APPENDIX I:
PROJECTS
COST ESTIMATE
MEMO AND
DETAILED
PROJECT
LIST



DATE: January 15, 2022

TO: Don Odermott, Transportation Planning Manager, City of Hillsboro

FROM: Jenna Hori, P.E., David Evans & Associates

SUBJECT: Transportation System Plan Cost Estimate Methodology

Overview

This memo describes the process for producing cost estimates and breakdowns for capital projects included in the updated Hillsboro Transportation System Plan (TSP).

Cost estimates were developed by applying length-based templates for various project types to estimated project lengths, using available mapping and project descriptions. Structures and other significant items not captured by the linear templates were added on a project-by-project basis. Percentage based costs for design and overall contingencies were assigned by project type. Right-of-way costs were also determined using templates to estimate the approximate area of right of way acquisition required and reviewed and adjusted on a project-by-project basis during review.

All costs are provided in 2021 dollars. Year over year escalation of construction costs was assumed to be 4.5%. A commonly used value of 3.5% appeared to be too low to accurately reflect increases in recent years and 4.5% was selected by the City of Hillsboro.

When available, cost estimates produced by other agencies based on more detailed design information were used in the TSP in lieu of template based estimates. These include estimates produced by Washington County, Metro, ODOT and the City of Hillsboro. Estimates were escalated to 2021 dollars using a 4.5% annual increase.

Project Standards and Design

Typical sections and pavement types were based on design standards for each specific roadway classification, as identified on the Functional Classification Plan included in Chapter 5 of the TSP. The following design standards were used in the development of cost templates:

- Washington county standards in <u>WASHINGTON COUNTY ROAD STANDARDS</u> were used for county roads.
- City of Hillsboro design standards from <u>2018 Design and Construction Standards Section 200</u> (hillsboro-oregon.gov) were used for city roads.



Projects within the South Hillsboro development area used roadway sections from <u>SUBCHAPTER</u>
 12.65 SOUTH HILLSBORO PLAN DISTRICT (qcode.us).

Project lengths were determined from GIS map information or measured on Google Maps based on conceptual maps and project descriptions.

The TSP list includes several projects to improve roads along the urban growth boundary. County roads along the urban growth boundary were assumed to be fully reconstructed from subgrade and were estimated using cost templates for complete road construction, not as overlay or widening projects.

Turn lanes lengths for intersection improvements were determined by traffic analysis of future projected traffic volumes. Turn lane lengths were compiled from analysis work done by various consultants and City of Hillsboro on prior projects. Lengths for turn lanes not determined through prior analysis were assumed based on engineering judgement as needed.

Cost Template Development

A template was created for each roadway project type on the TSP list to determine the linear construction costs. Roadway projects were defined by jurisdiction, functional class, number of lanes and pavement type. Separate templates were created for new road construction, as well as widening or complete street improvements on existing roads. Approximately 65 design templates were created to cover each type of project on the TSP Road List and Intersection Improvement List.

Local Road templates were created for each set of design standards to calculate the costs that would be excluded from Transportation Development Tax (TDT) credits during the cost breakdown analysis.

The templates include inputs for the widths of each typical section component (new pavement, bike facilities, sidewalk, landscape strip), pavement and aggregate depths, inclusion of features such as illumination and fiber optic conduit extension, and the right of way width required. The templates account for basic storm sewer convenance and include items for storm pipes, inlets and manholes based on standard spacing. Approximately 20 quantifiable items were used to develop quantities for each template. Quantities were calculated based on this information and the templates produce a construction cost per 100 LF for each project type.

To generate earthwork quantities, road projects were typically assumed to follow the profile of the existing grade with minor variation. Additional volume required is assumed to be accounted for in project contingencies. Projects with bridge approaches or unusual terrain had additional costs covered in lump sum costs added above the template-based quantities.

Intersection capacity improvements were estimated by applying a widening template to each leg of the intersection, as applicable. Each approach leg was looked at individually so that the correct jurisdiction and road classification could be used when applying a template.



Unit Pricing

Unit pricing for projects that are anticipated to be delivered through public contracting was based on bid history for a selection of projects delivered by the City of Hillsboro and Washington county in years 2016-2019. Unit prices from these sample projects were escalated to 2021 dollars assuming a 4.5% increase per year.

ODOT bid tabs were reviewed for comparison, but it was assumed that the projects on the TSP list may not capture the economies of scale realized on many ODOT projects. The selected TSP template unit prices are generally higher than the ODOT data available. The TSP unit prices were also modified to account for the additional cost items that were not counted. For example, the recommended unit price for concrete sidewalk was adjusted from \$6.50 per square foot to \$9.50 per square foot to account for the cost of driveways and curb ramps, which are incidental to that item but add additional costs up to \$1,200 each.

Projects delivered through private contracting, and therefore not subject to BOLI Prevailing Wage rate laws for public works projects, often utilize lower unit prices. Many of the TSP projects are anticipated to be delivered by private contractors for TDT credit and so a second set of unit prices was developed for use. Cost data was provided to DEA for four projects delivered in the South Hillsboro development area from 2016-2020 that were submitted for TDT or TSDC credit.

An analysis of these project costs led to the development of unit prices for privately delivered projects that were reviewed by the South Hillsboro development partners. After feedback and iterative reviews of the cost estimates, the selected unit prices resulted in templates that were, on average, 26% lower in overall cost than publicly delivered projects.

The anticipated project delivery method for each project (Public, Private or Mixed) used to assign templates and estimate costs was provided by the City of Hillsboro.

Additional Costs

The following items were added to the templates on a percentage basis:

- Erosion control: 5% of construction costs
- Removal of structures and obstructions: 2% of construction costs
- Signs: 0.5% of construction costs
- Traffic control: 2% of construction costs, 1% used on new roads where the only traffic control required would be at tie in on end of project. Adjusted higher on some projects.
- Mobilization: 8% of construction costs typical for publicly delivered projects, 5% on privately delivered projects, 2% used on projects in South Hillsboro area meeting specific requirements

The mark up percentages were determined based on reviewing total cost estimates and actual costs for completed projects as well as reviewing assumptions used in the development of estimates for the 2015 South Hillsboro Financing Plan.



Significant costs items not captured in the templates were added for specific projects as needed. Add-On costs include:

- Railroad crossings: Cost assumed for reconstruction of crossing area and replacement or upgrade of crossing signal equipment, possible track or crossing panel replacement work.
 - o "Minor" crossing assumed for 2 lane road crossing of railroad tracks at \$750,000 each
 - "Major" crossing assumed for wider roads or rail crossing at/near at intersection at \$1,250,000 each
- Bridge costs: Unit cost of \$315 per SF determined by City of Hillsboro from recent project actual costs. Bridge lengths were estimated and may vary from actual lengths once designed.
- Wetland impacts: Impact areas for wetlands were assumed based on Significant Natural Resource areas shown on Hillsboro maps. The cost of impact was assumed to be \$175,000 per acre.
- Signals: Traffic signals costs of \$375,000 were provided by the City of Hillsboro.
 - Fractions of this cost were used for modifications of existing signalized intersections.
- Retaining walls: When added, \$70 per SF was assumed for modular block walls or MSE walls.
 - Generally retaining walls were not estimated, and project contingencies are expected to cover minor walls.
 - Roads where major wall needs were identified may have them included as add on costs.
 Very approximate heights were estimated based on Google Maps images of the project area and terrain at anticipated creek crossings.

Any costs not described above are expected to be covered by project contingencies.

Soft Costs and Contingencies:

Costs assumptions for preliminary and final engineering, permitting, construction inspection and support were determined by the City of Hillsboro and referred to in documentation collectively as "Soft Costs". These were added to construction costs and included in total project cost.

For publicly delivered projects, the following Soft Cost values were assumed:

- 30% of construction costs for new roads and intersection improvements
- 40% of construction costs for existing road realignments or other modifications to existing
- 45% of construction costs for projects that included a railroad crossing

For privately delivered projects, the following Soft Cost values were assumed:

- 20% of construction costs for new roads as actual Soft Costs
- 25% of construction costs for existing road enhancements and intersection improvements as actual Soft Costs
- Only 13.5% of Softs Costs are eligible for TDT credit, per the TDT code. This amount was used in TDT credit calculations. Soft Costs above this amount were shown as Private Development Costs or TSDC credit on eligible projects.



An overall 30% contingency was selected by the City of Hillsboro for use on all publicly delivered projects.

A 25% contingency was selected for privately delivered projects. A 15% contingency was used for projects that met certain criteria, including: greenfield road construction, being fully located within the limits of South Hillsboro development site and on land already owned by assumed project delivery partners. Review of actual costs and TDT credits issued supported lowering contingency values for these projects from previous assumptions Further analysis of contingencies used on specific projects may be done for the development of the South Hillsboro Financing Plan.

Right of Way

Right of way costs were estimated using an approximate price per square foot of right of way needed for each land use type along the project, and an assumed cost of \$10,000 flat fee per adjacent parcel for the complete assessment, negotiations, etc. Parcels were counted using the tax lot lines shown on <u>Hillsboro Maps</u> (hillsboro-oregon.gov).

Typical prices were estimated for both developed and undeveloped residential property and developed and undeveloped commercial/industrial property. Projects were assigned a category with a weighted cost per square foot based on the estimated land use, or blend of, that was present along the length of the project. Categories included developed residential, undeveloped residential, mixed of developed and undeveloped residential, developed commercial and industrial, undeveloped commercial and industrial, mix of developed and undeveloped commercial and industrial.

The amount of right of way required was based on the amount needed identified by the project template, using jurisdictional design standards. For widening of an existing roadway, the difference between the template and existing conditions was used. In some cases, the width of right of way estimated in the project cost was increased based on the intent to preserve additional right of way for future widening or decreased based on existing right of way already owned by the City.

Estimated costs for large commercial acquisitions were provided by the City of Hillsboro during the cost review process and added on to the template based right of way estimates.

TDT and TSDC Credit Calculations

Portions of reach project eligible for Transportation Development Tax (TDT) credit were calculated in accordance with the Transportation Development Tax code for Washington County. The City of Hillsboro provided a list of projects anticipated to be fully or partially delivered through private contracting that would be eligible for TDT credit. All TDT and Transportation System Development Charges (TSDC) credit amounts are calculated using the privately delivered cost templates based on non-BOLI regulated labor rates.

A non-creditable street section of 56' total right of way width, which includes 29' paved asphalt plus 1.5' concrete gutters on each side, was assumed to be the financial responsibility of developers on privately



delivered projects. Within the South Hillsboro development area, the section is 57' total right of way width, which corresponds to the L3 Local Road typical section.

For each project, the construction cost of the Local Road portion was considered non-creditable and included as Developer Out of Pocket Cost on applicable projects. The remaining project elements beyond this Local Road section were considered TDT creditable and counted as Public Costs through Credits Issued.

Per TDT code, projects on the TDT Project list received 100% credit for eligible cost. Projects not on the list were calculated to receive 75% (Arterials) or 50% (Collectors) credit for eligible costs. Some projects were identified by the City as future TDT projects and were estimated as if they were included on the project list. The November 2021 TDT Project list was reviewed to determine fully eligible projects, and several additional projects were counted as 100% eligible based on City of Hillsboro expectation that they would be added to the list in the future.

Additional project components were identified as TSDC credit eligible based on the TSDC project list in Exhibit C of the 2021 South Hillsboro TSDC Update Memo. These included bike lanes on neighborhood routes as well as some specific Soft Costs above the 13.5% eligible for TDT credit. The TSDC credits were combined with TDT credit amounts in the Public Costs through Credits Issued category in the summaries developed for the TSP.

Revenue Sources

Anticipated project funding opportunities were identified and reviewed by the City of Hillsboro. These estimates were used to calculate estimated revenue needs from each of the major transportation funding sources anticipated to fund the TSP project list. Funding sources considered include TUF Pathways, MSTIP, TDT, COH Pavement Management Program, federal funding, and Port of Portland obligations.

The potential funding opportunities for each project were identified on the TSP summary tables. The total anticipate revenue needed for each of these funding programs, as well as total cost obligations from private development, was calculated to support further development of financing plans but is not intended to be used on a project-by-project basis.

Review and Summaries

Final cost estimates, as well as the calculation methods, were provided to the City and the private development firms involved in the South Hillsboro development for review. The new planning cost estimates were compared to projects of a similar type that have been completed recently in the area to validate the overall costs and the selected mark ups for continencies and other non-quantified items. A review of earlier cost estimates done for the 2015 South Hillsboro Financing Plan, compared to the actual costs of completed projects, was done to help select some of the values for percentage-based costs and as additional validation for the assumptions used to create the templates. Feedback from



these reviews was used to refine the templates as well as make spot adjustments to specific projects where more detail was available about the site and estimated project delivery.

Construction and right of way costs for each project were summarized in Table 6.1 and Table 6.2 of the TSP. Drafts of these tables were reviewed by the City on a project-by-project basis and revised as necessary to ensure that project descriptions, assumptions and bottom line costs were as accurate as possible. Costs for projects in the South Hillsboro area are subject to additional refinements as they undergo more scrutiny during the development of an updated financing plan for this area.

Costs for undergrounding existing utilities were estimated for each linear road project. A cost of \$300/LF was provided by the City of Hillsboro. This was applied to all road projects that had existing overhead utilities present and calculated separately from total project costs. Utility undergrounding was not calculated for any intersection improvements not associated with a linear road project. Utility undergrounding costs are not included in any project cost summaries in Tables 6.1 or 6.2.

The cost estimates provided for the TSP include a high level of detail for planning level estimates typically produced for such a document. Consideration was given to the location, existing conditions, estimated timeline and delivery of each project to determine if unique factors considered. The estimate spreadsheet includes detailed records of project assumptions that went into determining final costs.

Summary information about proposed capital projects in the TSP was provided using the cost estimate spreadsheet, which includes tables of data such as which types of improvements are included (capacity, bicycle facilities, pedestrian facilities, safety enhancement) and whether it is a new or modified roadway. Using this data, the cost estimate can be used to calculate information such as total lengths or counts of specific improvement types and other data that can help summarize the overall plan.

