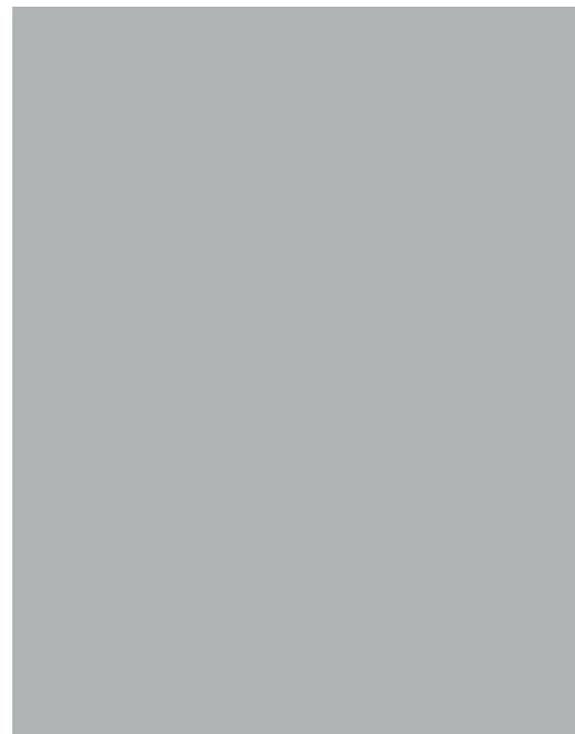
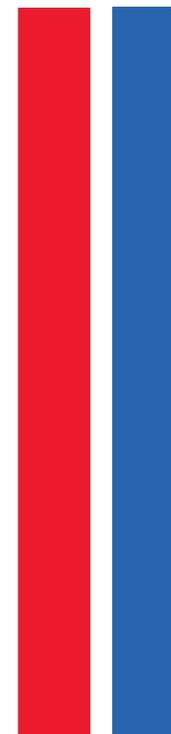




# City of Odessa Transportation Master Plan

October 2019 | Final Document

Presented by:  
**Kimley»»Horn**



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# ACKNOWLEDGEMENTS

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# **EXECUTIVE SUMMARY**

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# EXECUTIVE SUMMARY

The Transportation Master Plan (TMP) is intended to be the guidebook for the City of Odessa on what the future roadway network looks like and what future investments in the roadway infrastructure should be made. This document evaluates existing conditions to provide an update to the Master Thoroughfare Plan (MTP) map that accounts for constrained facilities and prioritizes projects to formulate a strategic Capital Improvements Plan (CIP). In addition, the TMP includes summaries of standalone studies that included:

- A study of parking in downtown
- A corridor analysis of Grant Avenue
- A citywide evaluation of pavement conditions and maintenance

The results of these studies and their recommendations were combined into the CIP - the primary implementation tool for the master plan. **Figure 1** shows the 2020-2030 Capital Improvements Plan projects, project costs, and timeline. **Figure 2** shows all of the planned projects geographically by project type. The projects included in the CIP fall into one of the following work types:

- **New** - constructing a new road where one did not exist or was not paved
- **Widening** - adding more capacity to a road by increasing the number of lanes
- **Mill-and-Overlay** - repairing a road by using a mill-and-overlay form of maintenance
- **Full-Depth Reconstruction** - repairing a road by conducting a full reconstruction
- **Redesign** - reorganizing a road configuration to improve safety for drivers and pedestrians
- **Roundabout** - constructing a roundabout at an intersection
- **Parking** - the improvements recommended in the downtown parking study

