

Project Information from 2013 TSP Update					SDC Eligibility, determined based on capacity and expected funding	Potential Funding Partners					City's Expected Contributions		Notes
Project Number	Project Name	Description	Est. Construction Cost	Timeline	SDC Eligible	City	County	State	Private	Funding Scenario ID	City's Expected Contribution (%)	City's Expected Contribution (\$)	
R6	Main Street Restriping	Restripe roadway into a three-lane cross-section from 9 th Street to Peters Road	\$60,000	Near-Term	No	X				0	0%	\$0	Capacity reducing but intended for safety and multimodal travel
R8	Combs Flat Road Widening	Widen to major arterial standard, including off street path, from US 26 to Lynn Boulevard	\$2,630,000	Near-Term	Yes	X	X	X	X	7	20%	\$526,000	Project identified to support planned rezoning/redevelopment of the Ochoco site and other area growth
R9	3rd Street Signal Coordination	Coordinate signals to improve traffic flow through downtown area	\$50,000	Near-Term	No			X		0	0%	\$0	Needed today to address capacity and congestion
R12	SE 5th Street Extension	Complete 5th Street extension to Ochoco Logging Road with Ochoco development (east of Combs Flat Road)	\$2,020,000	Near-Term	No				X	0	0%	\$0	Private project constructed with Ochoco site
R1	9 th /10 th Street Extension	Complete connection of 9 th or 10 th Street extension to east of Main Street	\$2,520,000	Medium-Term	Yes	X		X		5	15%	\$378,000	Future capacity improvement to complete northern arterial; alleviates congestion on 3rd street
R3	Combs Flat Road Extension & Connection with Peters Road	Connection will extend from Laughlin north to Peters Road	\$6,850,000	Medium-Term	Yes	X			X	9	40%	\$2,740,000	Serves both as a system connection and access to Iron Horse property
R7	Upgrade Combs Flat to Arterial Standards	Upgrade to major collector standards between US 26 and Laughlin	\$420,000	Medium-Term	Yes	X			X	9	40%	\$168,000	Provides capacity to support planned growth in Iron Horse and Ochoco lumber site redevelop
R11	Construction of NE 2nd Street Extension	Add 650' of new road (Major Collector) between Fairview Street and Holly Street	\$660,000	Medium-Term	Yes	X		X		5	15%	\$99,000	Future capacity improvement - serves as alternative to 3rd street
R13	SE 5th Street Extension	Complete SE 5 th Street extension between Main Street and Combs Flat Road	\$1,680,000	Medium-Term	Yes	X		X		5	15%	\$252,000	Future capacity improvement - serves as alternative to 3rd street
R2	Peters Road Connection to Lamonta	New road extends west from Main Street and aligns with Gardner at Lamonta	\$4,000,000	Medium-Term	Yes	X		X		5	15%	\$600,000	Future capacity improvement - serves as alternative to 3rd street; part of northern arterial
R26	9 th and 10 th Street Connection	Connect 9th Street to the planned 10th Street signal west of Main Street	\$800,000	Medium-Term	Yes	X		X		5	15%	\$120,000	Future capacity improvement - serves as alternative to 3rd street; part of northern arterial
R10	Elm Street Extension	Add 270' of new road (Major Collector) between SE 5 th Street and 6 th Street	\$270,000	Long-Term	No	X				0	0%	\$0	Existing need, not future capacity related
R14	SE 5th St/Ochoco Logging Road Extension	Continue SE 5 th St extension between Willowdale and Stearns	\$1,650,000	Long-Term	Yes	X	X			6	20%	\$330,000	Future capacity improvement - serves as alternative to 3rd street; serves areas expected to grow
R15	Willowdale Extension	Extend Willowdale Drive between SE Paulina Hwy and Melrose Drive	\$1,220,000	Long-Term	No	X	X			0	0%	\$0	Intended to reduce reliance on Paulina Highway for local trips, largely serves existing demands. Low/Moderate capacity benefit.