TSP Pro	oject List - Road Segr	ments Cost I	Estimates	/24/2022																												
New TSP ID	Length (ft) Project Name	Start	End Project Description	Project Cost Publicly Del. Priv. Type Portion P Contingency N Cont	ately Del. fortion Func Class ingency %	Future ROW ROW Width Required (or added)	ROW property Number of type Adjacent Parc	F Existing # Future # Lane	nes Eligible TDT Elike Fac	X-section Delivery Type D	silvery % Delivery % Public Private	Possible Associated Delivery Intersection Program Improvements	Nov 2021 TOT Sold Fina List # Plan (Gre Yellow)	ending 2018 RTP 2018 RTP Cost Esti	Smale Unique Cost Estimate Raw	Linear Cost Adjusted Linear Cost	Cycle Truck Cost Wetlan Adjustment in	id/SNRO Railroad Crossing Bridge/C	ent Other Add On Costs	Construction Cost	Soft Costs IPE/CE/CEI) ROW Cost	Additional Costs for Utility t Undergrounding (Not included in any totals)	Total Project Cost Total Public Project	t BPCIP Cost/TUF Pathways	MSTIP Cost TOT - Funded by	Pavement Management Program (PMP)	Other	Port of Portland Local Road Construction Local Sweet RO Cost (Non-Creditable) Creditable	V (Non- TDT Constru) Creditate	ction TOT Creditable le Engineering	Creditable ROW TOT Credit (w/ beyond Local ROW)	TSDC Credit Developer Out of Cligible Focket
99-000	1,699 SE 10th Ave	Walnut	Previously adopted plan project widenin to seven laner, RDW cost to include full Main acquisitions of certain adjacent properti	rom five this is a Unique N/A - inicuded N/A	- inlouded A	122 0	D 21	5 7	75% as	WaCo Public	100% 0%	Other N/A		N/A	s		- 5			şo.	50	\$0 N/A	\$0 \$0.	00 50.00	\$0.00 \$0.00		\$0.00	s - s		so s	- 50 s -	\$2.00
	2,950 Century Blvd Extension	Main	study corridor for future alternatives on 9th/10th Ave Construct three lane extension of Certu Mala to Lois, including new segment to and realignment from Asial to Lois, Inclu- per Bork Creak		c	0	A .	,	1000	WaCo Public	100% ON	MSTIP	3047		41770000 4 11	300,000.00 S 17,300,000.00 S				\$17,300,000	60	50 5885.000	\$17,300,000 \$17,301,000	m 50.00	\$17,000,000.00 \$0.00		50.00			en e	. 905	5000
														\$2,126,000 (Com	udos.			· ·			-						,,,,,					
99-002s	SSD NE Alociek Dr Complete Street Improvements	Cornelius Pass	Business Park east driveway and bike fast driveway before curve			80 41	0 4			HS Public			3038	10817 Pass to Walker complete street extension)	K, S 1	,063,860.54 \$ 1,063,860.54 \$	(20,675.93) \$	· s · s	-	\$1,043,185	\$417,274 \$9	81,200 N/A	\$2,041,658 \$2,041,658.	46 \$1,000,829.23	\$0.00 \$1,020,829.23		\$0.00	s - s	*	so s	- 50 \$ -	\$2.00
99-002b	1,100 NE Alociek Dr Extension		beginning east or business park			80 80	D 3	0 3	100% CT2	HB Public	100% 0%	BPCIP/TDT N/A	3038	\$2,126,000 (Com Pass to Walke complete street extension)	K. E+ 5 2	,062,902.86 \$ 3,062,902.86 \$	(41,351.85) \$	- s - s	-	\$3,021,551	\$906,465 \$2,5	142,000 N/A	\$6,070,016 \$6,070,016.	31 \$3,035,008.16	\$0.00 \$3,035,008.16		\$0.00	s - s	-	so s	- 50 S -	\$0.00
	700 N 1st Ave Improvement		Complete urban upgrade including curb idrainage; improve to buffered bitle la ne lanes only where warranted Complete when upgrade between bit we			74 27	A 4			WaCo Public				10591 \$27,700,000 (lacks Evergreen)		.125,311.49 \$ 1,125,311.49 \$		· s · s	-	\$1,125,311		118,000 \$210,000	\$1,992,436 \$1,992,436		\$1,993,436.00 \$0.00		\$0.00	s - s	-	so s	- 50 \$ -	\$2.00
	4,000 N 1st Ave/NW Glencoe Rd Upgrade and Complete Str Improvements		turn lane between Hayes and Harewood				A 32			WaCo Public				10591 \$27,700,000 (lacks Evergreen)		,750,000.00 S 3,750,000.00 S		22,129.58 S - S 238,	8.00	\$3,750,000		120,000 \$1,200,000	\$5,570,000 \$5,570,000.		\$5,570,000.00 \$0.00		\$0.00	s - s	-	so s	- so s -	\$2.00
99-004c	1,700 NW Gencoo Hz Sidewalk a Bike Lane Gaps	Cory	Evergreen Complete missing urban sections includi sidewalks, bike lanes on west side Wilden road to five lanes with center but	and and		80 13.5	A 9	3 3	75% BF					10591 \$27,700,000 (lucks Evergreen)	\$ 1	,367,838.66 \$ 1,367,838.66 \$	- s	· s · s	-	\$1,367,839	\$547,125 \$5	49,000 \$510,000	52,463,974 \$2,463,974.	13 \$0.00	\$2,463,974.13 \$0.00		\$0.00	s - s	*	so s	- 50 S -	\$2.00
99-006	2,494 SW 205th Ave Wildening - Baseline to Quatama	Saseline	two travel lanes in each direction; includ Quatama widening across Serverton Creek; see a improvements needs at Baseline & 205 estimate from latest County TSBL repor	bridge rusction Wu-3L to SL 30% (cost 021)	N/A C	98 48	A 34	2 and 3 S	100% BF	WaCo Public	100% 0%	MSTIP 233, 305	1019	10592 \$33,000,000	s s	,018,474.60 S S,018,474.60 S	- s	· \$ · \$ 12,180,	0.00	\$17,198,475	\$6,879,390 \$2,7	734,240 \$748,200	\$26,812,104 \$26,812,104	64 50.00	\$26,812,104.44 \$0.00		\$0.00	s - s	-	so s	- 50 s -	\$2.00
99-007	2,000 NE Walker Rd Complete Street Improvements		Oxchard Park Complete three-lane urban upgrade inci Entrance center turn lane, sidewalks and bike lane	ing W-C1TRS 30%	N/A C	80 27.5	D 18	2 3	200% BL	Hã Public	100% 0%	BPCIP/TDT N/A	3039	10823 \$1,594,500	\$ 1	,184,953.10 \$ 2,184,953.10 \$	- \$	· s · · s		\$2,184,953	\$873,981 \$1,9	5600,000	SA,SSB,93M SA,SSB,93M.	34 \$2,279,467.17	\$0.00 \$3,279,467.17		\$0.00	s - s	-	so s	- so s -	\$2.00
99-008	1,017 NE Airport Rd Complete Street improvements		Qorvo driveway Widen to the south to complete center sidewalks on south side, and bike lane or sides			80 27.5	F 1							11145 \$1,594,500		,111,048.65 S 1,111,048.65 S		· s · · s	-	\$1,111,049	\$444,419 \$5	\$13,415 \$305,100	\$2,068,883 \$2,068,883.	11 \$1,034,441.56	\$0.00 \$1,034,441.56		\$0.00	s - s	-	so s	- 50 s -	\$2.00
99-011	2,729 NE Quatama Rd Complete Street Improvements		Complete three-is ne urban cross section 205th including center turn lane, sidewalks and from future NE 69th extension to NE 20			74 26			100% BF	WaCo Mix	son son	IPCIP/TDT/Deve lapment 200		10827, 10832 \$3,826,800		,471,530.83 S 2,430,556.19 S	- s	· s · s	-	\$2,430,556	\$789,921 \$9	552,700	\$4,171,925 \$3,620,525	29 \$2,085,967.47	\$0.00 \$0.00		\$0.00	\$ 704,009.21 \$	4,093.50	\$863,243 \$ 116,1	(537.87 \$471,631 \$1,451,411.86	\$543,429.76
-	850 NE 69th Ave Extension		Quatarna Stated NE 69th Ave from Main St to cor Quitarna St/NE 69th Ave as three-lane co								_			10832 \$1,913,400 (69th of Cornelius Pass		,476,184.29 \$ 1,419,407.97 \$		- s - s	-	\$1,419,408			\$2,971,290 \$1,952,380. \$7,774,564 \$5,282,855.		\$0.00 \$0.00 \$0.00 \$0.00		\$0.00				(534.41 \$1,258,480 \$1,952,380.41	\$1,008,909.15
	2,079 NE Edgeway Dr Extension	Нову	Walker Extend three-lane collector Construct three-lane, grade-separated crossing across US 30; MOR cost settinate on three-lane bridge structure; designs but habuments structure to accommodate if abuments structure to a	C-BLR N/A	25% C	74 74	D 1	0 1		HS Private	0% 100%	TOT N/A	2070	10828 \$4,252,000	\$ 1	(610,573.11 \$ 3,471,704.91 \$	(78,155.00) \$	- 5 - 5	-	\$3,393,550	\$678,710 \$3,7	102,304 N/A	\$7,774,564 \$5,282,855.	50.00	\$0.00 \$0.00		\$0.00	\$ 1,976,275.59 \$	27,941.76 S	1,417,174 S 191,7	(318.53 \$3,674,362 \$5,282,855.09	52,491,708.80
99-014	3,190 NE Century Blad Over- Crossing at US 26	Bennett	Wagon on three-lane bridge structure; design by abustments structure to accommodate if travel lanes if needed, reconstruct to Wi as 3L Commercial Collection	on Drive	- inlouded C	N/A 0	х 0	0 3(5)	100% CT2	HB Public	100% 0%	MSTIP/Other N/A	3548	10821 \$13,723,960	\$28,370,382 \$ 28	370,382.25 \$ 28,370,382.25 \$	- s	· s · s	-	\$28,370,382	\$8,511,115	SO N/A	\$36,881,497 \$36,811,496	92 S0.00	\$36,881,496.92 \$0.00		\$0.00	s - s	-	so s	- 50 \$ ·	\$0.00
99-016	2,000 NW 185th Ave & NW Walk	er ParryThe Crossings Apartments Entrance	Sumet Square/ Mickiniey Elementary Entrance Widen NW 185th to seven lanes by addi general travel lane in each direction	one Wa-SL to 7L PCC 30%	N/A A	122 36	D 10	S 7	100% BF	WaCo Public	100% 0%	MSTIP N/A	3004	11738 \$22,300,000	5 2	(441,960.01 S 3,441,960.01 S	- s	- s - s		\$3,441,960	\$1,376,784 \$1,8	128,000 N/A	\$6,646,744 \$6,646,744.	50.00	\$6,646,746.02 \$0.00		\$0.00	s - s	-	so s	- 50 s -	\$2.00
	SW Brookwood Ave 850 Complete Street Improvements	Davis	Complete three-lane urban cross section	(Box		80 24	A 45			Hk Mix		Development/ N/A		10820 \$1,807,100		544,597.33 S 535,537.60 S				5535 530	5178.085 54	D2000 N/A	\$6,128,574 5013,000	D 50.00	50.00 50.00		50 m	\$ 376,005.47 \$	4,250.00	\$59,821 5 8,0	(,075.81 \$156,635 \$ 224,521.60	S3M6E2 14
wed17	Compete Street Improvements	cavis	Alexander on-dreet parking, each side with bi-direct bike/ped shared use path; sidewalk only side	west war-en-Alich 30%	^	ev 24	. 45	, ,	//h BL	- Mix	50%	TOT N/A		51,807,100	,	,er-es 5 585,527.60 F					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	707	31.000	,,,,,,			,				220,021.00	
	4.500 NE iscobson Rd Complete		Complete three-lane cross section with turn lane, sidewalks, and bike facilities; a intersection at Helvetia Rd to right-in, rig	other frict				2 3	52% 85		479	Development/T								\$4,168,821	\$1,222,604 \$2,3	107.500 \$1.350,000	\$7,786,885 \$5,175,700	10	\$0.00 \$3,509,970.00		60.00	\$ 1,328,234.88 \$	10,246.50	5781.194 S 105/	,461.21 \$634,336 \$1,510,971.36	0.0/11/4
99-018	4,500 NE is cobson Rd Complete Street Improvements	Helvetia	Century conjuction at Helivetia Rd to right-in, ri conjuction with construction of north-se collector to Scharit, see future interest coefficient Scharit and the conjuction with construction of north-se collector to Scharit, see future interest coeffiguration at Century & incobson	h W-CITES 30%	25% C	80 27.5	F B	2 3	50% BF	HB Mix	45% S5%	Development/T 138		11150 \$2,657,500		247,093.50 \$ 4,168,830.87 \$. ,		-	SCHOOL	51,220,004 52,8	52,450,000	\$0,000,000 \$0,170,000	50.00	\$2.00 \$3,500,000.00		50.00	5 1,03(1438 5	10,246.50	5761,194 5 105/	14.71 3634,78 51,510,971.88	52,60,23416
			Safety and transit improvements include enhanced crossings, bus stop shelters, si	lighting,																												
99-019	20,496 TV Hwy (OR S) Access Management, Safety, and Transk improvements	Maple	Safety and transit improvements include enhanced crowlings, bus stop whether, si priority, bus pail-outs and queue-jumps; wethound business access and transit is feasible; north side driveway crowsitists time as secondary access and connectio established.	e where Unique N/A - inicuded N/A - over are	- inlouded A	N/A 0	х 0	s s	75% N/A	N/A Public	100% 0%	Other N/A		10846 \$20,000,000	\$2,500,000 \$ 2	,500,000.00 S 2,500,000.00 S	- \$	- s - s	-	\$2,500,000	\$1,000,000	\$0 \$6,121,800	\$3,500,000 \$3,500,000.	50.00	\$0.00 \$0.00		\$3,500,000.00	s - s	-	so s	- 50	\$2.00
			established																													
99-101	3,800 NW Connell Ave Complete Street Improvements	Damielle	Cong/lith Construct sidewalks and bike facilities	W-C285 30%	N/A C	64 0	х 0	2 2	50% BL	HB Public	100% 0%	BPCIP/TOT N/A		N/A	\$ 6	108,823.47 \$ 6,108,833.47 \$	- s	- s - s	-	\$6,108,833	\$2,443,533	\$0 \$1,140,000	\$8,552,367 \$8,552,366.	86 \$4,276,183.43	\$0.00 \$4,276,183.43		\$0.00	s - s	-	so s	- 50 \$ ·	\$2.00
99-102	7,400 NE Arrington Rd Complete Street Improvements	Jackson School	Contract sidewalks; stripe bike lanes wi existing pavement Arrington Construct sidewalks	in s 30%	N/A C	64 0	A 61	2 2	50% BF	HB Public	100% 0%	BPCIP/TDT N/A		N/A		,978,054.38 \$ 1,978,054.38 \$		- s - s		\$1,978,054 \$1,055,853	\$791,222 \$6	\$2,220,000 \$0 N/A		13 \$1,689,638.07 69 \$1,478,194.69	\$0.00 \$1,689,638.07 \$0.00 \$0.00		\$0.00	s - s	-	so s	- 50 s -	\$2.00
99-104	3,950 NE Delsey Rd Sidewalks 2,200 SE 24th Ave Sidewalks - But to Alder	sh Bush	Arington Construct sidewalks Alder Construct sidewalks	S 30%	N/A L	46 0	x 0	2 2	ON None	HB Public	100% 0%	BPCIP N/A		N/A		,055,853.35 S 1,055,853.35 S 588,070.22 S 588,070.22 S	- 5		-	\$1,055,853		SO N/A		51,478,194.69 31 5823,298.31	\$0.00 \$0.00 \$0.00 \$0.00		50.00	s - s	-	so s	- 50 \$ -	\$0.00
	4,053 SE Minter Bridge Rd Compl Street Improvements	lete River Rd	Morgan Rd (UGB) improve west side to complete two-law standards	rban W-A125 30%	N/A A	66 13.5	C 42	2 2	100% CT	HB Public	100% 0%	BPCIP/TOT 320	3090	11282 \$2,126,000	\$ 1	,743,985.01 S 3,743,985.01 S	- s	- s - s	-	\$3,743,985	\$1,497,594 \$1,6	123,741 \$1,215,900	\$6,865,320 \$6,865,320.	00 \$3,432,660.01	\$0.00 \$3,432,660.01		\$0.00	s - s	-	so s	- 50 s -	\$2.00
			Pipers (UGB) improve to two-lane urban standards w sidewalks and bilas facilities								_			11161 \$2,657,500		,903,142.65 \$ 4,903,142.65 \$		40,174.47 \$ - \$ 234,	0.00	\$5,163,610 \$4,721,132		57,000 \$915,000 140,000 \$1,050,000		54,643,026.80	\$0.00 \$4,643,036.80		\$0.00	s - s	-	so s	- 50 S -	\$0.00
			Brookwood Improve to two-lane urban collector sta with sidewalks and bike facilities 17th Widen and improve road to urban stand sidewalks and bike facilities											11160 \$1,663,000 11163 \$1,807,100 (lack School to 25th		(721,132.11 \$ 4,721,132.11 \$ (189,212.86 \$ 6,189,212.86 \$			-	\$4,721,132 \$6,189,213				96 \$4,174,792.48 00 \$5,591,949.00	\$0.00 \$4,174,792.48 \$0.00 \$5,591,949.00		\$0.00	s - s	-	so s	- 50 \$ -	\$2.00
99-108b	Jackson School to 17th NE Sunvise Ln Sidewalk Gap 21st to 25th	ps - 21st	sidewalks and bike facilities Zith Construct missing south side sidewalks	s 20%	N/A C	64 0	A 24	2 2	50% BF	HB Public	100% 0%	BPCIP/TDT N/A		\$1,807,100 (lack 11163 \$1,807,100 (lack School to 25th		253,929.41 \$ 253,939.41 \$	_	· s · s	-	\$253,939	\$101,576 \$3	142,000 \$285,000	\$595,515 \$595,515.	18 \$297,757.59	\$0.00 \$297,757.59		\$0.00	s - s	-	so s	- 50 s -	\$2.00