## ODESSA, TX 2020-2030 CAPITAL IMPROVEMENTS PLAN

#	Road Name	Limits	2020	2021	2022	2023	2024	2025-2030
<i>Capital Projects</i>								
R-75	N Faudree Road	E Yukon Rd to E Hwy 191	\$ 2.45	\$ 17.22				
R-08	E 52nd Street	Andrews Hwy to N Grandview Ave		\$ 14.94				
R-05	N Dixie Boulevard	E 52nd St to E 49th St		\$ 1.08				
R-51	E Yukon Road*	Kate Reed Dr to W Hwy 191		\$ 7.00				
R-17	E University Boulevard	N Grandview Ave to N JBS Pkwy Blvd			\$ 22.22			
R-09	E 52nd Street	N Grandview Ave to N JBS Pkwy Blvd			\$ 8.02			
R-77	E 56th Street	E Loop 338 to N Faudree Rd	\$ 2.46		\$ 11.03			
R-33	S Crane Avenue	W 2nd St to W Murphy St				\$ 0.30		
R-34	S Crane Avenue	W Murphy St to W Clements St				\$ 4.21		
R-35	S Crane Avenue	W Clements St to 1040' S of W IH 20				\$ 1.20		
R-98	N Grant Avenue (Downtown)	W 2nd St to W 8th St				\$ 13.05		
R-101	S JBS Parkway Boulevard	IH 20 to FM 3503				\$ 19.01		
R-68	Dawn Avenue	E 87th St to E Yukon Rd	\$ 1.67				\$ 7.00	
R-102	W Murphy Street	SW Loop 338 to S Crane Ave					\$ 12.63	
R-99	S Grant Avenue (Streetscape)	W 2nd St to W IH 20					\$ 6.26	
R-83	S Dixie Boulevard	E Pool Rd to South End		\$ 2.37				\$ 10.61
R-63	S Dixie Boulevard	W McCormick St to End		\$ 0.30				\$ 1.60
R-97	N Grant Avenue (Streetscape)	Kermit Hwy to W 8th St						\$ 1.32
I-01	Kermit Hwy Roundabout	Kermit Hwy and N Grant Ave						\$ 4.80
R-30	E 7th Street	N Sam Houston Ave to N Grant Ave						\$ 0.80
R-32	W Murphy Street	S Crane Ave to S Grant Ave						\$ 1.50
R-93	E Murphy Street	S Dixie Blvd to S Grandview Ave						\$ 1.70
New Signalized Intersections		-	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 0.25	\$ 1.25
Other Intersection Improvements		-	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.20	\$ 1.00
			<b>\$ 7.03</b>	<b>\$ 43.36</b>	<b>\$ 41.72</b>	<b>\$ 38.22</b>	<b>\$ 26.34</b>	<b>\$ 24.58</b>
<i>Maintenance Projects</i>								
Signal Maintenance & Operations		-	\$ 0.66	\$ 0.66	\$ 0.66	\$ 0.66	\$ 0.66	\$ 3.30
Local Roads		-	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 15.00
Collectors & Arterials		-	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 10.00
			<b>\$ 5.66</b>	<b>\$ 5.66</b>	<b>\$ 5.66</b>	<b>\$ 5.66</b>	<b>\$ 5.66</b>	<b>\$ 28.30</b>

*Italicized costs reflect the cost of the design phase in a separate year*

Figure 1: Odessa, TX 2020-2030 Capital Improvements Plan; \*Project R-51 will be developer driven, cost shown in table is City's portion only



# EXECUTIVE SUMMARY

The final CIP plans out 10 years of capital improvement and maintenance funding for Odessa's transportation network. It uses a ten-year budget of \$181.25 million in total for capital improvements and \$5.66 million per year for maintenance projects. The table below summarizes the CIP investment amount in both types of projects by year.

**CIP Budget by Year (in millions)**

Year	Capital Projects	Maintenance Budget
2020	\$ 7.03	\$ 5.66
2021	\$ 43.36	\$ 5.66
2022	\$ 41.72	\$ 5.66
2023	\$ 38.22	\$ 5.66
2024	\$ 26.34	\$ 5.66
2025-2030	\$ 24.58	\$ 28.30
<b>Total</b>	<b>\$ 181.25</b>	<b>\$ 56.60</b>

## 2020-2030 CIP PROJECTS BY TYPE

- Roundabout
- New
- Widening
- Mill-and-Overlay
- Full Depth Reconstruction
- Redesign
- City Limits

