 to NE Rose Ridge Drive
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$112,000.00	\$112,000.00
Traffic Control	LS	ALL	\$57,000.00	\$57,000.00
Construction Staging	LS	ALL	\$57,000.00	\$57,000.00
Erosion Control	AC	1.0	\$10,000.00	\$10,000.00
Removal of Structures and Obstructions	LS	ALL	\$24,000.00	\$24,000.00
Clearing and Grubbing	LS	ALL	\$22,000.00	\$22,000.00
General Earthworks	CY	1,800	\$40.00	\$72,000.00
Asphalt Roadway - Full Depth	SF	4,250	\$9.20	\$39,100.00
Subgrade Geotextile	SY	473	\$1.50	\$709.50
Concrete Curbs - Standard Curb & Gutter	LF	4,250	\$36.70	\$155,975.00
Concrete Walks	SF	25,500	\$8.40	\$214,200.00
Detectable Warnings	EA	34	\$500.00	\$17,000.00
Extra for Pedestrian Ramps	EA	34	\$1,500.00	\$51,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$303,000.00	\$303,000.00
Regional Water Quality and Hydromodification System, Complete	SF	4,100	\$28.00	\$114,800.00
Pavement Markings, Complete	LS	ALL	\$11,000.00	\$11,000.00
Signage, Complete	LS	ALL	\$9,000.00	\$9,000.00
Illumination System, Complete	LS	ALL	\$77,000.00	\$77,000.00
TOTAL CONSTRUCTION COST \$				1,346,785
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$337,000.00	\$337,000.00
ENGINEERING SUPPORT SUBTOTAL \$				337,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL \$				2,734
TOTAL PROJECT SUBTOTAL \$				1,686,519
30% Contingency \$				505,960
TOTAL ESTIMATED PROJECT COST \$				2,192,479

NE Jorgen Street Sidewalks (P3)
OR 42 to NE Rose Ridge Drive
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Cary Street Sidewalks (P4)
OR 42 to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$94,000.00	\$94,000.00
Traffic Control	LS	ALL	\$48,000.00	\$48,000.00
Construction Staging	LS	ALL	\$48,000.00	\$48,000.00
Erosion Control	AC	0.9	\$10,000.00	\$9,000.00
Removal of Structures and Obstructions	LS	ALL	\$21,000.00	\$21,000.00
Clearing and Grubbing	LS	ALL	\$18,000.00	\$18,000.00
General Earthworks	CY	1,500	\$40.00	\$60,000.00
Concrete Curbs - Standard Curb & Gutter	LF	4,230	\$36.70	\$155,241.00
Concrete Walks	SF	25,380	\$8.40	\$213,192.00
Detectable Warnings	EA	16	\$500.00	\$8,000.00
Extra for Pedestrian Ramps	EA	16	\$1,500.00	\$24,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$254,000.00	\$254,000.00
Regional Water Quality and Hydromodification System, Complete	SF	3,600	\$28.00	\$100,800.00
Pavement Markings, Complete	LS	ALL	\$10,000.00	\$10,000.00
Signage, Complete	LS	ALL	\$7,000.00	\$7,000.00
Illumination System, Complete	LS	ALL	\$64,500.00	\$64,500.00
TOTAL CONSTRUCTION COST \$				1,134,733
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$284,000.00	\$284,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 284,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL \$				1,421,467
30% Contingency \$				426,450
TOTAL ESTIMATED PROJECT COST \$				1,847,917

Cary Street Sidewalks (P4)
OR 42 to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
-