		19 32nd	40th Complete sidewalks and construct walks Bock Creek Bridge Garbaldi Addision of sidewalks.	y across Unique N/A - inicuded N/A	- inlouded A	N/A 0	х о	s s	75% N/A	• Public	100% 0%	Other N/A		N/A		,000,000.00 S 7,000,000.00 S		- s - s	-	\$7,000,000	\$2,800,000 \$217,702	\$0 \$540,000	\$9,800,000 \$9,800,000.	00 \$0.00 50 \$761,955.50	\$0.00 \$0.00		\$9,800,000.00	s - s	-	so s	- 50 s -	\$2.00
99-110b	1,000 NW 13th Ave Sidewalks 1,830 NW Garibald St Sidewalks	13m	Ebberts Improve to urban standards with sidewa	C-21.R 30%	N/A C			2 2	SDN None	HB Public	100% 0%	BPCIP/TDT N/A		M/A M/A		544,253.93 \$ 544,253.93 \$,065,034.75 \$ 4,065,024.75 \$	- s	· s · s	-	\$544,254 \$4,065,025		\$0 \$300,000 112,400 \$549,000		50 \$761,655.50 65 \$4,251,717.33	\$0.00 \$0.00 \$0.00 \$4,251,717.33		\$0.00 \$0.00	s - s	-	so s	- so s -	\$2.00
99-112	1,600 NE John Olsen Ave/SW 205 Ave Complete Street Improvements	Stucki extension	Improve east side to complete sidewalk Wilkins facilities; inclusion of missing short segre center is ne incidental to pricing	dble stof W<185 N/A	25% C	74 12.5	F 2	2 and 3 3	100% CT1	HS Private	0% 100%	Development/ TDT N/A	3009	11128 \$1,275,600	\$ 1	,009,489.15 \$ 970,662.64 \$	(30,074.07) \$	- s - s		\$940,589	\$235,347 54	108,800 \$123,000	\$1,584,536 \$749,200.	sa \$0.00	\$0.00 \$0.00		\$0.00	\$ 634,840.09 \$	6,624.00	\$305,748 \$ 41,2	,276.05 \$402,176 \$ 749,200.53	\$835,235.18
99-201	1,830 NE 25th Ave Complete Stre	ret Fire Station/Jones	Beacon Ct Improve to three-lane urban arterial sta	ards W-C285 30%	25% A	80 27	F 6	2 2	75% BL	Hã Public	30% 70%	BPCIP/TOT N/A		11166 \$1,594,500		384,402.73 \$ 2,326,639.76 \$	- s		-	\$2,326,640		99,380 \$549,000	\$3,642,378 \$2,838,645		\$0.00 \$425,796.84			\$1,534,141.87 \$ 508,368.84 \$	5,202.34	\$954,645 \$ 128,0	(877.04 \$460,121 \$ 1,576,642.93	\$1,123,732.86
04-001	13,872 Downtown Core Convenio	on N/A	N/A Convert various doventown streets from to two-way; candidate streets include is sixonia 3-or 3-or 3-or 4-or 4-or 5-or 5-or 5-or 5-or 5-or 5-or 5-or 5	n, Unique N/A inicuded N/A sadding	- inlouded L, NR, C	N/A 0	x x	N/A N/A	ON N/A	Downtown Public	100% 0%	Other N/A		N/A 11993 \$26,575,000		,540,000.00 \$ 2,540,000.00 \$,000,000.00 \$ 30,000,000.00 \$	- 8		-	\$2,540,000 \$30,000,000		50 \$4,161,600	\$2,556,000 \$3,556,000. \$42,000,000 \$42,000,000.		\$0.00 \$0.00 \$0.00 \$0.00		\$3,556,000.00	s - s	-	so s	- 50 S -	\$2.00
		1	one general travel lane in each direction improve road to urban standards, includ center turn lane and construct sidewalks	adding of bike	- ILLES MINN			21 Incal want o	rot.								,					104,800 \$1,143,600	\$12,627,729 \$12,627,728		50.00 \$6,313,864.47		70.m					
	3,812 SE Johnson St Upgrade and Complete Streets	Century	Improve road to urban standards, includence control of	section W-C2TBS 30%	N/A L,C		A 78	Wast of Will		HB Public				10830 \$8,504,000		373,530.67 \$ 7,373,530.67 \$						34,344,000				3200	2.00	, ,		~ /		9250
	1,678 NE Century Blvd Urban Gap Main to Alder									HB Public	$\overline{}$			10819 \$5,315,000		,833,175.65 \$ 1,833,175.65 \$		- s - s		\$1,833,176		\$1,030,500	52,616,446 \$2,616,445.		\$0.00 \$2,616,445.91	\$2.00	\$0.00	s - s	-	so s	- 50 50.00	\$2.00
04-005	7,622 NE Evergreen Rd Widening NE 17th Ave Upgrade and	Glencoe	Sunitse sidewalk.	dewalks Wa-3L to SL USB 30%	N/A A	98 0	U 13	3 5	100% BF	WaCo Public	100% 0%	MSTIP 100, 101, 102	3071 (balen 15R to 15th)	10836 \$5,782,730 11164 \$1,063,000		,060,435.87 S 11,060,435.87 S ,669,742.56 S 1,669,742.56 S				\$11,060,436 \$1,669,743		\$2,228,600 110,000 \$504,000	\$25,614,610 \$15,614,610. \$2,447,640 \$2,447,629.		\$15,614,610.22 \$0.00 \$0.00 \$1,223,819.79	\$2.00	\$0.00 \$0.00	s - s		so s	90 5	\$2.00
04-102	3,224 NE 18th Ave Sidewalks	Lincoln	Grant Construct sidewalks	S 30%	N/A NR	60 0	х 0	2 2	ON N/A	HB Public	100% 0%	SPCIP N/A		N/A		861,790.18 \$ 861,790.18 \$		- \$ - \$ 137,	5.00	\$998,815		SO N/A			\$0.00 \$0.00		\$0.00	s - s	-	so s	- 50 \$ -	\$2.00
04-103	55 24th Ave Complete Stre 2,285 and Bridge Upgrade - Mapl to Main	ets le Maple	Improve road to urban standards includ Main upgrade to bridge over Turner Creek; co sidewalks and bike facilities	nuct W-C285 30%	N/A C	64 27	A 54	2 2	50% BF	HB Public	100% 0%	BPCIP/TDT N/A		11162 \$4,252,000	\$ 1	,673,338.02 S 3,673,338.02 S	- 5 1	74,357.21 \$ - \$ 2,959,	0.00 S 112,000.00	\$6,919,435	\$2,767,774 \$1,7	773,900 \$685,500	\$11,461,109 \$11,461,109.	32 \$5,730,554.66	\$0.00 \$5,730,554.66	\$2.00	\$0.00	s - s	-	so s	- 50 \$ -	90.00
04-105	1,436 SE Drake St Complete Street Imlay to 67th	ets - imlay	sidewalks and bike facilities lingove remaining unimproved sections standards; complete sidewalk and bike g	urban W-C185 20%	N/A C	64 13.5	A 38	2 2	SON BF	HB Public	100% 0%	BPCIP/TOT N/A		11155 \$1,913,400		,155,421.36 \$ 1,155,421.36 \$		- s - s	-						\$0.00 \$1,192,654.95			s - s	-	so s	- 50 S -	\$2.00
04-106	2,859 St. Imay Aur Oggrade and Complete Streets	TV Hwy	Lois improve to urban standards with sidewa bike facilities	and W-C285 30%	N/A C	64,66 27	A 61	2 2	50% BF	Hã Public	100% 0%	BPCIP/TOT N/A		11157 \$2,126,000	S 6	,203,681.15 \$ 6,203,681.15 \$	- \$	20,087.24 \$ - \$ 487,	0.00	\$6,710,968	\$2,684,387 \$2,6	93,860 \$3,157,700	\$12,089,216 \$12,089,215.	34 \$6,044,607.97	\$0.00 \$6,044,627.97	\$2.00	\$0.00	s - s	-	SD S	- 50 S -	\$0.00
04-109	3,000 SE Davis Rd Upgrade and Complete Streets	Brookwood	Century improve to three-lane, urban standards sidewalks and bike facilities.	W-CITES N/A	25% C	74 27.5	9 49	2 2	SDN BL	HQ Private	0% 100%	Development/T N/A		10838 \$2,970,100	\$ 1	,466,458.77 S 2,371,594.97 S	- \$	· s · s		\$2,371,595	\$582,899 \$1,8	\$900,000	\$4,774,494 \$1,326,251.	22 \$0.00	\$0.00 \$0.00	\$2.00	\$0.00	\$ 1,609,848.33 \$	11,040.00	\$180,871 \$ \$1,0	1,417.90 \$883,960 \$1,326,251.22	\$3,448,242.50
04-111	975 NW Dennis Ave Upgrade as Colesaniles	nd Main	Jackson Reconstruct road to current standard w	curb SEC-W 30%	N/A L	54 0	х о	2 2	ON N/A	HB Public	100% 0%	SPCIP N/A		N/A	s	969,047.02 \$ 969,047.02 \$	- 5	- s - s		\$969,047	\$387,619	50 \$292,500	\$1,356,666 \$1,356,665	E3 \$746,166.20	\$0.00 \$0.00	\$610,499.62	\$0.00	s - s		so s	- 50 s ·	\$0.00
04-112	915 NW Forest St Upgrade and Sidewalks	Freeman	Jackson Reconstruct road to current standard wand sidewalks, widen road as needed to Connell Reconstruct road to current standard wand sidewalks, widen road as needed to	curb mplete. SEC-W 30%	N/A L	54 0	A 28	2 2	ON N/A	HB Public	100% 0%	SPCIP N/A		M/A		909,413.36 \$ 909,413.36 \$		- s - s	-	\$909,413	\$360,765 \$2	190,000 \$274,500			\$0.00 \$0.00		\$0.00	s - s		so s	- 50 s -	\$0.00
04-115	2,400 W Main St Upgrade and Complete Streets	Oak	Improve road to urban standards with it and bible lanes; include necessary importations of received improve road to urban standards with it improve road to urban standards with its provision of the second of the	walks nents at W-C285 30%	N/A C	66 27	C 20	2 2	SON. BF	HB Public	100% 0%	BPCIP/TOT N/A		N/A		858,210.61 S 3,858,210.61 S		- \$ 750,000.00 \$	-			725,600 \$720,000	\$8,407,505 \$8,407,505.				\$0.00	s - s		so s	- 50 \$ -	\$0.00
04-116	3,329 SE Sentley St Upgrade and Complete Streets	32nd	Brookwood and bike laney, see additional turn lane intersection of Brookwood & Beetley; si when warranted	ofs at W-C285 30%	N/A C	64 27	A 66	2 2	50% 86	HB Public	100% ON	арсір/тот жа		11151 \$3,189,000		351,659.64 \$ 5,351,659.64 \$		642.79 \$ - \$ 73,	0.00				\$80,063,196 \$10,053,196				\$0.00	s - s		so s	- 50 S -	\$2.00
04-117s	4,220 NE Brogden St Upgrade an	d 28th	43rd sidewalks and bike lanes; see related fin	x sen W-C285 30%	N/A C	64 27	A 108	2 2	50% 86	HB Public	100% 0%	BPCIP/TDT N/A		11141 \$3,189,000 (28st Brookwood)	hto s 6	;784,020.33 S 6,784,020.33 S	- 5	68,296.60 S - S	-	\$6,852,317	\$2,740,927 \$3,2	\$1,264,000	\$12,952,044 \$12,952,043.	36,476,021.85	50.00 \$6,476,021.85	\$2.00	\$0.00	s - s	-	so s	- 50 S -	\$0.00
04-117b	275 NE Brogden St Extension	43rd	Street extension project Extend collector road from 43rd Aue to Brookwood Brookwood in conjunction with road extension; use Brookwood Brook	akwood C-2LR 30%	N/A C	64 0	х 0	0 2	SDN BF	HB Public	100% 0%	BPCIP/TOT 153		11141 \$3,189,000 (28th Brookwood)	h to	600,864.38 S 600,864.38 S	- \$	68,296.60 S - S	-	\$679,161	\$203,748	\$0 \$82,500	\$882,909 \$882,909.	27 \$441,454.64	\$0.00 \$441,454.64	\$2.00	\$0.00	s - s		so s	- 50 s -	\$0.00
04-118	982 NW Ebberts Ave Upgrade a	and Jackson	Garibaldi Reconstruct road with curb and sidewall 28th Construct sidewalks	SEC-W 30%	N/A L	54 0	х 0	2 2	ON N/A	HB Public	100% 0%	SPCIP N/A		N/A		976,004.28 \$ 976,004.28 \$,015,757.65 \$ 1,015,757.65 \$		- s - s		\$976,004 \$1,015,758		50 \$83,000 50 N/A			\$0.00 \$0.00 \$0.00 \$0.00		\$0.00 \$0.00	s · s		50 S	- 90 5 -	\$2.00
04-119 04-201s	A,MAU SE Spruce St Sidewalks NE 15th Ave Upgrade and 1,250 Complete Streets - Survive	21st to Survise	28th Construct sidewalks Improve road to urban standards; const sidewalks and bike facilities	\$ 30% \$ W-C285 30%	N/A C	54 0 64 27	X 0	2 2	50% RF	HB Public	100% ON	SPCIP N/A SPCIP/TDT N/A		N/A S1,594,500 (Sunri 11165 S1,594,500 (Sunri Evergreen)		.015,757.65 \$ 1,015,757.65 \$		- \$ - \$ 1,004.36 \$ - \$ 60,	0.00			\$0 N/A 175,000 \$375,000			\$0.00 \$0.00 \$0.00 \$1,887,472.34		\$0.00	s - s		50 S	- 50 5 -	\$2.00
	Griffin Oaks		more a KS 200 DBB 12CHD65											Lvergreen)																		
94-2016	NE 15th Ave Bille Lanes and	d Griffin Onlin	Stripe bike lanes—Widen intersection ap to accommodate bike lanes and turn lan upgrade unimproved section on east sid an annumber.	ouches W-C355 30%	N/A	61.74	c 30	24 22	50%	HQ DANC	100%	BPCP/TDT N/A		11165 \$1,594,500 (Sunri	ise to	402,305.49 \$ 402,305.49 \$		1,004.36 \$ - \$ 60,	0.00	5464.210	\$185,684 63	M8,500 \$1,095,000	\$996,294 5936 323	79 \$499,196,90	\$0.00 \$499,196.90	\$2.00	\$0.00	\$		SO S	. 50 5	50.00
08-201b	Urannoap - Griffin Oaks to Evergreen	Germin Claiks	upgrade unimproved section on east sid standards	ourban 30%		3, 4 115	20	2,1	an ar	Hible		N/A		Evergreen)	,	, 802,305.49 5	,			5-54,710		\$1,00,000	3991,332	p=0(19E30)	5000,196.00	,100	,0.00					90.00
	SE Cardina No. 4 Y.																														++++	
04-203	627 and Bike Lanes - Wonder V to Alexander	Wonder Way	Alexander Stripe continuous center turn lane and v on-street bike facilities	enfor W-C285 30%	N/A C	80 27	c 6	2 2	100% BF	HB Public	100% 0%	BPCIP/TDT N/A	3051 27	10839 \$4,252,000		,007,967.52 \$ 1,007,967.52 \$		- \$ - \$	-		\$403,183 \$4				\$0.00 \$921,789.27		\$0.00	s - s	•	so s	- 50 s -	\$2.00
04-208	7,500 SE River Rd Bike Lanes	TV Hwy	Rock Creek Bridge Construct bike facilities; see turn lane ne River & Rock Bridge Intersection	s at Wa-W-CRS 30%	N/A A	90 24							1 1	N/A	\$ 10	(116,711.67 \$ 10,116,711.67 \$	- s	- s - s	-	\$10,116,712	S4,046,685 S4,0	52,250,000	\$18,813,206 \$18,813,206	34 \$0.00	\$18,813,396.34 \$0.00	\$2.00	\$0.00	\$ - \$	•	so s	- 50 S -	\$0.00
12-001	1,632 NE Walker Rd Extension an Realignment	Overlook	Construct three-tane extension of Walks Amberglen Coverlook to Amberglen Rivey realignment blic fracilities and sidewalkir, see Amberl "Crossroads" LPA.	from with C-3LR N/A	25% C	74 74	0	N/A 3	100% CT2	AG Private	ON 100%	Development/ TDT 237	3040	11275 \$2,657,500	\$ 2	SA4273.84 \$ 2,725,262.31 \$	(61,351.11) \$	- s - s	-	\$2,663,912	\$512,782 \$2,8	\$489,600	\$6,085,127 \$4,120,153.	50.00	\$0.00 \$0.00	\$2.00	\$0.00	\$ 1,551,440.58 \$	21,934.08 S	1,112,472 \$150,1	183.668 52,876,498 5 4,129,153.20	\$1,965,973.43
12-002	NE 1995 Awy/NE Ambergie 2,111 Play Extension and Realignment		Contest three-lane realignment of Am Cornell Play with sidewalks and blue facilities; s AmberGen "Crossroads" LPA		25% C	74 74		N/A 3	100% CT2	AG Private	0% 100%	Development/ TDT N/A	3005	11277 \$3,189,000	\$ 2	,666,147.10 \$ 3,525,141.45 \$	(79,357.96) \$	- s - s		\$3,445,783	\$689,157 \$3,3	149,135 N/A	\$7,884,076 \$5,254,054	96 50.00	\$0.00 \$0.00	\$2.00	\$0.00	\$ 2,006,796.00 \$	19,371.84 \$	1,438,987 S 194,	(363.31 \$3,730,764 \$ 5,354,054.96	\$2,590,061.22
12-003	918 NE Ambergien Pkwy Extension	Stucki Extension	Wilkins Construct three-lane extension with bike and sidewalk	cilities C-3LR N/A	25% C									10825 \$1,913,400		.594,279.03 S 1,532,963.61 S	(34,510.00) \$	· s · s		\$1,498,451	\$299,090 SE	125,184 N/A	\$2,623,325 \$1,529,258	50.00	\$0.00 \$0.00	\$0.00	\$0.00	\$ 872,685.33 \$	6,168.96	\$625,765 \$ B4,	1,478.31 \$829,025 \$1,529,258.64	\$1,094,066.10
12-004	4,674 NE Stucki Ave Extension an	nd 205th	Construct three-lane extension with new intersections at Gibbs, Wilkins extension Ambergien extension, and 205th; see An "Crossroads" LPA	erGen C-3LCI 30%	25% C		£ 6			AG Mix				11276 \$10,630,000	\$ 10	,806,106.87 \$ 10,515,627.31 \$	(175,707.78) \$	- s - s		\$10,339,920	\$2,326,482 \$9,0	334,080 N/A	\$21,700,481 \$18,312,539	73 50.00	\$0.00 \$5,425,120.36	\$2.00	\$0.00	\$ 1,332,460.14 \$	17,113.92 \$	5,255,595 S 709,1	3,505.26 54,728,446 \$12,693,545.88	\$3,387,941.69
			"Crossroads" LPA																													