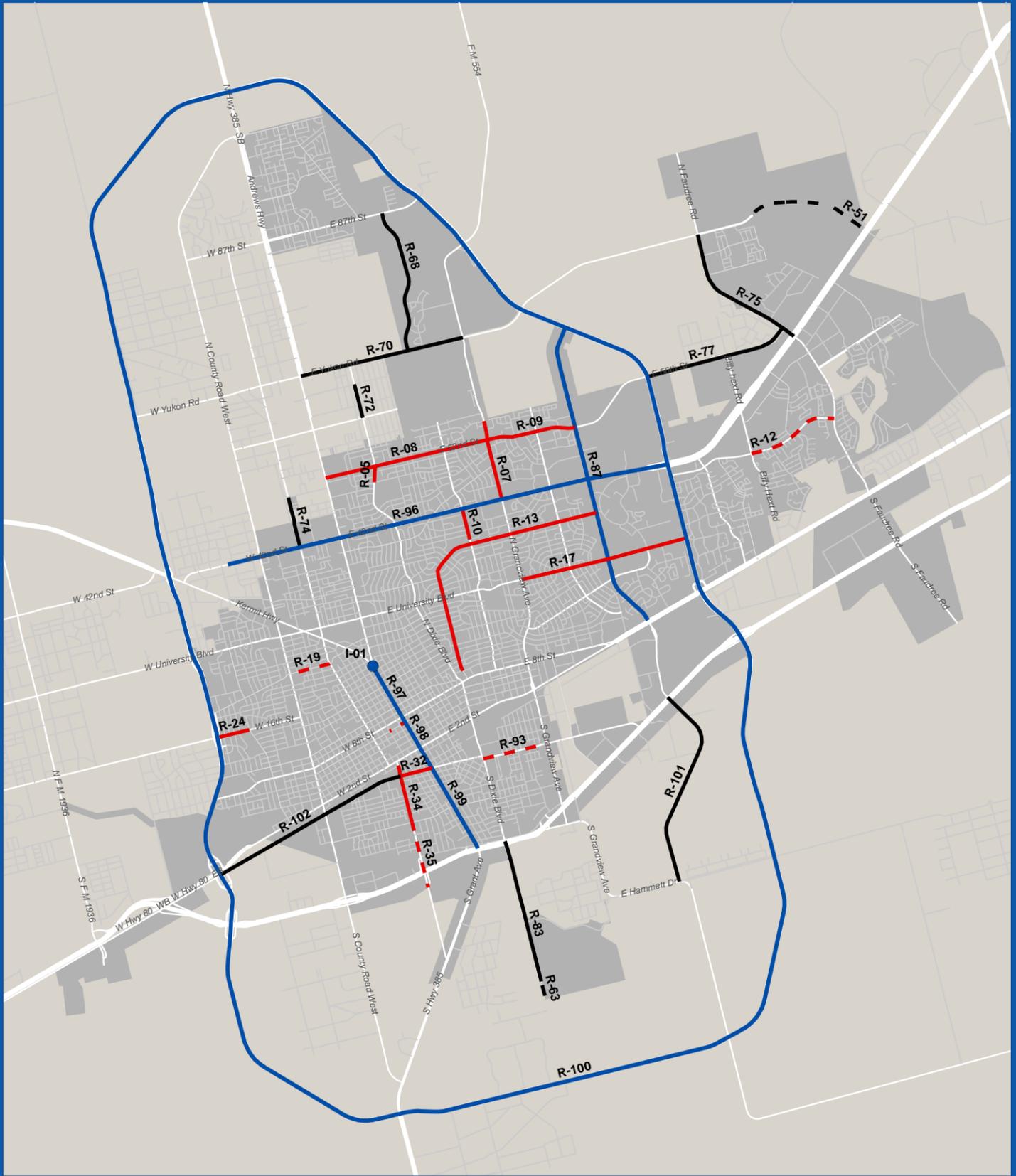


Figure 2: Odessa, TX 2020-2030 CIP Projects by Type

# **SECTION 1: INTRODUCTION**

<b>Introduction</b>	<b>2</b>
<b>Part 1: Current State of the City</b>	<b>2</b>
<b>Part 2: Planning for Future Improvements</b>	<b>3</b>