R17	Hudspeth Rd Extension	Extension to Combs Flat Road	\$1,080,000	Long-Term	Yes	X			X	9	40%	\$432,000	Future capacity improvement; intended to serve planned growth
R20	Court Street Connection	450' extension to connect NE 4 th Street with E 5 ½ Street (cost does not include bridge)	\$290,000	Long-Term	No	X				0	0%	\$0	Existing need, not future capacity related
R24	SE 2nd Street Extension	Extension from SE Knowledge Street to Combs Flat Road	\$1,200,000	Long-Term	Yes	X				1	70%	\$840,000	Future capacity improvement - serves as alternative to 3rd street
R25	NW Locust Ave Upgrade	Upgrade to Minor Collector Standards	\$10,000	Long-Term	No	X				0	0%	\$0	Existing need, not future capacity related
R21	NE Owens Road Upgrade	Upgrade to Minor Collector Standards	\$0	Vision	No					0	0%	\$0	Not in 20-year plan
N/A	Combs Flat Road Extension	Extension extends from Peters Road north to Barnes Butte	\$0	Vision	No					0	0%	\$0	Not in 20-year plan
N/A	Brummer Road	New Roadway Construction	\$0	County Vision	No					0	0%	\$0	Outside of UGB, not eligible
N/A	Crestview Extension	New Roadway Construction	\$0	Vision	No					0	0%	\$0	Not in 20-year plan
N/A	Downtown Couplet	Conversion of NE 3 rd Street and NE 2 nd Street or NE 3 rd Street and NE 4 th Street to a one-way couplet	\$0	Vision	No					0	0%	\$0	Not in 20-year plan
N/A	NW McDonald Road	Construct new road between Main Street and NW Lon Smith Road	\$0	Vision	No					0	0%	\$0	Not in 20-year plan
N/A	Fairgrounds Road	Construct new road between SE Lynn Boulevard and Main Street (aligning with Crestview Extension)	\$0	Vision	No					0	0%	\$0	Not in 20-year plan
I35	Tom McCall - Millican Intersection	Intersection realignment and upgrade intersection control to signal or roundabout	\$5,000,000	Near-Term	Yes	X	X	X	X	7	20%	\$1,000,000	Needed to support growth of industrial lands near airport
I28	Lamonta & Harwood	Restripe Lamonta & Harwood intersection (assuming no widening)	\$10,000	Near-Term	No	X				0	0%	\$0	Existing need, not future capacity related
I34	10th & Lamonta	Realign Intersection	\$70,000	Near-Term	No	X				0	0%	\$0	Existing safety/geometric need
I1	10th & Main	Add signal	\$330,000	Near-Term	Yes	X		X		5	15%	\$49,500	Part of northern arterial project; future capacity project
I3	4th & Main	Construct safety improvements, which may include: Install curb bulb-outs; install 2 ladder crosswalks on Main St	\$20,000	Near-Term	No	X				0	0%	\$0	Existing safety need, not future capacity related
I9	Combs Flat & US 26	Address safety consideration: signal modification for addition of north/south left-turn lane with protected/permitted left-turn phasing	\$180,000	Near-Term	Yes	X	X	X	X	7	20%	\$36,000	Needed for future capacity
I10	Laughlin & US 26	Restripe intersection	\$10,000	Near-Term	No	X		X		0	0%	\$0	Restriping primarily for safety reasons, though long-term geometric improvements would contribute to long-term connections that improve capacity in east Prineville
I12	Deer & 2nd	Construct safety improvements, which may include: Larger STOP sign, STOP striping, ladder crosswalks	\$5,000	Near-Term	No	X				0	0%	\$0	Existing need
I36	Access restrictions at 3 rd Street and Meadow Lakes Drive	Restripe to restrict eastbound and northbound left-turning movements in order to provide pedestrian crossing	\$10,000	Near-Term	No	X				0	0%	\$0	Intended for safety and pedestrian enhancement
I37	Deer & Lamonta Road	Realignment of the intersection to accommodate truck movements	\$100,000	Near-Term	Yes	X				1	70%	\$70,000	Future capacity- part of northern arterial
I12	Deer & 2nd	Longer term safety improvement: Convert to all-way stop	\$2,000	Medium-Term	No	X				0	0%	\$0	Existing safety need, not future capacity related
I15	Combs Flat & Lynn	Add left-turn lanes	\$275,000	Long-Term	Yes	X	X	X		8	15%	\$41,250	Future capacity improvement
I15	Combs Flat & Lynn	Add new signal when warranted	\$375,000	Long-Term	Yes	X	X	X		8	15%	\$56,250	Future capacity improvement
I27	Combs Flat Road & Laughlin Road	Add left-turn lanes	\$215,000	Medium-Term	Yes	X			X	9	40%	\$86,000	Future capacity improvement
I27	Combs Flat Road & Laughlin Road	Add signal when warranted	\$375,000	Medium-Term	Yes	X			X	9	40%	\$150,000	Future capacity improvement
I33	Combs Flat & Future 5 th Street Extension	Add signal when warranted	\$330,000	Vision	No				X	0	0%	\$0	Modified from TSP; Not needed for expected 20-year growth based on Ochoco TSP amendment
P7	NE Oregon Street Sidewalks and Curb	Addition of sidewalks and curb from Laughlin to Allen	\$60,000	Near-Term	No	X				0	0%	\$0	Existing connectivity need
P8	NE Laughlin Road Sidewalks and Curb	Addition of sidewalks and curb from Garner to Combs Flat Road (excluding 400' existing section between Juniper Street and Hudspeth Lane)	\$780,000	Near-Term	Yes	X				1	70%	\$546,000	Component of roadway upgrade to minor arterial standards; ped/bike improvements needed near-term. Completion of widening to three-lane section part of vision plan.