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TSP Project List - Road Segments Cost Estimates	1/24/2022	_	Privately Del.	Cotons 2 OW SOW V	Victh FOW annu	arts Number of Eubline	Elebia TIVI	Yantin	Delbury S. Delbu	nor to Postible Associated Name	2004 TROT Schillinancing 2008	1 STD 2568 STB Cost Estimat	to licens for	eliated i laur	out Westpod/ChEO		Other Add On		Soft Costs	Additional Costs for Utility		Total SubSr States	80/10 Com/THE	Pavement		Local Basel Countervition Local	i Creat DFIN INon. TIV	Of Construction TOE Co	radinkia (radinkia 50	N TOT Creeds had TO	COT Craffe Designer Out of
New TSP ID Length (It) Project Name Start End									Delivery Type Delivery % Delivery Priv		List # Plan (Green & 10) Yellow) List	(2006 S)				road Crossing Bridge/Culvert	Costs	Construction Cost		incluided in any totals)			SPCIP Cost/TUF Pathways MSTIP Cost T						1	N TOT Credit (w/ TSD I ROW) II	igble Posket
	Construct new three-lane extension from Gibbs Dr to intersection of NE 101st Ave & Walker Reconstruct road from two to five lanes and	t N/A	25% C	74 74	ı u	1 N/A	3 50%	CT2 AG	Private 0% 10%	2% Development/ 242	113	963 \$2,136,000	\$ 4,081,215.39 \$	1,924,245.57 \$ (88,342	:500 S - S	- \$ -		\$3,825,903	\$767,181 \$	5705,000	\$6,099,884	\$1,941,688.86	\$0.00 \$0.00	\$0.00	50.00	S 2,233,998.38 S	15,792.00	\$800,952 \$	108,128.56 \$1,032,	\$1,941,688.86	\$4,758,194.72
12-006 4,45G NS Worklare Ad Middening and Ambregien 185th Exercision	extend as part of AmberGlen "Crossroads"	o St. 30%	N/A A	98 46	ı c	23 2,3	S 300%	BF WaCo	Public 100% Of	N MSTIP 214, 215 30	40, 1076 109	\$18,700,000	\$ 8,966,448.61 \$	8,966,448.61 \$	- S 56,244.26 S	- \$ 4,757,508.00		\$13,780,201	\$4,134,060 \$	\$4,925,536 \$1,066,800	\$22,849,797	522,849,797.13	\$0.00 \$22,849,797.13	\$0.00	\$0.00	s - s	-	SO S		5 \$ -	\$2.00
12-007 1,231 NE Wilkins St Extension Amberglien Stucki Extension	Construct three-lane extension with new intersections at Amberglen Plwy and Stucki c-3LCI extension	3 N/A			_						3103 106	\$17,0008,000 (AmberGlen to Walker	S 2,652,143.48 S	2,550,137.96 \$ (46,276	-40) S - S	- s -		\$2,503,861	\$500,772 \$	1,301,760 N/A	\$4,206,304	\$2,707,153.85	\$0.00 \$0.00	\$0.00	50.00 50.00	\$ 1,170,234.90 \$	8,272.32	\$1,333,627 \$	180,099.59 \$1,193,	8 \$ 2,707,153.85	\$1,499,239.93
12-009 733 NE Holly St Sidewalks Edgeway 185th	Construct north side sidewalks S	N/A	25% C	74 0	D	0 1	3 50%	ST HS	Private 0% 200	2% Development/ TOT N/A	M	_	\$ 141,569.16 \$	136,124.19 \$	- s - s	· s ·		\$136,124	\$34,001	\$0 N/A	\$170,155	\$77,250.48	\$0.00 \$0.00	\$0.00	\$0.00	s - s	-	\$68,062 \$	9,188.38	50 \$ 77,350.48	\$92,904.76
12-001 5,558 NC Starr Blud Complete Evergreen Meek Streets	Complete three-lane improvements to interim two- lane road with center turn lane, sidewalks, and bike facilities; see intersection improvement needs at Evergreen and Huffman	PCC N/A	25% C	80 41	ı F	17 2	3 100%	СТ2 НВ	Private 0% 100	2% Development/ 108, 121	3027 108 113	122, 964 \$9,567,000	\$ 9,300,041.19 \$	8,942,347.29 \$ (209,315	.sa) s - s	- s -		\$8,733,032	\$2,183,258 \$	51,670,400	\$15,195,474	\$10,776,881.40	\$0.00 \$0.00	\$0.00	50.00 50.00	\$ 2,987,878.51 \$	23,051.52	\$5,745,153 \$	775,585.69 \$4,256,	32 \$10,776,881.40	\$4,418,592.28
12-02 6,076 NC 20th Ave Extension Evergreen Meek	Construct three-lane road; see intersection improvement needs at Evergreen and Huffman C-3LCI	nya .	25% C	80 80	, F	15 0	3 100%	ст2 на	Private 0% 100	Development/ 107, 130	3031 113	288 \$10,500,000	\$ 13,090,514.84 \$	12,587,033.50 \$ (229,412	.59) s - s	- s -		\$12,358,621	\$2,471,724 \$	\$504,000	\$23,729,785	\$16,309,284.52	\$0.00 \$0.00	\$0.00	50.00 \$0.00	\$ 5,776,074.12 \$	61,246.08	\$6,582,547 \$	888,643.82 \$8,838,	4 \$16,309,384.52	\$7,420,400.57
12-03 2,645 NE Huffman St Wildening - Starr Brookwood Brookwood to Starr	Wilden from two to five lanes; preserve seven-lane ght-of-way			104 65				СТ2 НВ	Private 0% 200		3079 108	\$8,387,070 (Annokwod to Sewell)		5,354,095.95 \$ (99,432	:41) S - S	. s .		\$5,254,664	\$1,313,666 \$	5793,500	59,682,979	\$7,454,781.00	\$0.00 \$0.00	\$0.00	50.00	\$ 1,419,349.61 \$	10,950.30	\$3,835,314 \$	\$17,767.38 \$3,109,	00 \$7,456,781.01	\$2,226,198.42
	improve to three-lane road with bike facilies and sidewalks (assume two-lane interim road in place); onew interaction with NE 20th Ave; preserve five-lane right-of-way.	32%	25% A	80 80	ı F	3 2	3 100%	ст2 на	Mix 50% 50	ns Development/ 130	3079 108	\$8,387,070 (Brookwoo to Sewell)	od \$ 6,568,763.28 S	6,458,554.23 \$ (99,996	.ao) s - s	- s -		\$6,358,558	\$1,589,639 \$	5798,000	\$11,800,597	\$10,871,020.39	\$0.00 \$0.00	\$5,904,298.71	50.00 \$0.00	S 1,264,348.02 S	13,406.40	\$2,547,105 \$	343,859.17 \$1,916,	A \$4,807,757.73	\$937,577.04
12-007 2,196 NE Imbrie Dr Widening Evergreen Cornelius Pass	Wilden on south side for one additional eastbound through lane-final geometry to consist of two eastbound through lanes, one westbound through lanes, and one center turn lane; no bits lanes to be W-CSTE	RS 32%	N/A C	92 27.	s 0	8 3	4 100%	None HB	Public 100% 01	N TDT 112	3080 113	389 \$2,657,500	\$ 2,399,078.50 \$	2,399,078.50 \$	- s - s	. s .		\$2,299,079	\$959,631 \$	12,529,360 N,/A	\$4,888,070	\$4,888,069.91	\$0.00 \$0.00	\$4,888,069.91	50.00 50.00	s . s		so s		,20 S -	\$0.00
NW Meek Rd Upgrade and	eastbound through lanes, one westbound through lane, and one center burn lane; no bits lanes to be added. Coordinate with second lieft-dum lane at Evergreen & Imbrie intersection. Reconstruct as three-lane collector; see									Contract Contract																					
12-109 S,070 Complete Streets - UGB Scorey Creek (UGB) Starr Storey Creek (UGB) Starr Storey Creek (UGB) Starr Sta	Reconstruct as three-lane collector; see intersection adjustment at NE Start; preserve file- lane right-of-way for future growth Wilden road to three-lane arterial standard; stripe	3 N/A	25% C	80 80) F	21 N/A	3 100%	CT2 HB	Private 0% 200	TDT N/A	3089 113	987 \$6,909,500	\$ 12,862,141.80 \$	12,367,444.04 \$ (224,427	.780 S - S	- 5 -		\$12,143,016	53,035,754 5	8,806,800 \$1,791,000	\$23,985,570	\$16,087,472.94	\$0.00 \$0.00	\$0.00	\$0.00	\$ 5,675,306,54 \$	60,177.60	\$6,467,710 \$	873,140.81 \$8,746;	\$16,087,472.94	\$7,898,097.39
12-113 2,688 NW Helhetis Rd Upgrade and Schaaf West Union Complete Streets	Wilden road to three-lane a sterial standard; stripe center turn lane at Scholf and Rubols for southboard felt mail are; complies east side sidewalks to laceboor; sidewalk on UCB side featly only, preserve five-lane right-of-way for futura growth.	J GB 30%	25% A	90 90	ε .	12 2	3 75%	BF WaCo	Private 50% 50	ns Development/ N/A	111	54,252,000	\$ 3,834,653.03 \$	3,775,042.93 \$	- s - s	- s -		\$3,775,043	\$1,226,889 \$	55,826,080 \$806,400	\$10,928,012	\$8,912,380.17	\$0.00 \$0.00	\$5,464,005.94	50.00	S 1,189,062.01 S	16,128.00	\$969,743 \$	130,915.28 \$2,206,	2 \$3,306,810.13	\$2,015,631.70
	Wilden road to three-lane arterial standard; sidewark on UGB ude (south) only, preserve five- lane right-of-way for future growth	JGB 30%	25% A	90 90		15 2	3 75%	BF WaCo	Private 52% 50	es Development/ 124,140	113	S12,000,000 (Helvetia t Cornelius Pass)	to \$ 7,272,716.20 S	7,159,661.03 \$	- S 3,615.70 S	- \$ 91,350.00		\$7,254,627	\$2,357,754 \$1	11,161,680 \$1,529,400	\$20,774,060	\$16,942,023.79	\$0.00 \$0.00	\$10,387,030.21	\$2.00	\$ 2,255,148.12 \$	30,588.00	\$1,874,804 S	253,098.60 \$4,155,	H2 \$6,282,945.08	\$3,822,036.62
Helvetia to Century	lane right-of-way for future growth																													_	
13-001 4,400 SE Correlius Pais Rd Extension - Kinnaman to Kinnaman Venmont Vermont	Construct five-lane road extension with new intersections at Kinnaman, McInnis, Butternut Creek, Deline, and Viermont; bridge at Butternut Creek (bridge is part of MSTIP Bonding program)	HI N/A	15% A	100 10		7 0	S 100%	CT2 SoHi	Private 0% 100	26 Development/ 330, 359, 360, 361, TDT 329	3055 47,53,54,64 119	\$20 \$19,718,650	\$15,667,520 \$ 13,138,678.51 \$	11,622,677.14 \$ (165,407	:41) S - S	- s -		\$11,457,270	\$2,291,454 \$	55,350,000 N,/A	\$29,090,724	\$11,271,094.25	\$0.00 \$0.00	\$0.00	50.00 \$0.00	S 4,182,805.49 S	29,568.00	\$5,242,874 \$	707,788.02 \$5,320,	J2 \$11,271,094.25	\$7,827,629.43
Vermost	Creek (bridge is part of MSTIP Bonding program)																														
SE Cornelius Paus Rd	Construct five-lane road extension with new									2-1																					
52 Correlion Paus Rd 13-002 2,875 St Correlion - Vermont to Vermont Rosedale Rosedale	Construct five-lane road extension with new Intersections at Murphy and Rosedale; box culvert at south tributary of Butternut Creek	HI N/A	15% A	103 109	0 0	7 0	S 100%	CT2 SoHi	Private 0% 100	2% Development/ 362, 228	3055 72,74 119	921 \$8,450,850	\$ 8,584,931.98 \$	7,594,362.91 \$ (108,078	170) S - S	- \$ 730,800.00		\$8,217,084	\$1,643,417 \$	53,520,000 N,/A	\$13,380,501	\$9,725,021.22	\$0.00 \$0.00	\$0.00	\$0.00	\$ 2,711,003.13 \$	19,320.00	\$5,484,001 \$	740,340.14 \$3,500,	80 \$9,725,021.22	53,655,479.63
13-003 660 SC Century Blod - SC 65th to SC 65th (from man (rounds bout SC 65th (roundshout)	Construct 3 lare extension of Century Silvd C-3LRSO	DHI N/A	29% C	2 2		2 0	3 100%	CT2 SoHi	Private 0% 100	2% Development/ TDT 326	3052 35		\$ 1,165,559.80 \$	1,120,730.57 \$ (24,811	.11) S - S	- s -		\$1,140,749	\$342,225	\$198,000	\$2,452,272	\$1,560,948.20	\$0.00 \$0.00	\$0.00	\$0.00	\$ 613,812.88 \$	7,524.00	\$526,936 \$	71,136.34 5962;	76 \$1,560,948.20	\$550,200.49
	Widen road to three-lane collector standard;																														
SI Century Blied Upgrade - Eineaman roundsboot to Enseroe Golf Course entrance (towelsdaeut) Enseroe Golf Course entrance	project cost does not include rounds bout at Kinsaman—see intensection improvement list for counds bout cost; 1,580 from Kinsaman to golf counse entrance within UGB on both side.	30%	25% C	90 72		10 0,2	3 100%	CT2 SoHi	Mix 25% 75	N Development/ TOT N/A	3020 45 113	\$9,779,600 (Ginnaman Rosedale)	5 3,034,734.61 S	2,856,792.89 \$ (57,516	(67) S - S	- \$ 11,000,000.00		\$13,899,276	\$3,996,042 \$	\$1,421,920 \$459,000	\$29,317,238	\$17,202,124.96	\$0.00 \$0.00	\$4,829,309.53	\$0.00	\$ 1,867,197.30 \$	7,848.90	\$9,624,059 \$	1,299,247.99 \$1,058;	01 \$11,981,898.28	\$2,115,112.18
13-00tb 6,050 Si Century Blad Upgrade - Reserve Golf Course entrance to Rosedale -	Wilden road to three-lane collector standard including bridge over Butternut Cneek and box culvers at tributary south of Rose; sidewalk on USB side (east) only	I-UGB 30%	25% C	90 65		22 2	3 100%	CT1 SoHi	Private S0% S0	ts Development/ 225, 256, 224	3020 51,63,70 113	\$9,779,600 (Ginnaman Rosedale)	5 8,710,832.20 S	8,578,913.30 S (113,717	.590 S - S	- \$ 8,085,000.00		\$16,550,196	\$5,378,814 \$	54,899,000 \$1,815,000	\$26,668,009	\$24,299,129.32	\$0.00 \$0.00	\$13,434,004.65	\$0.00	S 2,813,308.79 S	20,691.00	\$6,868,443 S	927,239.07 \$2,448,	39 \$10,244,492.32	\$2,568,879.99
13-005 4,836 SE Murphy Rd Century 209th	Construct new three-lane road with new intersections at Greatury, Cornellus Pass, and 209th C-3LRSO Ave	OHI N/A	25% C	72 72	t U	20 0	3 100%	CT2 SoHi	Private 0% 200	2% Development/ N/A TOT	3102 71 113	384 \$8,822,900	\$ 8,540,374.50 \$	8,211,898.56 \$ (181,797	:780 S - S	. s .		\$8,030,101	\$1,606,000 \$	54,278,354 N/A	\$14,014,425	\$9,305,022.65	\$0.00 \$0.00	\$0.00	\$0.00	\$ 4,497,573.98 \$	23,078.24	\$3,532,527 \$	476,891.12 \$4,345,	6 \$8,354,643.68 (\$950,378.97 \$4,709,402.29
		DHI N/A		72 14						PN TSDC N/A	13 M/			238,052.29 \$ (23,832		- s -		\$204,219		\$171,200 N/A	\$416,263		\$0.00 \$0.00	\$0.00	50.00	s - s	-	SO S	-	50 \$0.00 \$	
13-307s 2,000 SE Crescent Dr 209th Cornelius Pass	Contract Mile facilitation in two-lare Gouth simbleon Neighborhood Rosse, swame all aphilit, predirectally due to exclusive residential Newland Phase 2 Contract Mile facilitation throw-lare Gouth simborn Neighborned Rosse, swame all a sphilit predirectilly due to exclusive residential Newland Phase 2	OHI N/A							Private 0% 100		26 N ₄ C			740,606.81 \$ (105,259		- s -		\$625,348		\$490,400 N,/A	\$1,252,817		\$0.00 \$0.00	\$0.00	\$0.00	s - s	-	SO S	-	50 \$0.00 \$1;	
	Construct three-lane road extension through			72 14						9% TSDC 267	26 N/C			846,427.79 \$ (120,296		- \$ -		\$726,111		\$557,600 N,/A	\$1,428,934	\$1,428,933.79	\$0.00 \$0.00	\$0.00	\$0.00	s - s	-	SO S	-	50 50.00 \$1,	428,933.79 50.00
13-008a 1,200 SE Kinnamu n Rid Extension Century Reed	neighborhood routes	OHI N/A	15% C	72 0	U	0 0	3 100%	CT2 SoHi	Private 0% 100	2% Development/ 330, 363, 364	3085 37 112	272 S8,397,700 (Century to 209th)	\$ 2,119,199.63 \$	1,874,636.59 \$ (45,111	.11) S - S	- s -		\$1,829,565	\$365,913	SO N/A	\$2,195,479	\$801,662.35	\$0.00 \$0.00	\$0.00	\$0.00	\$ 1,116,023.32 \$	8,208.00	\$713,542 S	96,328.19 -58,	08 \$801,662.35	\$1,393,816.22
13-008b 2,010 SE Klimsaman Rd Extension Reed Cornelius Pass	Complete construction of three-lane road extension through South Hillboron including intersections at Cornelius Pass Rd, 209th Aue, and two-intersecting neighborhood routes (South side of road already constructed.)	41-W N/A	25% C	72 0	U		3 100%	CT2 SoHi	Private 0% 100	2% Development/ 330, 363, 364	3085 37 112	58,397,700 (Century to 209th)	\$ 2,067,982.76 S	1,988,444.96 \$ (75,561	.11) \$ - \$	- s -		\$1,912,884	\$382,577	50 N/A	\$2,295,461	5972,081.11	\$0.00 \$0.00	\$0.00	50.00	S 1,051,334.45 S	5,788.80	\$861,550 \$	116,310.52 -55,	99 5972,081.11	\$1,323,379.50
	Construct three-lane road extension through South Hillsboro including intersections at Cornellus Pass 6d, 205th Aws, and two intersecting	OH N/A	15% C	72 0	U	0 0	3 100%	CT2 SoHi	Private 0% 200	26 Development/ 230, 363, 364	3085 40 112	58,397,700 (Century to 209th)	to \$ 4,326,699.34 \$	3,827,464.71 \$ (92,101	.85) S - S			\$3,725,263	\$747,073	50 N/A	\$4,482,425	\$1,636,727.31	\$0.00 \$0.00	\$0.00	\$0.00	\$ 2,278,547.61 \$	16,758.00	\$1,456,815 \$	196,670.06 -\$16,	58 \$1,636,727.31	\$2,845,708.13
	neighborhood routes Wilden roadway from two to five lanes; addition of bike facilities (sycle track west side and buffered																													+	
SE 209th Ave Widening and 13-009 960 Complete Streets - Blanton Bilanton Kinna man kinna man.	bike lane east side) and sidewalks, street lighting, landscaping, bus stop uggrades, drainage, and new signals at fillinton and Kinnaman; funded through AGTIP 2a.	st. 32%	25% A	98 63		23 2	S 100%	CT2 SoHi	Public 100% Of	N MSTIP 315, 335, 336	1020 17,32 109	553 \$22,327,000	\$ 2,236,394.12 \$	2,236,394.12 \$ (36,088	.89) S - S	- s -		\$2,200,305	\$660,092 \$	1,520,400 \$288,000	\$4,380,797	\$3,720,705.23	\$0.00 \$3,720,705.23	\$0.00	\$0.00	s - s		so s	-	\$ \$0.00	\$2.00
	1/2 Street construction to 200' south of Blanton and 275' south of Genesa to Provence and Construction of 2 lare realignment from Provence to Century.	e N/A - inlouded	25% C	72 0		6 2	3 100%		Private 0% 100	2% TDT	3018		\$1,312,878 \$ 1,312,877.62 \$	1,352,877.62 \$	- s - s	. s .		\$1,352,878	\$338,219	\$900,000 \$230,000	\$2,591,097	\$1,207,176.25	\$0.00 \$0.00	\$0.00	\$0.00	\$ 1,045,701.37 \$	1,045,701.37	\$307,176	\$800,	00 \$ 1,207,176.25	\$0.00 \$1,045,701.37
13-011 1,326 SE Century Blad & TV Hary Intersection Improvement Alexander Johnson	Wilden Cretury Blod to five lares by a dding second nonthbound and southbound through lares across intersection at Plwy, preject includes sidewalks and bilbs facilities, improved drainage, street lighting, and supparts to rail Crossing. artifle signals, and bus stops; funded through MSTIP Bonding	e N/A - inicuded	N/A - inicuded C	N/A 0	x	0 2	S 100%	N/A HG	Public 100% Of	N MSTIP 311	3049 2, 4, 11, 18 111	\$10,473,000	\$14,600,000 \$ 14,600,000.00 \$	14,600,000.00 \$	- s - s	- s -		\$14,600,000	\$0	SO N/A	\$14,600,000	\$14,600,000.00	\$0.00 \$04,600,000.00	\$0.00	\$0.00	s - s	-	so s	-	J S -	\$2.00
13-012a 2,785 SW Roundain Rd USB Edge Century Company from the USB Indian Century Company from one soils 10 control of Succession Century Company from the Succession Century Company from Century Century Company from Century Company from Century Cen	Widen and improve road to three-lane collector	I-UGB 30%	25% C	90 65		13 2	3 100%	CT1 SOH	Mix 50% 50	es Development/ N/A	3096 81,82 129	911 \$30,000,000 (Century t 209th)	5 3,721,901.03 5	1,665,535.60 S (40,500	.43) \$ 22,899.45 \$	- \$ 292,320.00		\$3,932,167	\$1,277,954 \$	12,146,300 \$776,500	\$7,866,421	\$6,429,317.16	\$0.00 \$0.00	\$3,678,210.44	\$0.00	\$ 1,203,050.12 \$	8,840.70	\$1,365,058 \$	184,282.87 \$1,064,	39 \$2,613,650.46	\$907,103.73
			W .	90 73				CD 644	Date: 00 10	2% Development/ N/A			20 (4307330 7) (4,228,230.80 \$ (93,606	SEO 5 77 899 45 5	- \$ 292,320.00		\$4,449,825	\$1,112,456 \$	5747,000	\$7,873,641	\$4,716,505.00	5000 5000	50.00	\$0.00	S 2,315,748.30 S	17,031.60	52 134 076 S	288,100.30 \$2,294,	28 S4716 S75 M	\$3,157,125.86
Secretaria	standard; bux culvert at Rosedale Creek east crossings; sidewalk on both sides within USB; cycle track both directions Wilden and improve road from two/three to five lanes with sidewalks and blas facilities (cycle track	N/A	(72		- 1 2	a 100%	504	US 200	TOT N/A	at, to 119	209(1)	5 4,007,449.23 5			200,400.00		-,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3,47,00	37,012,081		,		,,,,,	2, 2,11,11,11			3,590		
13-013 4,787 St. 208h Ave Widering and Complete Streets - Kinnama In Kinnama In Vermont to Vermont		s St. 30%	25% A	98 48		14 2,3	S 100%	CT2 WaCo	Mix 80% 20	66 MSTIP/Develop 252, 254, 234 meet	1020 49, 55, 56 117	752 \$17,912,000	\$ 9,134,936.38 \$	9,079,967.27 \$ (89,977	:47) \$ - \$	- \$ 876,960.00		50,866,949	\$3,650,771 \$	\$4,735,520 \$1,436,100	\$18,253,261	\$17,824,451.22	\$0.00 \$54,602,592.65	\$0.00	\$0.00	\$ 847,029.74 \$	9,574.00	\$1,803,984 \$	243,527.83 5927;	30 \$2,985,051.79	\$428,789.59
										MSTIF/Develop 255, 222, 222																					
	Wilden and improve road from three to five lanes with sidewalks and bite facilities (cycle track west side and buffered bits lane east skelp improve culvert at Roadslab Cheek; improve intersections including new signal at Murphy and modified signal at Roadslab.						S 100%						\$ 7,009,657.56 \$	6,956,214.12 \$ (69,997	A1) \$ 28,567.49 \$	- \$ 29,232.00		\$6,954,016	\$2,530,831 \$	51,167,200	\$12,634,879	\$12,193,785.85	\$0.00 \$9,476,159.31	\$0.00	\$0.00	\$ 823,673.17 \$	7,648.00	\$1,532,586 \$	206,899.08 5782,	1 \$ 2,522,044.84	\$441,093.23
17.015 5.00 10.0015 5.00	Construct bike facilities on new neighborhood	OHI N/A	15% NR	72 16	U	22 0	2 0%	CT2 SoHi	Private 0% 100	26 TSDC N/A	46 N/C	/A	\$ 1,536,874.14 \$	1,359,542.51 \$ (193,225	.93) \$ - \$	- s -		\$1,166,317	\$233,263 \$	\$1,542,000	\$2,482,100	\$2,483,099.90	\$0.00 \$0.00	\$0.00	\$0.00	s - s		SO S		50 \$0.00 \$2,	(483,099.90 \$0.00
14-002 1,258 NE-47th Ave Complete thly Hidden Creek	Improve road and construct sidewalks and bike facilities; improve bridge or culvert at Dawson W-C2TE	95 30N	N/A C	64 43		18 2	2 100%	at Ha	Public 100% Of	N BPCIP/TDT N/A	3110 119	908 \$5,000,000	\$ 2,433,339.19 \$	2,433,399.19 \$	- \$ 20,087.24 \$	- \$ 2,045,000.00		\$5,498,426	\$2,199,371 \$	51,211,560 \$377,400	\$8,900,357	\$8,909,357.00	\$4,454,678.50 \$0.00	\$4,454,678.50	\$0.00	s - s		so s		50 s -	\$0.00
16-001 700 SW Farmingson Rd Complete 200th 200th intersection (UGB)	Wilden and improve road to complete north side sidewark and bike facilities lycyle track north side, buffered bike lare cought ide; buffered bike lare buffered bike lare buffered bikes lare buffered b	e N/A - inlouded	N/A - inicuded A	90 0	U	2 3			Private 50% 50		23 N/	/A	\$953,351 \$ 953,351.30 \$	953,351.30 \$	- s - s	. s .		\$953,351	\$209,839	\$20,000	\$1,282,190	\$949,000.76	\$0.00 \$0.00	\$641,595.24	\$0.00	\$ 332,723.16 \$		\$232,736 \$	31,429.30 57;	00 \$ 271,654.85	\$234,189.71
16-002 3,700 Butternut Creek Plwy Century SE 78th	Construct like facilities on new neighborhood novie according to South Hillsborn standards NR-8-50	OHI N/A	15% NR	72 14		5 0	2 0%	CT2 SoHi	Private 0% 100	IN TSDC N/A	57 N/	/A	\$ 1,106,310.18 \$	978,659.00 \$ (139,092	.50) s - s	- s -		\$830,566	\$167,913	\$671,600 N,/A	\$1,679,080	\$1,679,079.69	\$0.00 \$0.00	\$0.00	\$0.00	s - s		so s	-	50 \$0.00 \$1,	1,679,079.69 \$0.00
16-002 3-700 Butternut Creek Plany Century 55 78th 16-003 3-7400 Cedica 51 Butternut Creek 7kmy 300th	Construct bike facilities on new neighborhood noise according to South Hillsborn standards	SHE N/A	15% NR	72 16	ı u	6 0	2 0%	CT2 SoHi	Private 0% 100	2% TSDC N/A	60 N/-	/A	\$ 1,016,609.35 \$	899,308.27 \$ (127,814	.81) \$ - \$	- s -		\$771,493	\$154,299	\$631,200 N/A	\$1,556,992	\$1,556,992.15	\$0.00 \$0.00	\$0.00	\$0.00	s - s		so s	-	50 \$0.00 \$1.	4,556,992.15 \$0.00
16-004 2,200 Vermont St Cornellus Paus SE 81st	Construct bike facilities on new neighborhood node according to South Hillsborn standards									2% TSDC N/A	68,71 N/I			S81,805.25 \$ (82,702		- s -		\$499,202	599,840	\$429,600 N,/A	\$1,028,642	\$1,028,641.98	\$0.00 \$0.00	50.00	\$0.00	s - s		SO S		50 \$0.00 \$1,	
	oute according to South Hillaboro standards Wildon from three to five lanes by adding one general travel lane in each direction; project Includes widening bridge over light rail; rebuild bike We-Bit to									N MSTIP 113		59,567,000		7,445,210.92 \$ (139,092		750,000.00 \$ 2,740,500.00		\$10,796,618	54,858,478 5			\$19,031,896.57	\$0.00 \$19,031,896.57	\$0.00	50.00	s - s		SO S	_	50 S -	\$2.00
	facilities as cycle track																														
16-005 2,600 NE 25th Ave Improvements Cornell Griffin Claix	lane section begins south of Griffin Claks; concrete street for city arterial			80 41						N TOT N/A	129	905 \$4,000,000	\$ 4,998,751.07 \$	4,998,751.07 \$	- s - s	- s -	\$ 599,850.13	\$5,598,601	\$2,239,440 \$	5780,000	\$10,623,242	\$10,623,241.68	\$0.00 \$0.00	\$10,623,241.68	50.00	s - s	•	SO S	-	1 \$ -	\$0.00
16-201 3,000 NE Haffman St Estension - NE NE 30th NW 272rd NE 30th N N N N N N N N N N N N N N N N N N N	Construct three-lane road; preserve five-lane right- of-way A-3L	30%	25% A	80 80	1	4 0	3 100%	CT2 HB	Private 50% 50	N Development/ N/A Development/	3079 118 3106* 111	\$6,500,000 (Sewell to Jackson School Rd)		7,616,525.14 \$ (112,777 5,467,294.61 \$ (91,688		- s -			\$1,875,909 \$ \$1,214,001 \$			\$12,671,474.32 \$8,440,018.58		\$6,869,848.35 \$2,550,444.42	\$0.00	\$ 1,425,856.42 \$ \$ 1,738,853.85 \$	15,120.00 18,438.84		410,251.56 \$2,164, 270,236.06 \$2,675,		\$1,068,222.38
16-203 2-699 N.E. Schaaf Rel improvement Mehetra Nov North-South 22-203 850 N.E. Solv. Ave Basilgement M.E. Solv. Ave. Basilgement M.E. Solv. Ave. Basilgement	Construct three-lane realignment away from alogor Surway Protection Zone (SPZ); see HID Matter Plan: additional windows and for the Plant Plant and Plant Plant additional windows against for the Plant Pla	- A2%	25% C	80 80		a NA	3 200%	CT2 100	Private Private	TOT N/A	111	54,252,000 166 \$1,594,500				- s		\$1,835,077		\$7.1,700 \$1,264,000 \$255,000		\$1,812,695.33	\$0.00 \$0.00	\$0.00	50.00	\$ 808,041.97 \$	8,568.00			32 \$ 1,813,695.33	\$1,744,150.57
TA MEAUTILA ESTETATO	two intersections of NE 25th and NE 15th Ave on Evergreen	40	^			N/A				201, 201	110	31,391,307	3 (20),110																		