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

NW Civil Bend Avenue Sidewalks (P5)
OR 42 to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$95,000.00	\$95,000.00
Traffic Control	LS	ALL	\$48,000.00	\$48,000.00
Construction Staging	LS	ALL	\$48,000.00	\$48,000.00
Erosion Control	AC	0.9	\$10,000.00	\$9,000.00
Removal of Structures and Obstructions	LS	ALL	\$21,000.00	\$21,000.00
Clearing and Grubbing	LS	ALL	\$19,000.00	\$19,000.00
General Earthworks	CY	1,500	\$40.00	\$60,000.00
Concrete Curbs - Standard Curb & Gutter	LF	4,240	\$36.70	\$155,608.00
Concrete Walks	SF	25,440	\$8.40	\$213,696.00
Detectable Warnings	EA	18	\$500.00	\$9,000.00
Extra for Pedestrian Ramps	EA	18	\$1,500.00	\$27,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$256,000.00	\$256,000.00
Regional Water Quality and Hydromodification System, Complete	SF	3,700	\$28.00	\$103,600.00
Pavement Markings, Complete	LS	ALL	\$10,000.00	\$10,000.00
Signage, Complete	LS	ALL	\$7,000.00	\$7,000.00
Illumination System, Complete	LS	ALL	\$65,200.00	\$65,200.00
TOTAL CONSTRUCTION COST				\$ 1,147,104
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$287,000.00	\$287,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 287,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL				\$ 1,436,838
30% Contingency				\$ 431,060
TOTAL ESTIMATED PROJECT COST				\$ 1,867,898

NW Civil Bend Avenue Sidewalks (P5)
OR 42 to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Elwood Street and NW Tumlin Avenue Sidewalks (P6)
McGovern Elementary School to Cary Street
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB			Date: February 16, 2023		
Reviewed By:					
This Estimate has a Rating of:			3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST	
Mobilization	LS	ALL	\$55,000.00	\$55,000.00	
Traffic Control	LS	ALL	\$28,000.00	\$28,000.00	
Construction Staging	LS	ALL	\$28,000.00	\$28,000.00	
Erosion Control	AC	0.5	\$10,000.00	\$5,000.00	
Removal of Structures and Obstructions	LS	ALL	\$12,000.00	\$12,000.00	
Clearing and Grubbing	LS	ALL	\$11,000.00	\$11,000.00	
General Earthworks	CY	900	\$40.00	\$36,000.00	
Concrete Curbs - Standard Curb & Gutter	LF	2,520	\$36.70	\$92,484.00	
Concrete Walks	SF	15,120	\$8.40	\$127,008.00	
Detectable Warnings	EA	6	\$500.00	\$3,000.00	
Extra for Pedestrian Ramps	EA	6	\$1,500.00	\$9,000.00	
Storm Water Conveyance System, Complete	LS	ALL	\$148,000.00	\$148,000.00	
Regional Water Quality and Hydromodification System, Complete	SF	2,200	\$28.00	\$61,600.00	
Pavement Markings, Complete	LS	ALL	\$6,000.00	\$6,000.00	
Signage, Complete	LS	ALL	\$5,000.00	\$5,000.00	
Illumination System, Complete	LS	ALL	\$37,500.00	\$37,500.00	
TOTAL CONSTRUCTION COST				\$	664,592
ENGINEERING SUPPORT					
Engineering & Construction Management	LS	ALL	\$167,000.00	\$167,000.00	
ENGINEERING SUPPORT SUBTOTAL				\$	167,000
ENGINEERING PERMITS					
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00	
ENGINEERING PERMITS SUBTOTAL				\$	2,734
TOTAL PROJECT SUBTOTAL				\$	834,326
30% Contingency				\$	250,300
TOTAL ESTIMATED PROJECT COST				\$	1,084,626

Elwood Street and NW Tumlin Avenue Sidewalks (P6)
McGovern Elementary School to Cary Street
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
-

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Abraham Avenue Sidewalk (P7)
OR 42 to Existing Sidewalk Terminus (Timothy Avenue)
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$27,000.00	\$27,000.00
Traffic Control	LS	ALL	\$14,000.00	\$14,000.00
Construction Staging	LS	ALL	\$14,000.00	\$14,000.00
Erosion Control	AC	0.3	\$10,000.00	\$3,000.00
Removal of Structures and Obstructions	LS	ALL	\$6,000.00	\$6,000.00
Clearing and Grubbing	LS	ALL	\$6,000.00	\$6,000.00
General Earthworks	CY	500	\$40.00	\$20,000.00
Concrete Curbs - Standard Curb & Gutter	LF	1,240	\$36.70	\$45,508.00
Concrete Walks	SF	7,440	\$8.40	\$62,496.00
Detectable Warnings	EA	1	\$500.00	\$500.00
Extra for Pedestrian Ramps	EA	1	\$1,500.00	\$1,500.00
Storm Water Conveyance System, Complete	LS	ALL	\$72,000.00	\$72,000.00
Regional Water Quality and Hydromodification System, Complete	SF	1,100	\$28.00	\$30,800.00
Pavement Markings, Complete	LS	ALL	\$3,000.00	\$3,000.00
Signage, Complete	LS	ALL	\$2,000.00	\$2,000.00
Illumination System, Complete	LS	ALL	\$18,300.00	\$18,300.00
TOTAL CONSTRUCTION COST \$				326,104
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$82,000.00	\$82,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 82,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL \$				410,838
30% Contingency \$				123,260
TOTAL ESTIMATED PROJECT COST \$				534,098