P14	5th Street Sidewalks and Curb	Addition of sidewalks and curb on existing sections of 5 th Street	\$250,000	Near-Term	Yes	X				1	70%	\$175,000	The TSP creates 5th Street as a full extension across the southern area of the City and serves the future growth on the former Ochoco Lumber site. This is a capacity upgrade.
P15	Lynn Boulevard Sidewalks	Addition of sidewalks and curb	\$360,000	Near-Term	No	X				0	0%	\$0	Existing safety and cross-section need
P4	NE Peters Road Sidewalks and Curb	Addition of sidewalks and curb to existing NE Peters Road	\$260,000	Medium-Term	Yes	X				1	70%	\$182,000	This is a capacity increasing project. It is related to the completion of the parallel route north of the City and provides pedestrian and bicycle routes throughout this route.
P5	NE Loper Avenue Sidewalks and Curbs	Addition of sidewalks and curb between Elm and Main Street	\$120,000	Medium-Term	No	X				0	0%	\$0	Existing need, not future capacity related

P10	Deer Street Sidewalks	Sidewalks between 1 st Street and Ochoco Creek	\$40,000	Medium-Term	No	X				0	0%	\$0	Existing need, not future capacity related
P11	Fairview Street Sidewalks and Curbs	Addition of sidewalks and curb between Lynn Boulevard and 4 th Street	\$200,000	Medium-Term	No	X				0	0%	\$0	Existing need, not future capacity related
P22	Elm Street Sidewalks	Addition of sidewalks and curb	\$300,000	Long-Term	No	X				0	0%	\$0	Existing need, not future capacity related
P1	Gardner Road Sidewalks and Curbs	Addition of sidewalks and curb	\$300,000	Long-Term	Yes	X				1	70%	\$210,000	This is related to future capacity - this road is part of the parallel route north of the City meant to provide additional capacity for the City long-term.
P9	NE Harwood Avenue Sidewalks	Addition of sidewalks from 2 nd to 10 th	\$160,000	Long-Term	No	X				0	0%	\$0	Existing need, not future capacity related
P12	2nd Street Extension Sidewalks	Sidewalks	\$0	When constructed	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
P2	New Peters Road Connection to Lamonta Road Sidewalks	Sidewalks	\$0	When constructed	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
P6	New Combs Flat Road Extensions Sidewalks	Sidewalks	\$0	When constructed	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
P21	9 th /10th Street Extension Sidewalks	Sidewalks	\$0	When constructed	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
N/A	Crossing at Combs Flat Road/Lynn Boulevard	Crosswalk	\$5,000	Near-Term	No	X				0	0%	\$0	existing safety need, not future capacity related
N/A	O'Neil Highway Pedestrian Crossing	Crosswalk (not including construction of underpass)	\$20,000	Near-Term	No	X				0	0%	\$0	existing safety need, not future capacity related
N/A	Ochoco Creek Trail Crossing of 3 rd Street	Crosswalk (includes median, 4 RRFBS, ladder crosswalk)	\$110,000	Near-Term	Yes	X		X		4	15%	\$16,500	Part of regional trail system connecting residential to employment
N/A	Ochoco Creek Trail Crossing of Combs Flat Road	Crosswalk (includes RRFBS)	\$20,000	Near-Term	Yes	X		X		4	15%	\$3,000	Part of regional trail system connecting residential to employment
N/A	3 rd Street Crossing at Meadow Lakes Drive (the Y)	Crosswalk with pedestrian refuge island	\$20,000	Near-Term	No	X				0	0%	\$0	existing safety need, not future capacity related
N/A	Rails to Trail Crossing of Laughlin Road/7th Street	Crosswalk	\$30,000	Medium-Term	Yes	X				1	70%	\$21,000	Part of regional trail system connecting residential to employment
N/A	Crossing at Combs Flat Rd/5th Street Extension	Crosswalk	\$5,000	Medium-Term	Yes	X		X		9	40%	\$2,000	Part of the 5th Street project between Combs Flat and Ochoco Logging Road
B8	Laughlin Road	Add bike lanes, including widening	\$490,000	Near-Term	Yes	X				1	70%	\$343,000	Component of roadway upgrade to minor arterial standards; ped/bike improvements needed near-term. Completion of widening to three-lane section part of vision plan.