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TSP Project List - Road S	egments Cos	st Estimate	es 1/24	/2022																																		
New TSP ID Length (ft) Project Name				Project Cost Type	Publicly Del I Portion Contingency % C	Privately Del. Portion Func Contingency %	Class Future ROW Width	ROW Wich Required (or added)	ROW property type	Number of Adjacent Parcels	Existing # Future # L	anes Credit %	Bike Fac X-section Stds	Delivery Type Di	livery % Delivery % Public Private	Possible Delivery Program	Associated Nov 2021 List #	TOT ScHi Financing Plan (Green & Yellow) List	RTP 2018 RTP C	set Estimate Unique Cost (6 S) Estimate	Raw Linear Cost Adjusted Linear Cycle Track Co Adjustment	t Wetland/SNRO Impact	Railroad Crossing	Bridge/Culvert	Other Add On Costs Construction Cost	Soft Costs (PE/CE/CEI)	ROW Cost Underg	al Costs for Utility grounding (Not ed in any totals)	Total Project Cost	otal Public Project BF Cost	PCIP Cost/ TUF MSTIP Cost		Pavement Management Program Other Port of Portia (PMP)	Local Road Construction Cost (Non-Creditable)	Local Street ROW (Non- Creditable)	TOT Construction TOT Creditable Creditable Engineering	Creditable ROW TDT Cred beyond Local ROW	t (w/ TSDC Credit Developer Out of) Digible Pocket
22-004 1,230 NE 30th Ave Improv	ment Springer	er Evergree	improve road to three-lane collector standard en with sidewalks and bike facilities; see HO Master Bins.	w-czras	N/A	25% (. 80	41	F	s	2 3	SON	СТ2 на	Private	OK 100%	Other	N/A	N			\$ 1,722,775.33 \$ 1,662,322.43 \$ (46,238.1	0) \$ 1,205.23	s - s	73,080.00	\$1,689,369	\$422,342	\$957,740	N/A	\$3,069,451	\$1,057,923.12	\$0.00	50.00 50.00	\$0.00	\$ 660,037.82	\$ 5,092.20	\$514,665 \$ 69,479.1	4 \$473,778 \$ 1,057	52,011,527.85
22-005a 1,000 NE Springer St Impe		End of exist segment	improve existing segment to three-lane collector standard with sidewalks and bike faciliter; see Hit Master Plan	r w cyrrer	N/A	25% (: 80	41		5	, ,	SON		Private	ov 100v						\$ 1,404,685.30 \$ 1,350,668.65 \$ (37,592.5	on e .			\$1,313,076	SIDES	5700,000	N/A	\$2,362,691	\$830,501.02	50.00	50.00	50.00	\$ \$36,636.11	5 4140.00	\$388,230 \$ \$2,411.	S \$389,860 \$ 830	50 533 999 35
22-005b 2,000 NE Springer St Exter	_				N/A		. 80			3	0 1				05 1005	COM	7/7		_		\$ 6,247,941.58 \$ 6,007,636.13 \$ -	,				\$1,201,527	\$4,206,000	***	\$11,415,163	\$3,918,589.66	\$0.00	50.00 \$0.00	50.00	\$ 2,756,849.07		\$1,625,394 \$ 219,428:		
22-006 1,500 NE Cornell Rd Reali		4th West of Groot			30%		. 98			1			CT2 WaCo		1000	000	N/A				\$ 3,607,304.80 \$ 3,607,394.80 \$ (56,388.1	9) S -	s - s		\$3,641,006	\$1,456,402	\$2,656,000	N/A	\$7,752,400	\$7,753,408.28	50.00	50.00	\$0.00 \$7,753,40		s .	50 5	50 5	- 50.00
72-006 N. Cornel ko kesaj	Where East of A40				A/A	N/A	98	94	,		, ,	na l	C12 Walco	ивис	100%	Coner	N/A		^		\$ 400,04.00 \$ 400,04.00	7			7,550				7,77,00	7,1-1,			1,111				- 7	,,,,,,
22-907 4,090 NE Cornell Rd Safet Access Managemen	and Main	17th	Long-term access management and safety improvements (e.g. center median basiser); futura intersection improvements to be determined possibly to allow U-turn or roundabout accommodistions at Lincoln and at Anrington or Grant	Unique	N/A - inlouded P	N/A - inlouded A	N/O	0	*	78	s s	100%	None *	Public	100% 0%	тот	149, 147, 154 3005	N ₄		\$1,100,000	\$ 1,100,000.00 \$ 1,100,000.00 \$ -	s -	s - s	-	\$1,100,000	\$440,000	\$780,000	\$1,227,000	\$2,320,000	\$2,220,000.00	\$0.00	\$0.00 \$2,320,000.00	\$0.00	s -	s -	so s -	50 S	- \$0.00
22-008 7,388 and improvements to Cornelius Pass	Videning Century Century	y Cornelius P	Wilden and improve roadway to five-lane a rterial standard; sidewalk on U/Sa side (south) only; cycle track on south side and buffered bike lane on north side	i de Wa-ASLUGA	32%	25%	92	sa	F	28	2 5	75%	BF WaCo	Mix	SON SON	MSTIP/ Development	212	112	41 \$12,000,000 Cornell	i (Helvetia to us Pass)	\$ 6,026,415.15 \$ 5,922,599.48 \$ -	\$ 40,174.47	s - s	60,900.00	\$6,033,674	\$1,960,944	\$6,256,432	\$1,016,400	\$14,251,050	\$11,612,896.28	\$0.00 \$7,125;	25.00 50.00	\$0.00	\$ 1,490,713.58	\$ 15,246.00	\$1,700,610 \$ 229,582:	7 \$2,330,916 \$4,261	52,698,153.71
22-009 1,585 NE Ronler Dr Extens	on Cornelius Pa	Pass SunTech Corp	Construct three-lane extension; connect with NE rp Park 78th Awe and extend to SunTech Corporate Park drive aisle	c-arci	N/A	25%	: 80	80	F	1	0 3	50%	СТ2 НВ	Private	0% 100%	Development/ TDT	204	112	90 \$1,00	0,000	\$ 2,553,038.20 \$ 2,454,844.42 \$ (44,547.2	20 S -	s - s	-	\$2,410,297	\$482,059	\$1,716,400	N/A	\$4,600,757	\$1,574,806.95	\$0.00	50.00 \$0.00	\$0.00	\$ 1,126,505.57	\$ 11,044.80	\$641,896 \$ 86,655.	3 S846,255 S1,574	806.95 \$3,033,949.69
22-000 3,349 NE Wilkins St Extens Alternative - 185th 1	on Gibbs Gibbs	1850h (at P	Construct new two-lane road; last 1,100 feet approaching 155th Aws to be three lane (construm lane); see intersection improvement at 155th for addisoral intersection improvement at 155th for addisoral intersection turn lane need risk project servers a silternative to sever-lane right project servers as afternative to sever-lane right project servers as afternative to sever-lane right reference and future underland of Villake RR Dethermen Ambrighes Placy and 155th	; c-2101	30%	N/A 4	66, 80	æ	D	4	0 2,3	100%	CT2 HB	Public	100% 0%	MSTIP	220 3103	204	\$17/0 29 (Ambdergi Wa	18,000 en Plowy to liked)	\$ 7,728,656.56 \$ 7,728,656.56 \$ (122,138.3	3) \$ 60,361.71	s - s	5,069,925.00	\$12,736,706	\$3,821,011	\$5,186,416	N/A	\$21,744,132	\$21,744,132.41	\$0.00 \$21,744,	32.41 \$0.00	56.00	s -	\$ -	50 S -	50 S	- \$0.00
22-012 1,500 SE Brookwood Ave	Davis	South US	GB Upgrade to three-lane arterial; eastern half-stree with TDT/Development 50/50		30%	N/A	90	80			0 to 2 3	ON.			100% 0%	TOT/TSOC	345				\$ 3,169,302.08 \$ 3,169,302.08 \$ -	s -	s - s	-	\$3,169,302	\$1,267,721	\$1,498,000	\$230,000	\$5,935,023	\$5,995,022.90	\$0.00	50.00 \$5,935,022.91	\$0.00	s -	s -	50 s -	50 S	- 50.00
22-017 0 Intersection and NE Intersection	okwood liith Ave Brookwoo	ood 48th	At Brookwood & Cornell: add second southbound through lane and extend receiving lane to Veterar. Or intersection, add second exarbound and westbound left-own lanes, add northbound right- turn lane; at Cornell & 48th: add westbound right- turn lane; at Cornell & 48th: add westbound right- turn lane; at Cornell & 48th: add westbound right- turn lane; starting at Elam Young west to 48th	156	N/A - inicuded 1	N/A - inicuded i	N/A	0	×	x	inten inten	100%	BF WaCo	Public	100% 0%	MSTIP/TOT	113, 114, 116 3045	111	70 \$4,70	4,000 \$7,980,000	\$ 7,980,000.00 \$ 7,980,000.00 \$ -	s -	s - s		\$7,980,000	\$3,192,000	50	\$0	\$11,172,000	\$11,172,000.00	50.00	50.00 50.00	\$0.00	s -	s -	so s -	50 5	- 52.00
22-018 800 NE Veterans Dr Extr	rsion Brookwoo	od Beknap	Construct three-tane extension east of Brookwood to connect to Elam Young Pixwy via Belkrap Ct; require bridge over Dawson Creek; improve Belkrap Ct to two-ta ne collector standar and remove on street parking to accommodate	ed C-3LCI	32%	N/A	. 80	80	F	3	0 1	50%	ст2 нв	Public	100% 0%	MSTIP	N/A	N,			\$ 2,227,565.72 \$ 2,227,565.72 \$ (80,074.6	7) \$ 4,820.94	s - s	8,038,800.00	\$10,241,113	\$3,072,334	\$1,182,000	N/A	\$34,405,446	\$14,495,446.36	\$0.00 \$14,495,	46.36 \$0.00	\$0.00	s -	s -	\$0 \$ -	50 S	- \$0.00
22-021 2,403 US 26 at NE 185th I On-Ramp Widening	stbound 185th	US 26 Eastb	bike lanes Widen on-ramp to two full lanes and allow shared right-turn from outside northbound through lane on 185th	nd Wa-AZL	N/A	25% Free	way N/A	0	x	0	1 2	100%	N/A ODOT	Private	0% 100%	Development/ TDT	223	N.			\$ 2,008,252.82 \$ 1,888,800.78 \$ -	s -	s - s	-	\$1,980,801	\$497,200	50	N/A	\$2,486,001	\$2,257,288.89	\$0.00	50.00 \$0.00	50.00	s -	s -	\$1,088,801 \$ 268,488	1 50 \$2,257	288.99 5228,712.09
22-022 993 NE 185th Ave North Auditory Lone - Eve	ound		on 185th bound Extend northbound on-ramp auxiliary lane from current taper to Evergreen				N/A		×				BF WaCo		0% 100%		223 3109	N.			\$ 663,487.69 \$ 637,968.93 \$ -	s -	s - s	-	\$637,969	\$159,492	50	N/A	\$797,461	\$724,094.74	\$0.00	50.00 \$0.00	\$0.00	s -	s -	\$637,969 \$ 86,125.0	1 50 \$724	094.34 \$73,366.43
22-024 1,547 E Main St Eastboum Lane	Auditory 25th		Widen to construct eastbound auxiliary lane; signal modification at intersection at NE 28th Ave		30%	N/A	54	a	×	٥	3 4	75N	ағ на	Public	100% 0%	TOT	N/A	No.			\$ 1,445,502.72 \$ 1,445,502.72 \$ -	s -	s - s		\$1,445,503	\$578,201	50	\$464,000	\$2,023,704	\$2,023,703.81	\$0.00	\$0.00 \$2,022,703.81	\$0.00	s -	s .	\$0 \$ -	\$0 S	- \$0.00
22-028 850 St Alexander St Bib	Ped Brookwoo	160' east of SI Oak (west ed	into tempore because taxe same aready exists; (ige of Construct about 850' of north side sidewalks and dustrial bike facilities	W-C185	30%	N/A (: 66	13.5		4	2 2	50%	EF HG	Public	100% ON	весе/тот	N/A	111	59 \$1,00	3,000	\$ 683,929.33 \$ 683,919.33 \$ -	s -	s - s		\$683,919	\$273,568	\$315,400	\$255,000	\$1,272,887	\$1,272,887.06	\$616,443.53	50.00 \$636,643.53	\$0.00	s .	s -	50 S -	50 S	- 50.00
22-029 2,114 SE Walnut St Sidewo		Parki		s	30%		: 66		×	0	2 2	50%	None HS	Public	100% 0%	BPCIP/TDT	N/A	N,			\$ 565,082.02 \$ 565,082.02 \$ -	s -	s - s	-	\$545,082	\$236,033	50	\$634,200	\$791,115	\$791,114.83	\$385,557.41	\$0.00 \$395,557.41	\$0.00	s -	s -	50 S -	50	\$0.00 \$0.00
22-030 4,225 NE Elam Young Plos Bills/Ped Improvem	y Cornell (We	Vest) Cornell (Ex	Construct sidewalks on inside loop; need widening at intersections to accommodate blike lanes; stip blike lanes as part of pavement mangement program south of light rail tracks; future cycle	pe s	30%	N/A (. 80	۰		25	1 1	50%	St HS	Public	100% 0%	BPCIP/TDT	N/A				\$ 1,156,002.50 \$ 1,156,002.50 \$ -	s -	\$ 750,000.00 S		\$1,906,093	\$857,742	\$250,000	N/A	\$3,013,834	\$3,013,834.26	\$1,506,917.13	50.00 \$1,506,917.13	\$0.00	s -	s -	so s -	50 S	- 50.00
22-031 1,620 SE Borwick St Sidew		y Main	program south of light rail tracks; future cycle track. Widen road to construct missing curbs and sidewalks.	SBC		N/A (: 64			60	2 2	50%	None HS	Public	100% 0%	BPCIP/TDT	N/A				\$ 881,601.36 \$ 881,691.36 \$ -	s -	s · s		\$881,601	\$352,677	\$600,000	\$486,000	\$1,834,368	\$1,834,367.90	\$917,183.95	50.00 \$917,183.95	\$0.00	s -	s -	50 S -	50 S	- \$2.00
22-032s 2,500 NE Alder Sidewalks			Commence of the color on both cities of ME dates	in s	30%		R 60		×				None See CDC Orenco	_	100% ON	BPCIP/TDT	N/A				\$ 561,339.76 \$ 561,339.76 \$ -	s -	s - s		\$561,340	\$224,536	50	\$630,000	\$785,876	\$785,875.66	\$392,997.83	\$2.00 \$392,937.83	\$0.00	s -	s -	50 S -	50 S	- \$0.00
22-032b 1,200 NE 69th Sidewalks - Townsite			Code Construct sidewalk on east side only according to the Orenco Townsize Sidewalk Plan in 12.62.200 o Hillboro Community Development Code	o of S	30%		: 60		×	0			None See CDC Orenco		100% 0%	BPGP/TDT	N/A	Α.			\$ 220,765.57 \$ 220,765.57 \$ -	s -	s - s	-	\$220,766	\$128,306	\$0	\$360,000	\$449,072	\$449,071.90	\$224,535.90	\$0.00 \$224,535.90	\$0.00	s -	s -	50 S -	50 \$	- \$0.00
22-032: 1,800 NE Dogwood Sidew Orenco Townsite	lks - Century	y 69th	Construct missing sidewalks on both sides of NE Dogwood according to the Orenco Townsite Sidewalk Plan in 12.62.300 of Hillsboro Communit	ity S	30%	N/A 0	60	0	×	0	2 2	50%	None See CDC Orenco	Public	100% 0%	BPCIP/TOT	N/A				\$ 481,148.36 \$ 481,148.36 \$ -	s -	s - s	-	\$481,148	\$192,459	50	N/A	\$673,608	\$673,607.71	\$336,803.85	50.00 \$336,803.85	\$0.00	s -	s -	so s -	so s	- 50.00
22-033 558 NE 25th Ave Northb	rund Gap 28th	_	Oranicoment Code for risk tomplete missing northbound lane, sidewalk, and blke lanes		30%	N/A	104	27.5	D	1	4 5	100%	ST HS	Public	100% 0%	тот	N/A 3002	N,			\$ 707,004.52 \$ 707,004.52 \$ -	s -	s - s	-	\$707,105	\$282,842	\$378,280	N/A	\$1,368,226	\$1,368,226.33	\$0.00	\$0.00 \$1,368,226.33	\$0.00	s -	s -	so s -	so	\$0.00 \$0.00
22-034 1,840 NE Cherry Or Sidew	ks 67th	72nd	Construct missing north side sidewalks	s	30%	25% (. 80	0		5	1 1	50%	ST HS	Mix	67% 32%	BPCIP/TDT/Deve	N/A				\$ 446,805.74 \$ 442,295.25 \$ -	s -	s - s	- 1	\$ 84,000.00 \$526,295	\$184,466	\$50,000	N/A	\$760,762	\$630,625.15	\$509,710.37	\$0.00 \$0.00	\$0.00	s -	S 3,351.74	\$86,839 \$ 11,723.	3 \$4,898 \$103	460.30 \$130,136.59
22-035 1,079 SE 24th Ave Sidewa	s River	TVHwy	y Construct missing east side sidewalks	s	30%	N/A G	: 80	0	A	3	1 1	50%	ST HB	Public	100% 0%	apcip/tot	N/A	N ₁			\$ 288,421.71 \$ 288,421.71 \$ -	s -	s - s		\$288,422	\$115,369	\$30,000	N/A	\$422,790	\$433,790.40	\$216,895.20	52.00 \$216,895.20	\$0.00	\$ -	s -	so s -	50	\$0.00 \$0.00
			oods improve north side to urban standard (south side outside UGB)																		\$ 1,126,455.37 \$ 1,126,455.37 \$ -	s -	s - s			\$450,582	\$538,000	\$420,000		\$2,115,037.51		50.00 \$1,057,518.76		s -	s -	50 S -	50 \$	- 90.00
22-037 1,370 NW Jackson St Upg Sidewalks 22-038 680 NE 21st Ave Sidewa			en Reconstruct road with curbs and sidewalks			N/A N												N N			\$ 1,361,635.30 \$ 1,361,635.30 \$ - \$ 181,767.16 \$ 181,767.16 \$ -	s -	s - s		\$1,361,635	\$544,654 \$72,707	50 50	\$411,000 \$372,000	\$1,006,289 \$254,474	\$1,906,289.42 \$254,474.02		\$0.00 \$0.00 \$0.00 \$0.00	\$857,830.34 \$0.00 \$0.00	s -	s -	50 S -	50 S	- \$0.00 - \$0.00
22-039 945 NE 32nd Ave Sidewo	k Gaps Main	Brogder				N/A N												N,			\$ 252,602.89 \$ 252,602.89 \$ -	ş -	s - s	-		\$101,041 \$134,722	\$50,000	N/A	\$403,644	\$423,644.05	\$403,644.05	\$2.00 \$0.00	\$0.00	s -	s -	50 S -	50 S	- 50.00
22-040 1,260 NE 43rd Ave Sidewa 22-041 880 SE 30th Ave Sidewa	k Gaps Main	Frogder y 32nd	n Complete missing sidewalks Construct missing west side sidewalks	s	30%	N/A N	R 62	0	A	2	2 2	0% 0%	None HB	Public Public	100% ON	BPCIP BPCIP	N/A N/A	N,			\$ 136,803.85 \$ 136,803.85 \$ - \$ 235,228.09 \$ 235,228.09 \$ -	s -	s - s		\$236,804 \$236,228		\$20,000	\$465,000 N/A	\$571,525 \$349,319	\$571,525.40 \$349,319.32		\$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00	s -	s -	50 S -	50 S	\$0.00 \$0.00
22-042 1,220 SW Dennis Ave Imp	UP Railroad R	IROW Walnut	improve road to urban standards Construct Description and relevant															N,			\$ 1,212,551.14 \$ 1,212,551.14 \$ -	s -	s - s		\$1,212,551	\$485,020	\$280,000	\$366,000	\$1,977,572	\$1,977,571.60		50.00 \$988,785.80 50.00 \$2,997,718.21	\$0.00	s -	s -	50 S -	50 S	- 50.00
22-043 610 SW Dennis Ave Eme Access Extension	gency Wood	UP Railroad (north sid	improve road to urban standards Construct Dennis Ave extension and railroad crossing to serve as emergency secondary access for Wood St	6-2101	30%	N/A 0	: 66	u	0	0	2 2	50%	N/A H2	Public	100% 0%	TOT	N/A				\$ 1,451,055.86 \$ 1,451,055.86 \$ -	s -	s - s		\$1,451,056		\$966,240	\$183,000	\$2,997,718	\$2,997,718.21				s -	s -	50 S -	so s	- \$0.00
22-045 2,400 NL 2317 AVE/NL HIII Sidmarks	Grant Grant	Cornell	Construct sidewalks Construct new westbound (north side) cycle track		30%		. 62			18	2 2		None HB		100% ON	SPOP	N/A	N,			\$ 641,531.15 \$ 641,531.15 \$ -	\$ -	\$ 750,000.00 S	-	\$1,291,531		\$180,000	N/A	\$2,197,720			50.00 50.00	\$0.00	\$ -	s -	50 S	50 S	- \$0.00
22-049 3,085 NE Wagon Dr Comp Street Improvement			Pass construct new eastbound (south side) cycle track and sidewalk from Century to Croeni and from Doe Oxfor to Cronalise Date	W-C285	30%		80		D	7			СТ2 НВ		100% 0%		N/A	N.			\$ 4,959,408.22 \$ 4,959,408.22 \$ (115,973.1	5) \$ 1,928.37	s · s	27,405.00	\$4,872,768		\$2,069,080	N/A	\$8,890,956		\$4,445,477.92	\$0.00 \$4,445,477.92		s -	s -	S0 S -		\$0.00
22-050 280 SE Drake Rd Sidewa SW Rosedale Rd Sal 22-053 4,745 Improvements - Riv	ty		Complete missing urban sections y Augment shoulders to improve two-lane safety	W-C285		N/A C		27	A	5		_	ar Ha				N/A 3094	111	56 \$1,59	4,500	\$ 450,124.57 \$ 450,124.57 \$ - \$ 1,505,161.65 \$ 1,505,161.65 \$ -	s -	s · s	-	\$450,125	\$180,050 \$602,065	\$201,200 \$1,224,920	\$84,000	\$831,274	\$831,374.40 \$3,332,149.11		\$0.00 \$415,687.20 \$0.00 \$3,332,149.11	\$0.00 \$0.00	s -	s .	50 S -	50 S	50.00
Century			Augment shoulders to improve two-lane safety Complete south side sidewalks along Goal 5 natural resources		30% N/A		: 60		Rural				None WaCo				N/A 3094	79 N ₁			\$ 1,505,163.65 \$ 1,505,163.65 \$ - \$ 218,246.41 \$ 209,850.39 \$ -	,			\$1,505,364		A.A.O.O.O	94,424,360	\$3,332,149	\$3,332,149.11		50.00 \$3,332,149.11 50.00 \$0.00		5		\$104,925 \$ 14,164		30.00 90.10 CM3.237.80
	_	_	complete remaining south side 400" urban street SIP		$\overline{}$	25% 0				10			ar Ha		_		N/A	N.			\$ 217,701.57 \$ 217,701.57 \$ -	s .	s . s		\$200,000		\$200,000	\$120,000	\$404,792	\$124,010.00		50.00 50.00		s .	\$	50 5	50 5	- \$2.00
22-056a 1,400 SW Raseline (OR II) Sidwark Cape			grp Complete missing north side sidewalks and curbs; south side gaps included in COOT 2023-2024 STIP (project 23508)		30%		74						al ODOT		100% 0%	Other	N/A				\$ 761,855.50 \$ 761,855.50 \$ -	s .	s . s		\$21,00 \$761,955		\$10,000	\$420,000		\$1,076,737.70		50.00 50.00	\$1,076,727.70		s .	50 5	50 5	- \$2.00
22-056b 1,600 SW Oak 9 (OR 8) Si Gaps		th Dennis	(project 23608) Complete missing sidewalks and curb		_	N/A	_		0				BL ODOT		100% 0%	Other	N/A	N.			\$ 870,806.28 \$ 870,806.28 \$ -	s .	s - s		\$870,806		\$10,000	\$480,000		\$1,229,128.80		50.00 \$0.00		s -	s -	50 S -	50 \$. \$2.00
				_	_	N/A	_					_	_		_		151	-			\$ 1,780,050.66 \$ 1,780,050.66 \$ -	s .	\$ 750,000.00 \$			\$1,138,523	\$845,600	\$367,500	\$4,514,173	\$4,514,172.45		50.00 \$0.00		s .		50 5		\$0.00 \$0.00
												_																										
22-058 4,675 Neighborhood Rout	229th	Murphy	To construct bike facilities on new neighborhood noute according to South Hillsboro standards	NR-B-SOHI	N/A	25% N	R 72	14	U	6	0 2	CHL	CT2 SoHi	Private	ON 100%	TSDC	N/A	60 N	*		\$ 1,207,817.86 \$ 1,236,548.88 \$ (175,745.1	7) \$ -	s - s	•	\$1,060,804		SB45,400 Additions	N,/A al Costs for Utility		\$2,118,364.21 stal Public Project Bi		50.00 \$0.00	\$0.00 Pavement	S - Local Road Construction	Local Street ROW (Non-	SO S - TOT Construction TOT Crestmale		\$0.00 \$2,118,364.21 \$0.00 t (w) TSDC Credit Developer Out of
																									Construction Cost		ROW Cost Underg				CIP Cost/TUF Pathways MSTIP Cos		Management Program Other Port of Portia		Local Street ROW (Non- Creditable)	TDT Construction TDT Creditable Engineering		
																								'n	\$582,148,727	\$181,017,836	\$218,580,412 \$3	75,505,200	\$982,746,975	\$869,752,689	\$259,742,0	7 \$290,902,894	\$2,964,295 \$65,676,040 \$8,287,550	\$77,152,634	\$1,770,734	\$99,959,269 \$13,463,023	\$93,059,681 \$206,47	1,082 \$12,014,570 \$111,652,750