**Abraham Avenue Sidewalk (P7)
OR 42 to Existing Sidewalk Terminus (Timothy Avenue)
Winston TSP**



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Gregory Drive Sidewalks (P8)
Thompson Avenue to OR 42 (via Baker Street)
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$153,000.00	\$153,000.00
Traffic Control	LS	ALL	\$77,000.00	\$77,000.00
Construction Staging	LS	ALL	\$77,000.00	\$77,000.00
Erosion Control	AC	1.3	\$10,000.00	\$13,000.00
Removal of Structures and Obstructions	LS	ALL	\$33,000.00	\$33,000.00
Clearing and Grubbing	LS	ALL	\$30,000.00	\$30,000.00
General Earthworks	CY	2,200	\$40.00	\$88,000.00
Concrete Curbs - Standard Curb & Gutter	LF	6,540	\$36.70	\$240,018.00
Concrete Walks	SF	39,240	\$8.40	\$329,616.00
Detectable Warnings	EA	48	\$500.00	\$24,000.00
Extra for Pedestrian Ramps	EA	48	\$1,500.00	\$72,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$415,000.00	\$415,000.00
Regional Water Quality and Hydromodification System, Complete	SF	5,600	\$28.00	\$156,800.00
Pavement Markings, Complete	LS	ALL	\$16,000.00	\$16,000.00
Signage, Complete	LS	ALL	\$12,000.00	\$12,000.00
Illumination System, Complete	LS	ALL	\$105,600.00	\$105,600.00
TOTAL CONSTRUCTION COST				\$ 1,842,034
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$461,000.00	\$461,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 461,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL				\$ 2,305,768
30% Contingency				\$ 691,740
TOTAL ESTIMATED PROJECT COST				\$ 2,997,508

Gregory Drive Sidewalks (P8)
Thompson Avenue to OR 42 (via Baker Street)
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Darrell Avenue Sidewalks (P9)
Thompson Avenue to Jorgen Street
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$146,000.00	\$146,000.00
Traffic Control	LS	ALL	\$74,000.00	\$74,000.00
Construction Staging	LS	ALL	\$74,000.00	\$74,000.00
Erosion Control	AC	1.3	\$10,000.00	\$13,000.00
Removal of Structures and Obstructions	LS	ALL	\$32,000.00	\$32,000.00
Clearing and Grubbing	LS	ALL	\$28,000.00	\$28,000.00
General Earthworks	CY	2,200	\$40.00	\$88,000.00
Concrete Curbs - Standard Curb & Gutter	LF	6,440	\$36.70	\$236,348.00
Concrete Walks	SF	38,640	\$8.40	\$324,576.00
Detectable Warnings	EA	34	\$500.00	\$17,000.00
Extra for Pedestrian Ramps	EA	34	\$1,500.00	\$51,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$395,000.00	\$395,000.00
Regional Water Quality and Hydromodification System, Complete	SF	5,500	\$28.00	\$154,000.00
Pavement Markings, Complete	LS	ALL	\$15,000.00	\$15,000.00
Signage, Complete	LS	ALL	\$11,000.00	\$11,000.00
Illumination System, Complete	LS	ALL	\$100,400.00	\$100,400.00
TOTAL CONSTRUCTION COST				\$ 1,759,324
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$440,000.00	\$440,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 440,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL				\$ 2,202,058
30% Contingency				\$ 660,620
TOTAL ESTIMATED PROJECT COST				\$ 2,862,678