B4	Peters Road	Add bike lanes, including widening	\$80,000	Medium-Term	Yes	X				1	70%	\$56,000	This is a capacity increasing project. It is related to the completion of the parallel route north of the City and provides pedestrian and bicycle routes throughout this route.
B6	Lamonta Road	Add bike lanes, including widening	\$140,000	Medium-Term	Yes	X				1	70%	\$98,000	Part of roadway upgrade to City standard
B3	New Peters Road Connection	Add bike lanes	\$0	Medium-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B5	New Combs Flat Rd Connection	Add bike lanes	\$0	Medium-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B7	New 9th St Connection	Add bike lanes	\$0	Medium-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B12	Main Street	Add bike lanes through the downtown area (10th to 3rd)	\$0	Near-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B13	NW 4th Street	Add bike lanes	\$0	Near-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B14	Juniper Street	Add bike lanes	\$0	Near-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B15	SE 2 nd Street	Add bike lanes	\$0	Near-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B19	Knowledge Street	Add bike lanes	\$0	Near-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B20	SE 5 th Street	Add bike lanes	\$0	Near-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B10	Deer Street	Add bike lanes	\$0	Medium-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B16	SE 1 st Street	Add bike lanes	\$0	Medium-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B18	Fairview Street	Add bike lanes	\$0	Medium-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B2	Gardner Road	Add bike lanes	\$0	Long-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B9	Harwood Avenue	Add bike lanes	\$0	Long-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
B17	Court Street	Add bike lanes	\$0	Long-Term	No					0	0%	\$0	part of project above - shown separately for map purposes in TSP
M1	O'Neil Hwy Shared-use Trail	Shared use trail – unpaved	\$20,000	Near-Term	No	X	X			0	0%	\$0	not capacity increasing - recreation trail
M3	Ochoco Creek Shared-use Trail - North	Shared use trail – paved	\$840,000	Near-Term	Yes	X	X			6	20%	\$168,000	Part of regional trail system connecting residential to employment
M8	Ochoco Creek Shared-use Trail - South	Shared use trail – paved	\$440,000	Near-Term	Yes	X	X			6	20%	\$88,000	Part of regional trail system connecting residential to employment
M10	Look-out Shared-use Trail	Shared use trail – unpaved	\$50,000	Near-Term	No	X	X			0	0%	\$0	not capacity increasing - recreation trail
M11	Combs Flat Road Shared-use Trail	Shared use trail on east side of Combs Flat Road – paved	\$0	Near-Term	Yes			X		2	0%	\$0	this is capacity increasing because it provides the bike/ped facilities for Combs Flat Road as part of its upgrade, cost included in R8
M6	Rails to Trails Shared-use Trail	Shared use trail – unpaved	\$470,000	Near-Term	Yes	X				1	70%	\$329,000	Part of regional trail system connecting residential to employment
M12	Main Street (North)	Shared use trail – paved, from 10th Street to north UGB	\$332,000	Near-Term	Yes	X				1	70%	\$232,400	Roadway upgrade to City standards
M13	Main Street (South)	Shared use trail – paved, from softball fields to south UGB	\$343,000	Medium-Term	Yes	X				1	70%	\$240,100	Roadway upgrade to City standards to increase capacity for planned growth
M2	Crooked River Shared-use Trail	Shared use trail – unpaved	\$0	Medium-Term	No	X				0	0%	\$0	not capacity increasing - recreation trail
M7	Iron Horse Shared-use Trail	Shared use trail – unpaved	\$40,000	Medium-Term	No	X				0	0%	\$0	not capacity increasing - recreation trail
M9	Carey Foster Shared-use Trail	Shared use trail - paved	\$350,000	Medium-Term	No	X				0	0%	\$0	not capacity increasing - recreation trail
M14	Crestview Shared-use Trail	Shared use trail to connect Rimrock and Main Street	\$0	Vision	No	X				0	0%	\$0	Not in 20-year plan
Total Project Costs:			\$41,352,000	City's Expected Contribution			\$10,684,000						