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TSP Project List - Intersection Improvements Cost Estimates	1/24/2022			North Leg (Southbound)			East Leg (Westbound)				South Leg (No	rthbound)		w	est Leg (Eastbound)				Delivery N	ethod Fu	inding Mechanism							Assumed Fundir	Opportunities	
ID N/S Street Jurisdiction/ E/W Street Jurisdiction Functional Class	Proposed Improvement	# Lanes Cumulati ve Lane added	Cumulative I lane length (including	n Func class Standalone add Temp	late Segment Co	out a of lane lane length added (including	Base proj componer Standalone	add-	Segment Cost	of lane lane length added (including taper at 50%)	Jurisdiction Func class	Base project component or Standalone add	Template Segment Cost	Cumulative in of lane lane length added (including taper at 50%)	Jurisdiction Fund	Base project component or Standalone add-		Part of Capital Project	TDT Delivery % Creditable Public		ISTIP TOT Other Nov 20	South 121 Hillsboro ist "Green & New Signa	New Total Railroad Railroad Cost	Extra Costs Signal/Rounda Subtotal Soft Costs Construction Cost	ROW Total Project	t Cost Total Public Project Cost	MSTIP Cost	TOT Other Fu	nding TDT Credit Private Fronted	d Developer Out of Pocket Cost
	Stripe second westbound-to-southbound left-turn lane as par	t Langen	taper at 50%) N/A WaCo	an Art N/A N/	\$0.00	taper at 50%)	on to Art N/A		\$0.00	taper at 50%)		on	Wa-A2L \$584,446.51	taper at 50%)		on N/A N/A	N/A \$0.00		100% 100%			Gold" List	t Construction Cost	\$ 241,425.00 \$825,871.51 \$ 247,761.4	\$ 322,560.00 \$ 1,396,1					-
100 Glencoe WaCo Art Evergreen WaCo Art	receiving lane on Glencoe; add northbound right-turn lane Second easthround and weathround through lanes as part of	2 960 0				0 N/A WaC					WaCo Art	,			N/A N					0%	x		\$584,446.51 0				0 \$ 471,250.00		- 5 - 5	-
101 Jackson School (west) CDH Coll Evergreen WaCo Art 102 Jackson School (East) WaCo Art Evergreen WaCo Art	Evergreen five-lane widening (04-005); replace signal; no new term lanes. Second eastbound and westbound through lanes as part of Evergreen five-lane widening (04-005); replace signal; keep		N/A Private	N/A N/A N/. Art N/A N/.		0 N/A WaC	Co Art N/A	_	\$0.00 \$0.00	0 N/A	WaCo Art CoH Local	N/A N/A	N/A \$0.00	0 N/A	WaCo A	Art N/A	N/A \$0.00	04-005	100% 100%	0%	x 3073		\$0.00 0	\$ 362,500.00 \$ 362,500.00 \$ 108,750.0 \$ 362,500.00 \$ 362,500.00 \$ 108,750.0		\$0.00 \$ 471,250.0 \$0.00 \$ 471,250.0				
(East) 103 15th COH Coll Evergreen WaCo Art	westbound right turn lane Intersection modification as part of NE 25th Ave realignment		N/A N/A	N/A N/A N/		1 640 WaC	to Art N/A		\$427,625.50	1 230	CoH Coll-Res	N/A	W-A1L \$188,963.60	0 N/A		Art N/A	N/A \$0.00	22-003	75% 0%	100%		0.5	\$616,589.10 0	\$ 181,250.00 \$ 797,839.10 \$ 199,459.7					400.54 \$ 898,400.54 \$ 1,289,618.88	s 5 391,218.34
	with 25th Ave intersection; assume side by side left turns New intersection as part of 25th Ave realignment and extension; additional analysis and refinement needed togethe	Future	H . H .		_																									
104 25th CoH Art Evergreen WaCo Art	with 15th Ave intersection; widening for second westbound left	1 0 extension	n N/A N/A	N/A N/A N/	\$0.00	1 150 WaC	to Art N/A	Wa-A1L	\$100,224.73	0 ?	CoH Art	N/A	N/A \$0.00	0 N/A	WaCo A	Art N/A	N/A \$0.00	22-003	75% 0%	100%	x	1	\$100,224.73 0	\$ 362,500.00 \$ 462,724.73 \$ 115,681.1	S - \$ 578,A	05.91 \$ 393,894.4	2 5 -	5 - 5 393,	894.42 \$ 393,894.42 \$ 578,405.93	\$ 184,511.48
107 30th CoH Coll Evergreen WaCo Art	right-of-way for second southbound left-turn lane	3 602.5 1	187.5 CoH	Coll ? W-A		12 1 207.5 WaC	to Art ?	Wa-A1L	\$138,644.20	0 N/A	CoH Coll	N/A	N/A \$0.00	1 207.5	WaCo A	Art ?	Wa-A1L \$138,644.20	12-102	100% 0%	100% x	x 3033	3 1	\$431,334.83 0	\$ 362,500.00 \$ 793,834.83 \$ 198,458.7				\$ 1,103,442.53 \$	- \$ 1,103,442.53 \$ 1,194,733.51 - \$ 411,437.50 \$ 453,125.01	
108 Starr COH Coll Evergreen WaCo Art 109 Brookwood WaCo Art Evergreen WaCo Art 111 Century COH Coll Evergreen WaCo Art	Add northbound right-turn lane Second eastbound left and second corresponding receiving lane, second westbound left and second corresponding	1 232.5 0 3 1452.5 1	N/A WaCo	Coll N/A N/A	\$ 50.00 \$ 50.00 1L \$397,782.00		to Art N/A	N/A N/A Ne We-All	50.00	0 N/A 1 232.5 1 484	WaCo Art		Wa-A1L \$155.348.33 W-A1L \$397.782.08	0 N/A		Art N/A		N/A	100% 0% 75% 0%	100% x	x 3077	0.25						\$ 411,437.50 \$ \$ 267,974.79 \$ \$ 2,331,076.21 \$	- \$ 2,331,076.21 \$ 2,517,815.58	6 \$ 117,611.86
112 Imbrie COH Coll Evergreen WaCo Art	receiving lane Add second eastbound left-turn lane and a westbound right-	2 1492.5 0		Cell 12-107 N/		1 746.25 WaC	to Art 12-103			N/A N/A	N/A N/A	N/A	N/A \$0.00	1 746.25	WaCo A	Art 12-107	Wa-A1L \$697,289.21		100% 100%	0%	x 3073			\$ 241,425.00 \$ 1,636,003.42 \$ 490,801.0				\$ 2,628,284.44 \$	- s - s	. s -
	Construct southbound left turn lane. As part of Veterans Dr extension project (19-018), east leg (westbound approach) to																													
113 Brookwood WaCo Art Veterans COH Coll	have one left-turn and one shared through-right lane, and construct southbound left-turn lane; as part of Connell & Brookwood intersection project (19-017), extend second southbound through lane from Brookwood & Comell	1 157.5 1	157.5 WaCo	Art 19-018 Wa-	11. \$147,166.5	17 New N/A N/A	N/A 19-018	N/A	\$0.00	0 N/A	WaCo Art	19-017	N/A \$0.00	0 N/A	сон с	Coll N/A	N/A \$0.00	16-005, 22-017, 22-018	75% 100%	0%	x .	1.0	\$147,166.57 0	\$ 362,500.00 \$ 509,666.57 \$ 152,899.9	\$ 52,920.00 \$ 715,4	86.54 S 715,486.5	4 \$ 715,486.54	s - s	- s - s	. s -
	intersection past Voterians intersection, and maintain dedicated southbound right-turn lane Second eastbound through lane as part of Huffman widening																													
117 Brookwood WaCo Art Huffman COH Coll/Ar	projet (12-103); construct second eastbound receiving lane and second eastbound left-turn lane; activate (re-stripe)	2 1000 0	N/A N/A	N/A N/A N/	\$0.00	1 (receiving) 500 CoH	1 Coll - C/l 12-103	W-A1L	\$410,790.44	0 N/A	N/A N/A	N/A	N/A \$0.00	1 500	CoH Col	II - C/I 12-103	W-A1L \$410,790.44	12-103	100% 0%	100% x	× 3111	1 1	\$821,580.89 0	\$ 362,500.00 \$ 1,184,080.89 \$ 296,020.2	\$ 336,000.00 \$ 1,816,1	01.11 \$ 1,679,931.8	1 5 -	\$ 1,679,931.81 \$	- \$ 1,679,931.81 \$ 1,816,101.11	11 \$ 136,169.30
118 International COH Local Huffman COH Coll	southbound left-turn lanes Install traffic signal at Huffman and new public street stub at drive aids of IP/Acumed; includes second 6B receiving lane,	N/A N/A 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	a N/A N/A	N/A	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00	N/A	100% 100%	0% x	x 3111	1 1	\$2,360,000.00 0	\$ 362,500.00 \$ 2,722,500.00 \$ 816,750.0	5 - \$ 3,539,2	150.00 \$ 3,539,250.0	o s -	\$ 3,539,250.00 \$	- s - s -	. s -
119 Brookwood WaCo Art US 26 EB Ramp	traffic simal, parkine lot reconstruction Construct second northbound right-turn lane onto eastbound on-ramo	1 2000 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	A N/A N/A	N/A	\$0.00	1 2000	WaCo Art	Standalone	Wa-A1L \$1,336,329.68	0 N/A	N/A N	N/A N/A	N/A \$0.00	N/A	100% 0%	100% x	x TBD	0.25	\$1,336,329.68 0	\$ 90,625.00 \$ 1,426,954.68 \$ 356,738.6	\$ 672,000.00 \$ 2,455,6	93.35 \$ 2,291,593.5	7 \$ -	\$ 2,291,593.57 \$	- \$ 2,291,593.57 \$ 2,455,693.35	\$ 164,099.79
120 Brookwood WaCo Art US 26 WB Ramp	Modify signal control, lane configuration, signage and advance warnings; improve Brookwood west side bicycle and pedestrian facilities safety and operations across ramp transactivat interesting in consistent.	1 220 1	220 WaCo	Art Standalone Wa-	11. \$205,566.00	0 N/A N/A	A N/A N/A	N/A	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00	N/A	100% 100%	0%	x TBD	1	\$205,566.00 0	\$ 362,500.00 \$ 568,066.00 \$ 170,419.8			o s -	\$ 812,405.80 \$	· s · s	s -
124 Melvetia WaCo Art West Union WaCo Art 125 25th COH Art Cornell WaCo Art	Reconstruct intersection as roundabout Construct second southbound left-turn lane, convert northbound right to second northbound through, construct	1 325 1	N/A WaCo	Art N/A N/A Art MSTIP project W-A	1L \$354,128.4	0 N/A WaC	a N/A N/A	N/A N/A	50.00	0 N/A	N/A N/A	N/A N/A	N/A \$0.00	0 N/A	N/A N	Art N/A N/A N/A	N/A \$0.00	12-114 \$5,900,000 MSTIP-	75% 100% 100% 100%	0%	x 3030		x \$0.00 0	\$1,015,000.00 \$ 1,015,000.00 \$ 304,500.0 \$ - \$ 354,128.45 \$ 106,238.5			0 \$ 5,900,000.00	\$ 1,511,500.00 \$		
130 30th COH Coll Huffman COH Art	second northbound receiving lane; extend bike lanes on west leg for 300°; MSTIP-3d committed project New intersection: construct traffic sienal	0 0 0	N/A N/A	N/A N/A N/							N/A N/A		N/A \$0.00					3d 12/2020 12-102, 12-104		100% x	x 3033	2 1				25.00 S 411.437.5		S 411.437.50 S	- S 411.437.50 S 458.125.00	0 \$ 41,687.50
131 Starr COH Coll Huffman COH Art	Construct traffic signal; left-turn lanes in all four approaches and separate westbound right-turn lane; improvement in conjunction with construction of Huffman and Starr	0 0 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	a N/A N/A	N/A	50.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00	12-101, 12-103	100% 0%	100% ×	x 3028	1	\$0.00	\$ 362,500.00 \$ 362,500.00 \$ 90,625.0	5 - \$ 453,1	25.00 \$ 411,437.5	o s -	\$ 411,437.50 \$	- \$ 411,437.50 \$ 453,125.00	J S 41,687.50
136 Starr COH Coll Meek COH Coll/NI	Remove Stop sign from northbound Starr; add Stop signs for eastbound and westbound Meek; add Meek Rd eastbound "Right Turn Permitted Without Stopping" sign; modify radius	0 0 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	a N/A N/A	N/A	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00	12-101	100% 0%	100% x	× 3027	,	\$150,000.00 0	\$ - \$ 150,000.00 \$ 37,500.0	\$ - \$ 187,5	00.00 \$ 170,250.0	o s -	\$ 170,250.00 \$	- \$ 170,250.00 \$ 187,500.00	s 17,250.00
138 Century COH Coll Jacobson COH Coll 139 Croeni COH Local Jacobson COH Coll		2 137.5 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	A N/A N/A	N/A	\$0.00	1 68.75	CoH Coll-C/I	Standalone	W-A1L \$56,483.69	1 68.75	CoH Co	ill-C/I Standalone	W-A1L \$56,483.69	N/A	100% 0%	100% x	x 308	3 1	\$112,967.37 0 \$0.00 0	\$ 362,500.00 \$ 475,467.37 \$ 118,866.8 \$ 362,500.00 \$ 362,500.00 \$ 90,625.0		34.22 \$ 585,855.4 25.00 \$ 411.437.5		\$ 585,855.47 \$ \$ 411,437.50 \$	- \$ 585,855.47 \$ 640,534.22 - \$ 411,437.50 \$ 453,125.01	
140 Century COH Coll West Union WaCo Art	Add eastbound and westbound left-turn lanes as part of West Union widening; construct traffic signal when warranted	2 400 0	N/A N/A	N/A N/A N/	\$0.00	1 200 N/A	N/A N/A	Wa-A1L	\$133,632.97	0 N/A	N/A N/A	N/A	N/A \$0.00	1 200	N/A N	u/A N/A	Wa-A1L \$133,632.97	12-114	75% 0%	100% x	×	1		\$ 362,500.00 \$ 629,765.94 \$ 157,441.4				\$ 636,888.25 \$	- \$ 636,888.25 \$ 921,607.4	
142 1st WaCo/ODOT Art Baseline ODOT Art 143 1st WaCo Art Grant COH Coll	Construct traffic signal; stripe westbound left-turn lane	0 0 0 N/A 0 0		N/A N/A N/A	_	0 N/A N/A	A N/A N/A A N/A N/A		50.00 50.00	0 N/A 0 N/A	N/A N/A	N/A N/A	N/A \$0.00	0 N/A 0 N/A	N/A N		N/A \$0.00 N/A \$0.00		75% 100% 100% 100%		x 3000	0.25		\$ 90,625.00 \$ 90,625.00 \$ 27,187.5 \$ 362,500.00 \$ 362,500.00 \$ 108,750.0		12.50 \$ 117,812.5 150.00 \$ 471,250.0		\$ - \$ 117, \$ 471,250.00 \$	812.50 \$ - \$. s -
146 28th COH Art Grant COH Coll	Remove on-street parking and stripe eastbound left-turn lane add signal head	N/A 0 0					a N/A N/A			0 N/A	N/A N/A	N/A	-	0 N/A			N/A \$0.00	_	100% 100%		x TBD			\$ 36,250.00 \$ 36,250.00 \$ 10,875.0		25.00 \$ 47,125.0		\$ 47,125.00 \$	- s - s -	. s -
147 Cornell WaCo Art Grant COH Coll	Remove on-street parking and stripe eastbound and westbound left-turn lanes; construct Comell northbound U- Turn lane as part of Cornell Rd access management	2 545 2	545 CoH	N/A N/A W-A		17 0 N/A N/A	A N/A N/A		\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A		N/A N/A	N/A \$0.00		100% 100%	0%	x 907	7 0.1	\$593,846.17 0	\$ 36,250.00 \$ 630,096.17 \$ 189,028.8				\$ 1,002,245.02 \$	- s - s	. s -
148 10th WaCo/ODOT Art Baseline ODOT Art 149 Cornell WaCo Art Lincoln COH NR	Stripe second westbound through lane, eliminate on street parking Construct future signal; need additional refinement study	1 0 0 N/A 0 0		N/A N/A N/A	\$0.00		A N/A N/A A N/A N/A	N/A N/A		0 N/A	N/A N/A			0 N/A			N/A \$0.00		75% 0% 75% 100%		x	0.1		\$ 36,250.00 \$ 36,250.00 \$ 9,062.5 \$ 362,500.00 \$ 362,500.00 \$ 108,750.0		12.50 \$ 30,857.8 50.00 \$ 471,250.0		\$ 30,857.81 \$ \$ 471,250.00 \$	- \$ 30,857.81 \$ 45,312.5	\$ 14,454.69 . \$ -
150 Brookwood WaCo Art Airport COH Coll 151 OR 219 ODOT Art Wood COH Coll	Construct traffic signal when warranted	N/A 0 0 N/A 0 0		N/A N/A N/A N/A N/A N/A	\$0.00 \$ \$0.00 \$ \$0.00			N/A N/A N/A		0 N/A 0 N/A 0 N/A	N/A N/A N/A N/A	N/A	N/A \$0.00 N/A \$0.00 N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00 N/A \$0.00 N/A \$0.00	22-057	100% 100% 75% 100% 75% 0%		x 3034 x	0.25	\$0.00 0	\$ 362,500.00 \$ 362,500.00 \$ 108,750.0 \$ 362,500.00 \$ 362,500.00 \$ 108,750.0 \$ 90,625.00 \$ 90,625.00 \$ 22,656.2	5 - 5 471,2	50.00 \$ 471,250.0 50.00 \$ 471,250.0 81.25 \$ 77,144.5	0 5 -	\$ 471,250.00 \$ \$ 471,250.00 \$ \$ 77,144.53 \$	- \$ - \$ - \$ - \$ - \$ 77,144.53 \$ 113,281.29	5 -