Darrell Avenue Sidewalks (P9)
Thompson Avenue to Jorgen Street
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Grape Avenue Sidewalks (P10)
Thompson Avenue to Jorgen Street
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$145,000.00	\$145,000.00
Traffic Control	LS	ALL	\$73,000.00	\$73,000.00
Construction Staging	LS	ALL	\$73,000.00	\$73,000.00
Erosion Control	AC	1.3	\$10,000.00	\$13,000.00
Removal of Structures and Obstructions	LS	ALL	\$32,000.00	\$32,000.00
Clearing and Grubbing	LS	ALL	\$28,000.00	\$28,000.00
General Earthworks	CY	2,200	\$40.00	\$88,000.00
Concrete Curbs - Standard Curb & Gutter	LF	6,430	\$36.70	\$235,981.00
Concrete Walks	SF	38,580	\$8.40	\$324,072.00
Detectable Warnings	EA	32	\$500.00	\$16,000.00
Extra for Pedestrian Ramps	EA	32	\$1,500.00	\$48,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$392,000.00	\$392,000.00
Regional Water Quality and Hydromodification System, Complete	SF	5,500	\$28.00	\$154,000.00
Pavement Markings, Complete	LS	ALL	\$15,000.00	\$15,000.00
Signage, Complete	LS	ALL	\$11,000.00	\$11,000.00
Illumination System, Complete	LS	ALL	\$99,700.00	\$99,700.00
TOTAL CONSTRUCTION COST				\$ 1,747,753
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$437,000.00	\$437,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 437,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL				\$ 2,187,487
30% Contingency				\$ 656,250
TOTAL ESTIMATED PROJECT COST				\$ 2,843,737

Grape Avenue Sidewalks (P10)
Thompson Avenue to Jorgen Street
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Brockway Road Sidewalks (P11)
South UGB to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$236,000.00	\$236,000.00
Traffic Control	LS	ALL	\$119,000.00	\$119,000.00
Construction Staging	LS	ALL	\$119,000.00	\$119,000.00
Erosion Control	AC	2.2	\$10,000.00	\$22,000.00
Removal of Structures and Obstructions	LS	ALL	\$51,000.00	\$51,000.00
Clearing and Grubbing	LS	ALL	\$46,000.00	\$46,000.00
General Earthworks	CY	3,800	\$40.00	\$152,000.00
Concrete Curbs - Standard Curb & Gutter	LF	11,200	\$36.70	\$411,040.00
Concrete Walks	SF	67,200	\$8.40	\$564,480.00
Detectable Warnings	EA	12	\$500.00	\$6,000.00
Extra for Pedestrian Ramps	EA	12	\$1,500.00	\$18,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$634,000.00	\$634,000.00
Regional Water Quality and Hydromodification System, Complete	SF	9,600	\$28.00	\$268,800.00
Pavement Markings, Complete	LS	ALL	\$24,000.00	\$24,000.00
Signage, Complete	LS	ALL	\$18,000.00	\$18,000.00
Illumination System, Complete	LS	ALL	\$161,300.00	\$161,300.00
TOTAL CONSTRUCTION COST				\$ 2,850,620
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$713,000.00	\$713,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 713,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL				\$ 3,566,354
30% Contingency				\$ 1,069,910
TOTAL ESTIMATED PROJECT COST				\$ 4,636,264

Brockway Road Sidewalks (P11)
South UGB to Lookingglass Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
-

Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Tokay Street Sidewalks (P12)
Grape Avenue to East UGB
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$74,000.00	\$74,000.00
Traffic Control	LS	ALL	\$38,000.00	\$38,000.00
Construction Staging	LS	ALL	\$38,000.00	\$38,000.00
Erosion Control	AC	0.7	\$10,000.00	\$7,000.00
Removal of Structures and Obstructions	LS	ALL	\$16,000.00	\$16,000.00
Clearing and Grubbing	LS	ALL	\$15,000.00	\$15,000.00
General Earthworks	CY	1,300	\$40.00	\$52,000.00
Asphalt Roadway - Full Depth	SF	3,300	\$9.20	\$30,360.00
Subgrade Geotextile	SY	367	\$1.50	\$550.50
Concrete Curbs - Standard Curb & Gutter	LF	3,000	\$36.70	\$110,100.00
Concrete Walks	SF	18,000	\$8.40	\$151,200.00
Detectable Warnings	EA	8	\$500.00	\$4,000.00
Extra for Pedestrian Ramps	EA	8	\$1,500.00	\$12,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$199,000.00	\$199,000.00
Regional Water Quality and Hydromodification System, Complete	SF	2,900	\$28.00	\$81,200.00
Pavement Markings, Complete	LS	ALL	\$8,000.00	\$8,000.00
Signage, Complete	LS	ALL	\$6,000.00	\$6,000.00
Illumination System, Complete	LS	ALL	\$50,500.00	\$50,500.00
TOTAL CONSTRUCTION COST \$				892,911
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$224,000.00	\$224,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 224,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL \$				1,119,645
30% Contingency \$				335,900
TOTAL ESTIMATED PROJECT COST \$				1,455,545

Tokay Street Sidewalks (P12)
Grape Avenue to East UGB
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the separated bicycle facility the assumed storm inlet spacing is 50 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Pepsi Road Sidewalks (P13)
OR 42 to East UGB
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$72,000.00	\$72,000.00
Traffic Control	LS	ALL	\$37,000.00	\$37,000.00
Construction Staging	LS	ALL	\$37,000.00	\$37,000.00
Erosion Control	AC	0.8	\$10,000.00	\$8,000.00
Removal of Structures and Obstructions	LS	ALL	\$16,000.00	\$16,000.00
Clearing and Grubbing	LS	ALL	\$14,000.00	\$14,000.00
General Earthworks	CY	1,500	\$40.00	\$60,000.00
Asphalt Roadway - Full Depth	SF	6,000	\$9.20	\$55,200.00
Subgrade Geotextile	SY	667	\$1.50	\$1,000.50
Concrete Curbs - Standard Curb & Gutter	LF	3,000	\$36.70	\$110,100.00
Concrete Walks	SF	18,000	\$8.40	\$151,200.00
Detectable Warnings	EA	14	\$500.00	\$7,000.00
Extra for Pedestrian Ramps	EA	14	\$1,500.00	\$21,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$122,000.00	\$122,000.00
Regional Water Quality and Hydromodification System, Complete	SF	3,200	\$28.00	\$89,600.00
Pavement Markings, Complete	LS	ALL	\$9,000.00	\$9,000.00
Signage, Complete	LS	ALL	\$7,000.00	\$7,000.00
Illumination System, Complete	LS	ALL	\$56,800.00	\$56,800.00
TOTAL CONSTRUCTION COST \$				873,901
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$219,000.00	\$219,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 219,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL \$				1,095,635
30% Contingency \$				328,700
TOTAL ESTIMATED PROJECT COST \$				1,424,335

Pepsi Road Sidewalks (P13)
OR 42 to East UGB
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the on-street bicycle facility the assumed storm inlet spacing is 150 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

Thompson Avenue Street Upgrade (S4)
Edgewood Street to Winston Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$123,000.00	\$123,000.00
Traffic Control	LS	ALL	\$63,000.00	\$63,000.00
Construction Staging	LS	ALL	\$63,000.00	\$63,000.00
Erosion Control	AC	1.3	\$10,000.00	\$13,000.00
Removal of Structures and Obstructions	LS	ALL	\$27,000.00	\$27,000.00
Clearing and Grubbing	LS	ALL	\$24,000.00	\$24,000.00
General Earthworks	CY	3,200	\$40.00	\$128,000.00
Asphalt Roadway - Full Depth	SF	31,050	\$9.20	\$285,660.00
Subgrade Geotextile	SY	3,450	\$1.50	\$5,175.00
Concrete Curbs - Standard Curb & Gutter	LF	2,700	\$36.70	\$99,090.00
Concrete Walks	SF	16,200	\$8.40	\$136,080.00
Detectable Warnings	EA	21	\$500.00	\$10,500.00
Extra for Pedestrian Ramps	EA	21	\$1,500.00	\$31,500.00
Storm Water Conveyance System, Complete	LS	ALL	\$209,000.00	\$209,000.00
Regional Water Quality and Hydromodification System, Complete	SF	5,400	\$28.00	\$151,200.00
Pavement Markings, Complete	LS	ALL	\$14,000.00	\$14,000.00
Signage, Complete	LS	ALL	\$11,000.00	\$11,000.00
Illumination System, Complete	LS	ALL	\$97,500.00	\$97,500.00
TOTAL CONSTRUCTION COST \$				1,491,705
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$373,000.00	\$373,000.00
ENGINEERING SUPPORT SUBTOTAL				\$ 373,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL				\$ 2,734
TOTAL PROJECT SUBTOTAL \$				1,867,439
30% Contingency \$				560,240
TOTAL ESTIMATED PROJECT COST \$				2,427,679

Thompson Avenue Street Upgrade (S4)
Edgewood Street to Winston Road
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the on-street bicycle facility the assumed storm inlet spacing is 150 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
-
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.