152 Brookwood WaCo Art Dawson Creek COH Coll 153 Brookwood WaCo Art Brogden COH Coll				N/A N/A N/	_		A N/A N/A	_		0 N/A	N/A N/A	N/A		0 N/A			N/A \$0.00		75% 0%		×	1				50.00 \$ 471,250.0		\$ 471,250.00 \$	- 5 - 5 - 5 -	. 5 .
154 21st COH NR Connell WaCo Art	Construct traffic signal and simultaneously restrict 17th Ave t right-in/right-out only; need additional refinement study	0 N/A 0 0	N/A N/A	N/A N/A N/		0 N/A N/A	A N/A N/A	_	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00		75% 100%		x x	1	\$0.00 0	\$ 362,500.00 \$ 362,500.00 \$ 108,750.0		50.00 \$ 471,250.0		\$ 471,250.00 \$ 471,		. s -
155 17th COH Coll Cornell WaCo Art 200 Cornelius Pass WaCo Art Quatama COH Coll	Eastbound and westbound left-turn lanes as part of Quatama widening project; traffic signal modification	N/A N/A 0		N/A N/A N/A	_	0 N/A N/A 0 N/A N/A	A N/A N/A A N/A N/A		\$0.00 \$0.00	0 N/A	N/A N/A N/A N/A	N/A N/A	N/A \$0.00 N/A \$0.00	0 N/A 0 N/A	N/A N	N/A N/A	N/A \$0.00 N/A \$0.00	_	75% 100% 100% 100%		x x 3093	0.25	\$0.00	\$ - \$ 77,000.00 \$ 23,100.0 \$ 90,625.00 \$ 90,625.00 \$ 27,187.5		00.00 \$ 100,100.0 12.50 \$ 117,812.5		\$ 100,100.00 \$ 100, \$ 117,812.50 \$	- S - S	. s .
203 Cornelius Pass WaCo Art Cornell WaCo Art	Construct westbound right-turn lane and second southbound left-turn lane Construct southbound left-turn lane in conjunction with Ronli	3 1327.5 1 er	442.5 WaCo 317.5 WaCo	Art Standalone Wa-		14 2 885 WaC	to Art Standalo	ne Wa-A2s. N/A	\$761,752.91 \$0.00	0 N/A	N/A N/A	N/A		0 N/A	N/A N	n/a n/a	N/A \$0.00	N/A 22-009	75% 0%	100% x	x	1		\$ 362,500.00 \$ 1,419,915.85 \$ 354,978.9 \$ 36,250.00 \$ 248,392.34 \$ 62,098.0				\$ 1,543,233.37 \$ \$ 291,453.98 \$	- \$ 1,543,233.37 \$ 2,220,934.80 - \$ 291,453.98 \$ 417,170.41	
204 Comelius Pass WaCo Art Ronler COH Coll 205 Comelius Pass WaCo Art Everereen WaCo Art	Dr extension; new westbound approach to consists of one left turn and one through lane Construct second westbound left-turn lane	1 630 0			1L \$212,142.34 S0.00			N/A ne Wa-A1L		0 N/A	N/A N/A	N/A N/A	N/A \$0.00 N/A \$0.00				N/A \$0.00 N/A \$0.00		75% 0%	100% x	×	0.1	\$212,142.34 0 5420.943.85 0	\$ 36,250.00 \$ 248,392.34 \$ 62,098.0 \$ 181,250.00 \$ 602,193.85 \$ 150,548.4				\$ 291,453.98 \$ \$ 671.377.51 \$	- \$ 291,453.98 \$ 417,170.4; - \$ 671,377.51 \$ 964,422.3;	
209 Comelius Pass WaCo Art Wagon COH Coll	Electric Railway Trail siting and crossing location	1 187.5 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	A N/A N/A	N/A	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	1 187.5	CoH Co	sll-C/I Standalone	W-A1L \$154,046.42	N/A	75% 0%	100% x	×	0.33	\$154,046.42 0	\$ 119,625.00 \$ 273,671.42 \$ 68,417.8	\$ 63,000.00 \$ 405,0	89.27 \$ 280,212.7	9 \$ -	\$ 280,212.79 \$	- \$ 280,212.79 \$ 405,089.23	r \$ 124,876.48
212 Cornelius Pass WaCo Art West Ureion WaCo Art 213 John Olsen COH Cell Walker COH Cell	through lane by constructing second No receiving lane	B 2 1230 1	500 N/A	N/A N/A Wa-J	11. \$334,082.4 \$ \$0.00	12 0 N/A N/A		N/A N/A		0 N/A	N/A N/A	N/A	N/A \$0.00	1 730	WaCo A	Art 19-008	Wa-All \$487,760.33 W-All \$112.967.37		75% 0%	100% x	×	0.5	\$821,842.76 0 \$112.967.37 0	\$ 181,250.00 \$ 1,003,092.76 \$ 250,773.19 \$ 90,625.00 \$ 203,592.37 \$ 50,898.0				\$ 1,163,842.71 \$ \$ 138,638.67 \$	- \$ 1,163,842.71 \$ 1,667,145.94 - \$ 138.638.67 \$ 300.690.41	
	New signalized intersection of Walker Rd extension and Stuck Ave extension; proposed geometry as follows: eastbound one																													
234 Stucki COH Coll Walker COH Coll/Ar	throughs, one right; northbound one left; two throughs; southbound two lefts, one through, one right; part of AmberGlen Crossroads project	3 1555 1	518.3 N/A	N/A N/A Wa-J	11. \$484,325.95	95 1 518.3 N/A	A. N/A N/A	Wa-A1L	\$484,325.95	0 N/A	N/A N/A	N/A	N/A \$0.00	1 518.3	N/A N	N/A N/A	Wa-A1L \$484,325.95	AmberGlen CrossRoads 12- 004, 12-006	75% 100%	0%	×	1	\$1,452,977.85 0	\$ 362,500.00 \$ 1,815,477.85 \$ 544,643.3	\$ 522,480.00 \$ 2,882,6	01.20 \$ 2,882,601.2	0 \$ 2,882,601.20	s - s	- s - s	s -
215 185th WaCo Art Walker WaCo Art	Construct second eastbound, westbound, southbound, and northbound left-turn lanes; third northbound and southboun through lanes as part of 185th Are widening project; third	4		Art 99,016 Was													We-A21 \$1,739,134,23	99,016 12,006					\$5.884.713.50 0	\$ 362,500.00 \$ 6,247,213.50 \$ 1,874,164,064,064	\$ 1439,760.00 \$ 9,561.1					1.
	westbound through lane and receiving lane; coordinate with Walker Rd and 185th Ave widening projects	6 4285 2	1428 Watto		21 51,739,134.2	22 2 1428 WW.	.0 AR 12-006	Warazi	\$1,739,134.22	1 //4	Walls Art	99-016	W#-AIL 3667,310.83	2 1428	wato ,	AR 12-006		99-016, 12-006	1000	0%		`					0 5 9,361,137.33			
227 John Olsen COH Coll Cornell WaCo Art.	Construct earthound rieht-turn lane Future Wilkins extension from Gibbs to 185th Ave to be constructed as two-lane collector; add center turn lane for las	1 157.5 0		N/A N/A N/	\$0.00	0 N/A N/A		N/A		0 N/A		N/A	N/A 50.00	1 157.5	WaCo A		Wa-A1L \$105.235.96	N/A	75% 0%	100% ×	*	1	\$105,235,96 0	5 362,500,00 S 467,735,96 S 116,933,9				S 437.850.24 S	- S 437.850.24 S 637.589.9	5 199,739.72
220 185th WaCo Art Parr COH Coll	1,100 feet approaching 185th Ave; construct 250 foot of storage for second eastbound left-turn lane at intersection an convert right-turn to shared through-right	1 3 0	N/A N/A	N/A N/A N/-	\$0.00	0 N/A N/A	a N/A N/A	N/A	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00	22-010	100% 100%	0%	x 3103	. 1	\$0.00 0	\$ 362,500.00 \$ 362,500.00 \$ 108,750.0	\$ 1,008.00 \$ 472,2	58.00 \$ 472,258.0	o s -	\$ 472,258.00 \$	- 5 - 5	
221 185th WaCo Art Cornell WaCo Art	Construct eastbound right-turn lane; convert southbound right turn lane to third southbound through lane and extend third southbound receiving lane to Bronson Creek	1 332 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	a N/A N/A	N/A	\$0.00	1 500	WaCo Art	Standalone	Wa-A1L \$334,082.42	1 332	WaCo	Art Standalone	Wa-A1L \$221,830.73	N/A	100% 0%	100% x	x 3068	1	\$555,913.15 0	\$ 362,500.00 \$ 918,413.15 \$ 229,603.2	\$ 111,552.00 \$ 1,259,5	68.44 \$ 1,153,950.9	2 5 -	\$ 1,153,950.92 \$	- \$ 1,153,950.92 \$ 1,259,568.44	4 \$ 105,617.51
222 185th Waco Art Evergreen WaCo/COH A		3 1095 0	N/A N/A	N/A N/A N/	\$0.00	1 300 CoH	1 Art Standalo	ne W-A1L	\$246,474.27	0 N/A	N/A N/A	N/A	N/A \$0.00	1 795	WaCo A	Art Standalone	Wa-A1L \$531,191.05	N/A	75% 0%	100% x	×	1	\$777,665.32 0	\$ 362,500.00 \$ 1,140,165.32 \$ 285,041.3	\$ 367,920.00 \$ 1,793,1	26.64 \$ 1,246,505.7	2 5 -	\$ 1,246,505.72 \$	- \$ 1,246,505.72 \$ 1,793,126.6	4 \$ 546,620.92
	refinement study and Sunset Hwy/northern arterial study Previous AmberGlen analysis recommended third northbound through lane and exclusive southbound right with		+ +					+	\vdash	-																		$\overline{}$		+
224 185th WaCo Art US 26 WB Ramp	storage lane; defer to future interchange refinement study for further analysis; no cost estimate associated with this intersection	N/A 0 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	a N/A N/A	N/A	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A \$0.00	future refinement needed	75% 0%	100%	×		\$0.00 0	s - s - s	s - s	- 5	- s -	s - s	- s - s -	s -
225 185th WaCo Art Bronson WaCo Cell	Previous AmberGlen analysis recommended widening of westbound approach to include two left-turn lanes and one	N/A 0 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	a N/A N/A	N/A	\$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	n/A N/A	N/A \$0.00	future refinement needed	75% 0%	100%	×		\$0.00	s - s - s	s - s	- s	. s .	s - s	- s - s	. s .
233 205th WaCo/COH Coll Quatama COH Coll	Restripe second northbound and southbound through lanes a part of 205th Ave widening				\$0.00			N/A			N/A N/A			0 N/A					75% 100%		x	0.22				75.00 \$ 103,675.0			- s - s -	s .
234 John Olsen COH Coll Wilkins COH Coll 235 Amberglen COH Coll Wilkins COH Coll	Add eastbound left-turn lane Future intersection to be signalized and lane configuration to consist of one left-turn and one shared through-right in all for		N/A N/A	N/A N/A N/A		0 N/A N/A	A N/A N/A	N/A N/A	\$0.00 \$0.00	0 N/A	N/A N/A	N/A	N/A \$0.00	1 430 0 N/A		II-Res Standalone	W-A1L \$468.539.18 N/A \$0.00		100% 0%	0% x	x 3000	. -	\$468.539.18 0	\$ - \$ 468.539.18 \$ 140.561.7 \$ 362.500.00 \$ 362.500.00 \$ 90.625.0		25.00 S 411.437.5		\$ 753.580.94 \$ \$ 411.437.50 \$	- \$ - \$ - \$	5 -
235 Amberglen COH Coll Wilkins COH Coll 236 Amberglen COH Coll Stucki COH Coll	conjunction with extensions of Amberglen Pkwy and Wilkins	N/A 0 0	<u> </u>		\$0.00			N/A N/A		0 N/A	N/A N/A	N/A	N/A \$0.00				N/A 50.00 N/A 50.00		100% 0%		x 3000	1	\$0.00 0	\$ 362,500.00 \$ 362,500.00 \$ 90,625.0		25.00 \$ 411,437.5 25.00 \$ 411,437.5		\$ 411,437.50 \$	- \$ 411,437.50 \$ 453,125.00	
237 Ambergien COH Coll Walker COH Coll	New intersection part of AmberGlen Crossroads; install traffic signal; see AmberGlen Crossroads LPA for lane configuration		N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	a N/A N/A	N/A	\$0.00	0 N/A	N/A N/A			0 N/A	N/A N	N/A N/A	N/A \$0.00	12-002	100% 0%	100% x	x 304:	1 1	\$0.00 0	\$ 362,500.00 \$ 362,500.00 \$ 90,625.0	\$ - \$ 453,1	25.00 \$ 411,437.5	o s -	\$ 411,437.50 \$	- \$ 411,437.50 \$ 453,125.00	
238 Overlook COH Local Cornell Wilco Art 239 Stucki COH Coll Wilkins COH Coll 240 205th CDH Coll Stucki COH Coll	New signalized intersection; lane configuration to be determined during design phase	N/A 0 0	N/A N/A	N/A N/A N/	\$0.00	0 N/A N/A	N/A N/A	N/A N/A	\$0.00	0 N/A 0 N/A	N/A N/A	N/A	N/A \$0.00	0 N/A	N/A N	N/A N/A	N/A 50.00 N/A 50.00	12-004	100% 100%	100% x	x 300: x 309:			\$ 362,500.00 \$ 362,500.00 \$ 90,625.0	\$ - \$ 453,1	25.00 \$ 411,437.5	o s -	\$ 471,250,00 \$ \$ 411,437.50 \$ \$ 411,437.50 \$	- 5 - 5 - 5 411,437.50 5 453,125.00	
	Install traffic signal in conjunction with extension of Stucki Av Construct southbound right-turn line; convert eastbound approach to one left-turn and one shared left-right line	N/A 0 0			\$0.00 11 \$96,883.90	0 N/A N/A 0 0 N/A N/A		N/A N/A	\$0.00	0 N/A	N/A N/A		N/A \$0.00	0 N/A	N/A N		N/A \$0.00		75% 0%		x 310:	1 1		\$ 362,500.00 \$ 362,500.00 \$ 90,623.00 \$ 181,250.00 \$ 278,133.90 \$ 69,533.4		25.00 \$ 411,437.5 87.38 \$ 273,301.4		\$ 411,437.50 \$ \$ 273,301.48 \$	- \$ 411,437.50 \$ 453,125.00 - \$ 273,301.48 \$ 396,387.30	
242 Gibbs/101st COH NR Walker WaCo Art	Install traffic signal Wirlen to add second weathound through lane between 1850	N/A 0 0			\$0.00	0 N/A N/A		N/A		0 N/A		l	N/A \$0.00			n/A N/A			75% 0%		×	1	\$0.00 0			25.00 \$ 308,578.1		\$ 308,578.13 \$	- \$ 308,578.13 \$ 453,125.00	
	and Town Center Dr; align two eastbound receiving lanes with future two eastbound through lanes from west of 185th Construct northbound right-turn lane and southbound right-	h 1 300 0		N/A N/A N/			a N/A N/A		50.00	0 N/A	N/A N/A	N/A	N/A \$0.00				Wa-A1L \$280,317.27		100% 100%	0% x	x 3108	1	\$280,317.27 0	\$ 362,500.00 \$ 642,817.27 \$ 192,845.1				\$ 936,462.45 \$	- 5 - 5	
302 Brookwood WaCo Art Main WaCo Art		4 800 1	300 N/A	N/A N/A Wa-I	1L \$280,317.2	17 1 100 N/A	a N/A N/A	Wa-A1L	\$93,439.09	1 300	WaCo Art	Standalone	Wa-A1L \$280,317.27	1 100	N/A N	N/A N/A	Wa-A1L \$93,439.09	N/A	75% 100%	0%	x	1	\$747,512.72	\$ 362,500.00 \$ 1,110,012.72 \$ 333,003.8	\$ 268,800.00 \$ 1,711,8	116.54 \$ 1,711,816.5	4 \$ 1,711,816.54	s - s	- s - s	\$ -
303 Century COH Coll Main WaCo Art	Century Bivd extension south of Main 3t to be built without exclusive right-turn lane in any approaches on opening day; construct eastbound, northbound, and southbound exclusive right-turn lanes at later time.	3 420 1	140 CoH	Coll-Res Standalone W-A	11. \$152,547.64	1 140 WaC	Co Art Standalo	ne Wa-A1L	\$130,814.73	0 N/A	N/A N/A	N/A	N/A \$0.00	1 140	WaCo A	Art Standalone	Wa-A1L \$130,814.73	N/A	75% 100%	0% x	x	1	\$414,177.09 0	\$ 362,500.00 \$ 776,677.09 \$ 233,003.1	\$ 141,120.00 \$ 1,150,8	5 1,150,800.2	2 5 -	\$ 1,150,800.22 \$	- s - s	. s -
	Construct second northbound and southbound left-turn lanes Construct second eastbound and southbound left-turn lanes,	2 1450 1			1L \$677,433.40		N/A N/A			1 725	WaCo Art		Wa-A1L \$677,433.40				N/A \$0.00		75% 100%	0%	×	1						\$ 2,719,776.85 \$	- s - s	s -
305 206th WaCo Coll Baseline WaCo Art	and exclusive westbound and southbound right-turn lanes; improvement as part of 205th widening project	4 1595 2	797.5 WaCo	Coll 99-006 Wa-	21 5971,033.5	12 1 398.75 WaC	co Cell 99-006	Wa-A1L	\$372,588.37	0 N/A	N/A N/A	N/A	N/A \$0.00	1 398.75	WaCo C	Coll 99-006	Wa-All \$372,588.37	99-006	75% 100%	0%	x	1	\$1,716,210.26 0	\$ 362,500.00 \$ 2,078,710.26 \$ 623,613.0	\$ 535,920.00 \$ 3,238,2	43.34 \$ 3,238,243.3	4 \$ 3,238,243.34	s - s	- s - s	s -

TSP Project List - Inters	ction Improven	ments Cost E	Estimates	1/24/2022			North I	Leg (Southbound)					East Leg (Westbound)				South Le	g (Northbound)			v	West Leg (Eastbound)					Delivery Method	Funding I	dechanism											Assumed Fo	unding Opportunities		
	N/S Street		E/W Street		Cumalati	Cumuli	itive	Base po compon			Cumul # of lane lane le		Base pro			Cumulatin # of lane lane leng		Base project		and to	Cumulative lane langth	:	Base project component or		Part of Capital	707 0	Delivery % Delivery %	Danisham		Nov 2021 I	South New		Sienal/Bau	nda Subtotal				Total Public		.		Delivers From	d Developer Out o
ID N/S Street	Jurisdiction/ Functional Class	E/W Street	Jurisdiction/ Functional Class	Proposed Improvement	# Lanes Cumalati ve Lane Length	added (inclus	Sing Jurisdiction Fur	Standalo	one add	e Segment Cost	added (inclus	ding	Func class Standalon on	e add-	Segment Cost	added (includin	3 Januarian Park	Standalone a	dd Template S	gment Cost add	ed (including	Juniocoon Functi	Standalone add	Template Segment	Cost Project	Creditable	Public Private	ent MSTIP	TDT Other	TDT List "		Intersection Road Cost	Extra Costs bout Co		Soft Cor	osts ROW	Total Project C	Cost Project Cost	MSTIP Cost	TDT Oth	ther Funding TDT Credit	Cost	Pocket Cost
_			-	Construct westbound right-turn lane, eastbound to-		taperat	50%)	or or			taper at	E 50%)	on .			taper at sc	N)	on		_	taper at sun	e)	on .							-	GOOD LIST				_	\rightarrow			\longrightarrow	-	\rightarrow	$\overline{}$	+
				northbound double left-turn lanes, second westbound to- southbound left-turn lane; convert outer eastbound through-																																			1	.			
306 185th	WaCo Art	Baseline	WaCo Art	right lane to right-tun only and remove eastbound-to-	3 1567.5	0 N/A	WaCo	Art N/	/A N/A	\$0.00	1 522	2.5 WaCo	Art N/A	Wa-A1L	\$488,219.25	0 N/A	WaCo A	rt N/A	N/A	\$0.00 2	1045	WaCo Art	N/A	Wa-A2L \$1,272,38	8.75 N/A	75%	100% 0%	×	*		1	\$1,760,607.99 ###########	########## \$ 362,50	0.00 \$ 4,129,217	91 \$ 1,858,1	48.06 \$ 526,680.0	0 \$ 6,514,045	5.97 \$ 6,514,045.97	\$ 6,514,045.97	s - s e	6,514,045.97 \$	- \$	
				northbound "jug-handle" east of intersection at Stepping																																							
308 13th/River	WaCO Art/COH NR	TV Hwy	ODOT Art	Construct eastbound right-turn lane and second northbound left-turn lane: include railroad crossing modification	2 842.5	0 N/A	WaCo	Art N/	/A N/A	\$0.00	0 N/A	(A WaCo	Art N/A	N/A	\$0.00	1 561.7	WaCo A	nt N/A	Wa-A1L 5	524,816.22 1	280.8	WaCo Art	N/A	Wa-A1L \$262,408	1.11 N/A	100%	100% 0%	x	×	3001	2	\$787,224.33 #MARKWMARK	\$ 725,00	0.00 \$ 2,762,224	33 \$ 1,243,0	100.95 \$ 283,080.7	5 4,288,305	5.28 \$ 4,288,305.28	s -	\$ 4,288,305.28 \$	- 5	- s	. s -
310 Brookwood		TV Hwy	ODOT Art	Construct southbound right turn line only	1 320	1 320	WaCo	Art N/	/A Wa-A1L	5213.812.75	0 N/3	(A WaCo	Art N/A	N/A	50.00	0 N/A	WaCo A	t N/A	N/A	50.00 0	N/A	WaCo Art	N/A	N/A 50.00	N/A	75%	0% 100%	×			1	5213.812.75 0	\$ 362.50	0.00 5 576.312	75 S 144.0	078.19 \$ 107.520.0	0 5 827.910	0.94 5 571.226.23	5 571,226,23	5 - 5	- 5 571.27	26.23 S 827.910.9	J4 5 256,684.71
312 67th	COH Coll	TV Hwy	ODOT Art	Convert southbound left-turn to shared left-right	N/A 0	0 N/A	N/A	N/A N/	/A N/A	\$0.00	0 N/s	(A N/A	N/A N/A	N/A	\$0.00	0 N/A	N/A N	A N/A	N/A	\$0.00 0	N/A	N/A N/A	N/A	N/A \$0.00	N/A	75%	0% 100%		×		0.25	\$0.00 0	\$ 90,62	5.00 \$ 90,625.	.00 \$ 22,6	56.25 \$	- \$ 113,281	1.25 \$ 77,144.53	5	\$ 77,144.53 \$	- 5 77,144	44.53 \$ 113,281.2	5 5 36,136.72
313 Comelius Pass		TV Hwy	ODOT Art	Construct second eastbound and westbound left-turn lanes. Funding for this project is 100% SoHi TDT contribution. TDT		0 N/			/A N/A	50.00	1 84		Art N/A	Wa-A1L	5792.363.48	0 N/A	WaCo A	rt N/A	N/A	50.00 1	848	WaCo Art	N/A	We-A1L 5792.363	.48 N/A		100% 0%			3054		\$2,684,726,97 0						1.06 \$ 13,328,458.61	1				. S 502.792.45
J23 Community	Waterpoort	1011009	ODDI AIL	contribution will be collected from SoHi and deposted with Washington County T&A account for future improvement.	3 1000		.	A. N	, n, n, n	30.00	.		~ 1	***************************************	3732,303.40		1 ""	1 197	- N/A	,0.00		WILL ~	- Apr	Warner 3732,303	14.4	2007	100.0	^	^		- .	32,004,720.07	3 344,20	3,047,220.	" " "	3 3,403,430.0	. , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7 10,310,43601	7 12,220,43001	, 13,110,130,11	1	. *	
				Construct second left-turn lane on all four approaches, and														_																					$\overline{}$				+
317 185th	WaCo Art	TV Hwy	ODOT Art	add eastbound and northbound right-turn lane; monitor for westbound right-turn lane; candidate for lone-term future	7 3190	1 455	7 WaCo	Art N/	/A Wa-A1L	\$425,815.28	2 911	1.4 WaCo	Art N/A	Wa-A2s	\$1,109,752.59	2 911.4	WaCo A	nt N/A	Wa-A2L \$,109,752.59 2	911.4	WaCo Art	N/A	Wa-A2L \$1,109,75	2.59 N/A	75%	100% 0%	x x			10 (WB 1 right only)	\$3,755,073.06 750000	\$ 362,50	0.00 \$ 4,867,573	.06 \$ 2,190,4	407.88 \$ 2,542,840.0	\$ 9,600,820	0.94 \$ 8,797,671.38	\$ 8,797,671.38	s - s	- 5	- \$. \$ 803,149.55
318 River	Marca Art	Bacadala	Warra Call	erade separation	N/A N/A	0 8//	WaCo	Aut M/	/A M/A	60.00	0 NO	O More	Art N/A	N/A	60.00	0 8/4	Warra A	n M/A	N/A	60.00	M/A	180000 840	N/A	N/A \$0.00	N/A	100%	1000 00			3093	78 x	1000	61.016.00	0.00 € 1.015.000	00 6 204.6	500.00 £ 101.000	0 6 1511500	0.00 \$ 1,511,500.00		\$ 1,511,500.00 \$			
320 Minter Bridge	CoH Art	River	WaCo Art	Construct northbound right-turn lane	1 187.5	0 N/A	CoM	Art N/	/A N/A	\$0.00	0 N/s	A WaCo	Art N/A	N/A	50.00	1 187.5	CoM A	rt N/A	W-A1L S	204,304.88 0	N/A	WaCo Art	N/A	N/A 50.00	99-105	100%	100% 0%		×	3090	0.5	\$204,304.88 0	\$ 181,25	0.00 \$ 385,554	88 \$ 115,6	666.46 S 63,000.0	0 \$ 564,221	.34 \$ 564,221.34	š -	\$ 564,221.34 \$	- 3	- 3	. 5 -
322 Brookwood	WaCo Art	Witch Hazel	WaCo Coll	Construct median and prohibit eastbound left-, westbound left- , and southbound left-turns; keep northbound left	0 0	0 N/A			/A N/A		0 N/A	(A N/A	N/A N/A	N/A	\$0.00	1 118	N/A N	A N/A	Wa-A1L	78,843.45 0	N/A	N/A N/A	N/A	N/A \$0.00	N/A	75%	0% 100%	×	×			\$78,843.45 0	s	- 5 78,843.	45 \$ 19,7	710.86 \$	- \$ 98,554.	4.31 \$ 67,115.49	s .	\$ 67,115.49 \$	- \$ 67,11	15.49 \$ 98,554.3	31 5 31,438.83
								_	_									_																	_			_	-			-	+
				Future traffic signal installed as part of TV Hwy & Century Blvd Bonded MSTIP project (13-011); cost of signal already paid for																																			1	.			
323 Century	CoH Coll	Alexander	CoH Coll	by SoHi development and TDT credits issued; additional future project (not part of Bonded MSTIP project) to widen Alexander		1 800	N/A	N/A N/	/A Wa-A1L	\$747,512.72	0 N/A	A N/A	N/A N/A	N/A	\$0.00	0 N/A	N/A N	A N/A	N/A	\$0.00 0	N/A	N/A N/A	N/A	N/A \$0.00	N/A	100%	100% 0%	×	×	3050	0.5	\$747,512.72 0	\$ 181,25	0.00 \$ 928,762	72 \$ 278,6	,28.82 S	- \$ 1,207,391	1.54 \$ 1,207,391.54	s -	\$ 1,207,391.54 \$	- \$	- \$	- \$ -
				for 400° on each side of intersection to add 7° buffered bike lane on both sides																																			1				
				Construct eastbound left-turn lane; separate southbound left-				_	_					_				_								+				_						-		_	-			-	+
324 Century			WaCo Coll	and right-turns	3 1182.5	0 0.0			/A Wa-A2L		0 N/0		Coll N/A	14911	\$0.00	0 N/A	WaCo O	N/A	-	\$0.00 1		WaCo Coll	-	Wa-A1L \$74,751.		100%		×	×	3095		\$74,751.27 0	5 200.00					6.65 \$ 494,496.65 7.50 \$ 1,032,978.25		\$ 494,496.65 \$ \$ 1,032,978.25 \$	- 5	- \$ 78.25 \$ 1,118,187.5	60 S 85 209 25
326 Century 327 67th	Cort Coll	Alexander /	Cort Coll	Include northbound left-turn lane as part of 67th Ave	1 200	0 N/A			/A N/A		0 NO		Coll N/A	N/A N/A	50.00	1 200	CoM C		N/A W-A1L	164 316 18 0	N/A			N/A \$0.00			0% 100%	i i	1	3019	~	\$0.00 0 \$16431618 0	3 740,83					5 22 5 253 698 86		5 253,698,86 5	. 5 253.60	98.86 5 272.595.2	>> 5 18.896.36
328 Comelius Pass		Blanton Rosedale		widening, Add Sidewalk on Alexander New signalized intersection (previously roundabout in SoHi	N/A 0	0 N/A	100		/A N/A	50.00	0 N/I		N/A N/A	N/A	50.00	0 N/A	N/A N	'A N/A		\$0.00 0	N/A	N/A N/A	N/A	N/A \$0.00	13-002	100%	0% 100%			3064		50.00 0		0.00 5 362.500				5.00 S 411.437.50	Ė	5 411.437.50 S		37.50 S 453.125.0	41.697.50
				TSDC list) New signalized intersection	N/A 0				/A N/A		0 N/3			N/A N/A		0 N/A	N/A N	_	N/A N/A				_	N/A 50.00			0% 100%	× ·	×			\$0.00 0		0.00 \$ 362,500				5.00 \$ 411,437.50 5.00 \$ 411,437.50		\$ 411,437.50 \$		37.50 \$ 453,125.0 37.50 \$ 453,125.0	
330 Comelius Pass	CoM Art	Xinnaman	CoH Coll	New signalized intersection	N/A 0	0 N/A	N/A	N/A N/.	/A N/A	\$0.00	0 N/3	(A N/A	N/A N/A	N/A	50.00	0 N/A	N/A N	A N/A	N/A	\$0.00 0	N/A	N/A N/A	N/A	N/A 50.00	13-008	100%	0% 100%	x	×	3058	67 1 39 1	50.00 0	\$ 362.50	0.00 \$ 362.500	.00 S 90.6	325.00 S	- 5 453.125	5.00 S 411.437.50	\$.	S 411.437.50 S	- 5 411.43	37.50 S 453.125.0	.0 \$ 41,687.50
				As part of 209th Ave widening, construct southbound right- turn lane and second southbound left-turn lane, add																																			1				
332 209th	WaCo Art	Farmington	WaCo Art	northbound right turn lane and shadow lane on Grabhorn	3 1252.5	2 835	WaCo	Art N/	/A N/A	\$0.00	0 N/3	(A WaCo	Art N/A	N/A	\$0.00	1 417.5	WaCo A	rt N/A	Wa-A1L :	390,108.20 0	N/A	WaCo Art	N/A	N/A \$0.00	13-014	100%	100% 0%	×		3076	89,91 1	\$390,108.20 0	\$ 362,50	0.00 \$752,608.20	\$ 225,7	782.46 \$ 420,840.0	0 \$ 1,399,230	0.66 \$ 1,399,230.66	\$ 1,399,230.66	s - s	- 5	- \$	
			1	(south leg) opposite second southbound left; modify signal				_	_																											-		_		-	$\overline{}$	-	
333 209th	WaCo Art	Rosedale	WaCo Coll/NR	Modify traffic signal; second nothbound and southbound through lanes in conjunction with widening of 209th Ave	N/A	0 N/A	WaCo	Art N/	/A N/A	\$0.00	0 N/0	(A WaCo	Coll/NR N/A	N/A	\$0.00	0 N/A	WaCo A	nt N/A	N/A	\$0.00 0	N/A	WaCo Coll/N	eit N/A	N/A \$0.00	13-014	100%	100% 0%	×		3097	86 0.6	50.00 0	\$ 217,50	0.00 \$ 217,500	.00 \$ 65,2	250.00 S	- \$ 282,750	0.00 \$ 282,750.00	\$ 282,750.00	s - s	- 5	- 5	
334 209th	WaCo Art	Vermont	CoH NR	Install traffic sienal	N/A 0	0 N/A	WaCo	Art N/	/A N/A	50.00	0 N/3	(A CoH	NR N/A	N/A	50.00	0 N/A	WaCo A	nt N/A	N/A	S0.00 0	N/A	CoH NR	N/A	N/A 50.00	13-013	100%	0% 100%	x	x	3015	69 1	\$0.00 0	\$ 362.50	0.00 \$ 362.500	.00 S 90.6	625.00 S	- 5 453.125	5.00 S 411.437.50	s -	S 411.437.50 S	- 5 411.43	37.50 S 453.125.0	10 \$ 41,687.50
				Install traffic signal and construct intersection in conjuction with construction of Kinnaman extension; proposed lane																																			1				
335 209th	WaCo Art	Kinnaman	WaCo/CoH Coll	configuration to include exclusive left-turn lanes on all four approaches, two through lanes each in northbound and		0 N/A	N/A	N/A N/	/A N/A	\$0.00	0 N/0	(A N/A	N/A N/A	N/A	\$0.00	0 N/A	N/A N	A N/A	N/A	\$0.00 0	N/A	N/A N/A	N/A	N/A \$0.00	13-009	100%	0% 100%	x	×	3011	42 1	\$0.00 0	\$ 362,50	0.00 \$ 362,500	.00 \$ 90,6	625.00 \$	- \$ 453,125	5.00 \$ 411,437.50	s -	\$ 411,437.50 \$	- \$ 411,43	37.50 \$ 453,125.0	JO 5 41,687.50
				southbound directions, and one through lane each in																																			1				
				eastbound and westbound directions. East lest improved				_																														_	-	-			+'
				Construct intersection in conjuction with Blanton St extension and widening of 209th Ave; proposed lane configuration to																																			1				
336 209th	WaCo Art	Blanton	WaCo/CoH Coll		1 350	0 N/A	N/A	N/A N/	/A N/A	\$0.00	0 N/A	(A N/A	N/A N/A	N/A	\$0.00	0 N/A	N/A N	A N/A	N/A	\$0.00 1	350	N/A N/A	N/A	Wa-A1L \$327,036	13-009	100%	100% 0%		×	3010	25,99 0	\$327,036.82 0	s	- \$ 327,036	82 5 98,1	111.04 \$ 117,6007	0 \$ 542,747	7.86 \$ 542,747.86	s .	\$ 542,747.86 \$	- 5	. s	. s -
				and one through lane each in eastbound and westbound																																			1				
				directions; eastbound right-turn lane on TSDC project list																																							
337 209th	WaCo Art	Crescent	CoH NR		1 350	1 350	N/A	N/A N/	/A Wa-All	5327.036.82	0 N/9	(A N/A	N/A N/A	N/A	50.00	0 N/A	N/A N	A N/A	N/A	50.00 0	N/A	N/A N/A	N/A	N/A 50.00	13-009	100%	100% 0%	×		1020		5327.036.82 0	- 1	- S 327.036	82 5 98.1	.11.04 S 117.600.0	0 5 542,747	7.86 S 542.747.86	\$ 542,747.86	5 - 5	- 5		- 5 -
345 Brookwood	WaCo Art	Davis	CoH Coll	Install traffic signal; construct southbound left-turn lane and westbound left-turn in conjunction with Brookwood widening			2/0	N/A N/	/A N/A	50.00	0 N/I	in N/A	N/A N/A	N/A	50.00	0 N/A	N/A N	A N/A	N/A	50.00				N/A \$0.00	Future Brookwoo	od co zew	0% 100%					\$0.00 0	5 362.50	0.00 S 362.500		625.00 S		5.00 S 308.578.13	1			78.13 5 453.125.0	nn S 144,546,88
345 Brookwood	Wallo Art	Davis	Con Coil	and Davis widening projects; future extension of Brookwood to complete improvement in south leg of intersection			N/A	N/A N/	/A N/A	\$0.00	0 N/	N/A	N/A N/A	N/A	50.00	N/A	"/" "	A N/A	N/A	50.00				N/A 50.00	& 99-017	3) /3%	0% 100%	'	*			5000 0	5 362,50	302,300	.00 5 90,0	25.00 \$	- 3 403,123	\$ 300,578.13	1		5 308,578	3 433,1250	, , , , , , , , , , , , , , , , , , , ,
347 Imlay	CoH Coll	TV Hwy	ODOT Art	Install traffic signal	0				N/A	\$0.00				N/A	\$0.00			_	N/A	\$0.00				N/A 50.00	N/A	100%	100% 0%		×	3081	1	50.00 0	\$ 362,50	0.00 \$ 362,500	00 \$ 108,7	750.00 S	- \$ 471,250	0.00 \$ 471,250.00	-	+	- 5	- 5	
348 Brookwood									N/A	\$0.00				N/A	\$0.00				N/A	\$0.00				N/A \$0.00	04-116	100%	100% 0%		×	3042	1	\$0.00 0		0.00 \$ 362,500			- \$ 471,250	0.00 \$ 471,250.00			s	- \$. s -
349 River	WaCo Art	Witch Hazel	WaCo Coll	Install traffic signal	0 967.5		Ware	44	N/A		***	m	Cell		50.00		Warra .			\$0.00	367.5	Call Con		N/A \$0.00			100% 0%		х	3104	1	\$0.00 0		0.00 \$ 362,500		50.00 S	- \$ 471,250	0.00 \$ 471,250.00 6.25 \$ 1,105,536.25	\vdash	=	- 5	- 5	- 5 -
351 Century	CoH Coll	Johnson	WaCo/CoH Col	Install traffic signal	1 362.5			Art	N/A N/A	\$0.00	10/0	(A CoH	CBI	N/A N/A	\$0.00	N/A	WaCo A	"	N/A	\$0.00	302.5	CoH Coll		W-A1L \$394,989 N/A \$0.00	N/A	100%	100% 0%		×	3026	1 1	\$394,989.43 0 \$0.00 0	\$ 362,50	0.00 \$ 757,489	.00 \$ 108,7	750.00 \$	- \$ 471,250	0.00 \$ 471,250.00			5	- 5	. 5 .
352 209th	WaCo Art	McInnis	CoH NR	Construct roundabout	N/A N/A N/A 0	0 N/A		N/A N/. Art N/.	/A N/A /A N/A	\$0.00	0 N/9	(A N/A (A WaCo	N/A N/A NR N/A	N/A N/A	\$0.00 \$0.00	0 N/A 0 N/A	N/A N WaCo A	t N/A		\$0.00 0	N/A N/A	N/A N/A WaCo NR	N/A	N/A 50.00 N/A 50.00	13-013 13-013		100% 0% 0% 100%	x x	×	3012 3014	50 x 62 1	\$0.00 0	\$1,015,00 \$ 362,50	0.00 \$ 1,015,000	.00 \$ 304,5 .00 \$ 90,6	500.00 \$ 192,000.0 ,625.00 \$	- \$ 453,125	0.00 \$ 1,511,500.00 5.00 \$ 411,437.50	S - :	\$ 1,511,500.00 \$ \$ 411,437.50 \$	- S 411,43	- \$ 37.50 \$ 453,125.0	JO 5 41,687.50
354 209th 355 209th 356 Century	WaCo Art WaCo Coll	Murphy	WwCo/CoH Coll	Install traffic signal	N/A 0 N/A 0	0 N/A	WaCo	Art N/	/A N/A /A N/A	\$0.00	0 N/9	(A COH	Coll N/A NR N/A	N/A	\$0.00	0 N/A	WaCo A	t N/A	N/A	\$0.00 0 \$0.00 0	N/A N/A	COH Coll	N/A	N/A \$0.00 N/A \$0.00	13-014	100%	0% 100%	*	×	3016 3021	76 1	\$0.00 0 \$0.00 0	\$ 362,50	0.00 \$ 362,500	00 \$ 90,6	625.00 \$	- \$ 453,125	5.00 \$ 411,437.50 5.00 \$ 411.437.50	5 - :	\$ 411,437.50 \$	- \$ 411,437	37.50 \$ 453,125.0 37.50 \$ 453,125.0	00 \$ 41,687.5
357 83rd	CoH NR	Blanton	CoH Coll	Install traffic signal	N/A 0	0 N/A		NR N/	/A N/A		0 N/3			N/A		0 N/A	COH N	R N/A		\$0.00 0				N/A \$0.00			0% 100%	x	×	3043	24 1	\$0.00 0		0.00 \$ 362,500				5.00 \$ 411,437.50		\$ 411,437.50 \$		37.50 \$ 453,125.0	
359 Comelius Pass	WaCo Art	McInnis	CoH NR	Install traffic signal	N/A 0	0 N/A	WaCo	Art N/	/A N/A	\$0.00	0 N/A	ГА СОН	NR N/A	N/A	\$0.00	0 N/A	WaCo A	rt N/A	N/A	\$0.00 0	N/A	COH NR	N/A	N/A \$0.00	13-001	100%	0% 100%	x	×	3059	48 1	\$0.00 0	\$ 362,50	0.00 \$ 362,500	.00 \$ 90,6	å25.00 \$	\$ 453,125	5.00 \$ 411,437.50	s -	\$ 411,437.50 \$	- \$ 411,43	37.50 \$ 453,125.0	00 \$ 41,687.50
360 Comelius Pass	WaCo Art	Butternut	Cold NC	Install traffic signal	N/A 0	0 N/	War.	44	/A N/A	50.00	0 N/I	0 000	NR N/A	N/A	50.00	0 N/A	WaCo A	rt N/A	N/A	50.00 O	N/A	COH NR	N/A	N/A \$0.00	13-001	100%	0% 100%			3050	58 1	\$0.00 0	£ 363.60	0.00 S 362.500		635 M		5.00 S 411.437.50		S 411.437.50 S		37.50 S 453.125.0	
360 Comelius Pass 361 Comelius Pass		Creek Deline			N/A 0	-			/A N/A		0 N/9			N/A	\$0.00	0 N/A	WaCo A	n/A	N/A					N/A 50.00			0% 100%	x	×	2000		\$0.00 0		0.00 \$ 362,500				5.00 \$ 411,437.50 5.00 \$ 411,437.50		5 411,437.50 5 5 411,437.50 5		37.50 \$ 453,125.0 37.50 \$ 453,125.0	
62 Comelius Pass	WaCo Art	Murphy	CoH Coll	Install traffic signal	N/A 0	0 N/A	WaCo COH	Art N/-	/A N/A	\$0.00	0 N/3	(A COH	Coll N/A	N/A	50.00	0 N/A 0 N/A	WaCo A	t N/A		\$0.00 0	N/A	CDM Coll	N/A	N/A 50.00	13-002	100%	0% 100% 0% 100%	x	×	3063	73 1	\$0.00 0	\$ 362,50	0.00 \$ 362,500 0.00 \$ 362,500	00 \$ 90,6	625.00 \$	- \$ 453,125	5.00 \$ 411,437.50 5.00 \$ 411,437.50	S - 5	\$ 411,437.50 \$ \$ 411,437.50 \$	- \$ 411,437	37.50 \$ 453,125.0 37.50 \$ 453,125.0	00 \$ 41,687.5
i3 83rd i4 Reed i5 Brookwood	CoH NR	Kinnaman	CoH Coll	Install traffic signal	N/A 0	0 N/A	L COH	NR N/	/A N/A	\$0.00	0 N/A	(A COH	Coll N/A	N/A	\$0.00	0 N/A	COH N	it N/A	N/A	\$0.00 0	N/A	COH Coll	I N/A	N/A \$0.00 N/A \$0.00	13-008	100%	0% 100%		×		41 1 38 1	\$0.00 0 \$0.00 0 \$0.00 0	\$ 362,50	0.00 \$ 362,500	00 \$ 90,6	625.00 \$	- \$ 453,125	5.00 \$ 411,437.50	S - :	\$ 411,437.50 \$		37.50 \$ 453,125.0	.0 \$ 41,687.50
65 Brookwood 66 Blanton	March Ast	Soni rown	CoMitment	Install traffic signal	N/A 0	0 N/A			/A N/A		0 N/0	A COH		N/A N/A		0 N/A	WaCo A		N/A N/A	\$0.00 0		COH Coll		N/A 50.00 N/A 50.00			100% 0% 0% 100%		×	3036	21 1	\$0.00 0 \$0.00 0		0.00 \$ 362,500; 0.00 \$ 362,500;				0.00 \$ 471,250.00 5.00 \$ 411,437.50		\$ 471,250.00 \$ \$ 411.437.50 \$	- 15	- \$ 37.50 \$ 453.125.0	00 5 41 607 61
							WaCo		/A N/A		0 N/3	A COH		N/A N/A		0 N/A	WaCo A							N/A 50.00			0% 100%	x				50.00 0		5.00 \$ 362,500) 5.00 \$ 119.625)				1.25 S 135.774.38		5 411,437.50 5 5 135.774.38 5	- 5 135,774	74.38 5 149.531.2	25 \$ 13,756.8
371 Century	CoH Coll	Davis	CoH Coll	Install traffic simal	N/A 0	0 N/A	COH	Coll N/.	/A N/A	\$0.00	0 N/A	A COH	Coll N/A	N/A	\$0.00	0 N/A	COH C	N/A	N/A	\$0.00 0	N/A	COH Coll	N/A	N/A 50.00	N/A	100%	0% 100%	x	×	$\overline{}$	1	50.00 0	\$ 362.50	0.00 \$ 362.500	.00 S 90.6	.625.00 S	- \$ 453.125	5.00 S 411.437.50	S - 5	\$ 411.437.50 S	- \$ 411.437	37.50 S 453.125.0	0 \$ 41,687.5
160 Crescent Trail	Trail	Brookwood	WaCo Art	Construct grades seperated overcrossing structure for trail	N/A 0																					100%	100% 0%		×	410		\$2,689,000.00	s	- \$ 2,689,000	.00 \$ 806,7	30.00 \$	\$ 3,495,700	9.00 \$ 3,495,700.00	s -	\$ - 5 2	3,495,700.00 \$	- 5	. \$ -
																																		Subtotal				Total Public					d Developer Out o
																																		Construction Co	ost Soft Cor	is ROW	Total Project C	Cost Project Cost	MSTIP Cost	TDT Oth	ther Funding TDT Credit	Cost	Pocket Cost
																																	Total:	\$ 78,619.194.	.79 \$ 24,029.9	944.95 \$ 24,405.616.	00 \$132,385.188	8.75 \$124,723,516.56	\$ 57,887,783.84	\$ 71,546,832.00 S 1	11,991,203.43 \$ 31,120,146	46.32 \$ 37,475.876	50 \$ 7,661,672.11