**Winston Road Street Upgrade (S5)
Thompson Avenue to Tokay Street
Winston TSP**



Engineer's Conceptual Estimate

Prepared By: MKB Date: February 16, 2023

Reviewed By:

This Estimate has a Rating of: **3C** (See rating scale guide below.)

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Mobilization	LS	ALL	\$120,000.00	\$120,000.00
Traffic Control	LS	ALL	\$61,000.00	\$61,000.00
Construction Staging	LS	ALL	\$61,000.00	\$61,000.00
Erosion Control	AC	1.3	\$10,000.00	\$13,000.00
Removal of Structures and Obstructions	LS	ALL	\$26,000.00	\$26,000.00
Clearing and Grubbing	LS	ALL	\$23,000.00	\$23,000.00
General Earthworks	CY	2,900	\$40.00	\$116,000.00
Asphalt Roadway - Full Depth	SF	23,800	\$9.20	\$218,960.00
Subgrade Geotextile	SY	2,645	\$1.50	\$3,967.50
Concrete Curbs - Standard Curb & Gutter	LF	3,400	\$36.70	\$124,780.00
Concrete Walks	SF	20,400	\$8.40	\$171,360.00
Detectable Warnings	EA	20	\$500.00	\$10,000.00
Extra for Pedestrian Ramps	EA	20	\$1,500.00	\$30,000.00
Storm Water Conveyance System, Complete	LS	ALL	\$203,000.00	\$203,000.00
Regional Water Quality and Hydromodification System, Complete	SF	5,300	\$28.00	\$148,400.00
Pavement Markings, Complete	LS	ALL	\$14,000.00	\$14,000.00
Signage, Complete	LS	ALL	\$11,000.00	\$11,000.00
Illumination System, Complete	LS	ALL	\$94,600.00	\$94,600.00
TOTAL CONSTRUCTION COST \$				1,450,068
ENGINEERING SUPPORT				
Engineering & Construction Management	LS	ALL	\$363,000.00	\$363,000.00
ENGINEERING SUPPORT SUBTOTAL \$				363,000
ENGINEERING PERMITS				
Grading & Erosion Control Permit	LS	ALL	\$2,734.00	\$2,734.00
ENGINEERING PERMITS SUBTOTAL \$				2,734
TOTAL PROJECT SUBTOTAL \$				1,815,802
30% Contingency \$				544,750
TOTAL ESTIMATED PROJECT COST \$				2,360,552

Winston Road Street Upgrade (S5)
Thompson Avenue to Tokay Street
Winston TSP



Engineer's Conceptual Estimate

Prepared By: MKB		Date: February 16, 2023		
Reviewed By:				
This Estimate has a Rating of:		3C (See rating scale guide below.)		
ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST

Unit Costs Note:

The associated product and material costs are based upon the most recent available cost data. Due to the current volatility of the construction market, we cannot guarantee these costs for any duration of time.

Assumptions:

- The assumed roadway section is 8 inches ACP over 16 inches of compacted aggregate base.
- Due to the on-street bicycle facility the assumed storm inlet spacing is 150 feet.
- All overhead utilities will be relocated and remain above ground.
- No sound walls are required for this project.
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Scope Accuracy:

Level 1: Project scope well understood and well defined.

Level 2: Project scope conceptual. Scope lacks detail due to potential permit requirements; Unknown project conditions; limited knowledge of external impacts.

Level 3: Project scope is a "vision" with limited detail.

Engineering Effort:

Level A: Preliminary engineering performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantities needed to execute job. Schedule understood; staff and permitting is fairly clear, (however this element may still need refining). Project Development & Construction Contingencies ranges between 10%-20%.

Level B: Conceptual engineering performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Project Development Contingencies ranges between 15% to 25% and Construction Contingencies ranges between 20% to 30%.

Level C: No engineering performed. Educated guesstimating. Limited technical information available and/or analysis performed. Project Development and Construction Contingencies should be selected appropriately by Project Manager. Contingency may range up to 60% based on risk.