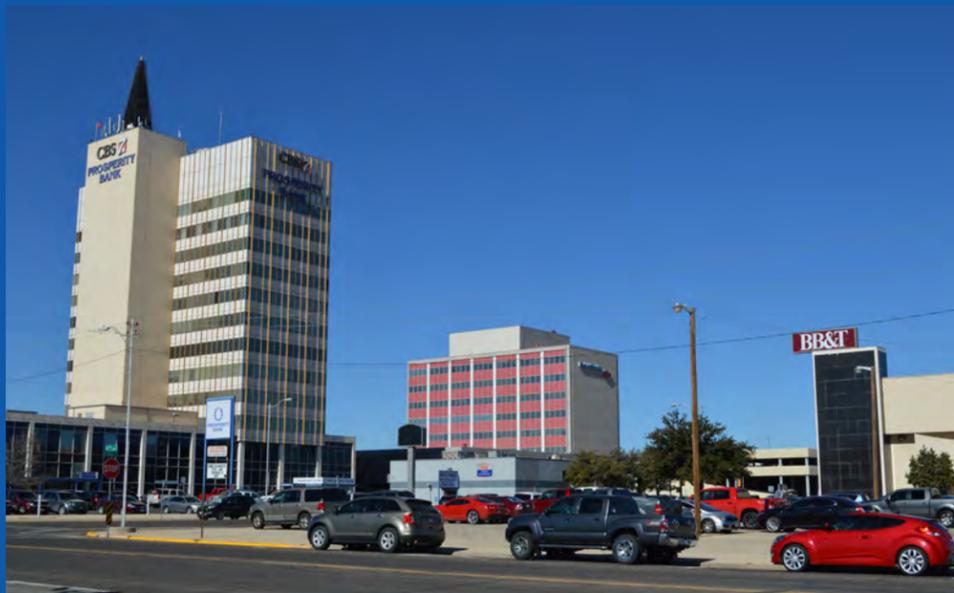


Photo credit: City of Odessa



# INTRODUCTION

analysis, the Grant Avenue traffic analysis, the downtown parking study, and the MPO Playbook. Part 2 of the plan uses the results and recommendations of those studies to form a Capital Improvements Plan (CIP) and a Systems Operations Plan.

## Part 1: Current State of the City

### Existing Conditions

The existing conditions section of the plan describes the detailed analysis of the City’s roadway network to determine where the improvements are needed.

The first step of this process was to analyze the City’s Master Thoroughfare Plan against the current road conditions. The result was a list of projects where new roads should be constructed or expanded. The next step was to conduct a safety analysis using historic crash data from the Texas Department of Transportation (TxDOT). This helped to identify where roads and intersections may need to be redesigned to focus on safety. Finally, currently funded projects were removed based on the City’s past CIP and the MPO’s current project list.

After these initial analyses were completed, further study was done on the current MTP and the City’s network to judge project feasibility for the future CIP. Recommendations were also made to amend the MTP based on constraints in the network.

The existing conditions component of this Transportation Master Plan set up a major part of the Capital Improvements Plan by determining where improvements were needed in the City’s transportation network. Two specific studies were completed for a detailed analysis on how to physically improve transportation conditions near downtown: the Grant Avenue Traffic Analysis and the Downtown Parking Study.

## Introduction

The City of Odessa’s Transportation Master Plan provides a detailed analysis of the City’s current road network conditions and how the City can use this master plan to improve and meet the needs of the future. It focuses on the implementation of new transportation projects that will prepare the City for the next 10 years.

Some of the improvements discussed in the plan include:

- Expanding the network to meet the requirements of the City’s MTP,

- Creatively solving problems of safety and congestion along Grant Avenue,
- Pre-emptively evaluating the parking supply and demand in downtown to anticipate the future growth planned for downtown,
- Improving safety at roads and intersections that have the most crashes, and
- Continuing a well-established relationship with the local MPO and increasing the chances of obtaining project funding from them.

Overall, the plan is divided into two parts with seven sections total. Part 1 focuses on the current state of the city. It includes the existing conditions



# INTRODUCTION

## Grant Avenue Traffic Analysis

The current configuration of Grant Avenue is not complementary to the desired urban form of the downtown area. This corridor was identified by the City as a possible opportunity to implement improved pedestrian spaces, on-street parking, and other design elements to provide operational, safety, and livability benefits. This analysis followed the context sensitive solution process and provides conceptual options that will redesign Grant Avenue.

## Downtown Parking Study

The downtown parking study was the second detailed study the City included in this master plan. This section takes into account the future land use plan adopted by Downtown Odessa, Inc. in 2016 and how the proposed development would affect parking. Multiple demand scenarios were evaluated, and detailed recommendations are provided to ensure that parking does not become an issue in the future for Downtown Odessa.

## MPO Playbook

The MPO Playbook is a document drafted for the City to use when developing projects for MPO review. It helps to define the MPO's role in the planning process and how the City can use the most effective methods when preparing projects for MPO funding.

## Part 2: Planning for Future Improvements

### Capital Improvements Plan

The Capital Improvements Plan (CIP) is one of the most vital pieces of this master plan as a whole. It provides a ten-year plan of roadway improvement projects and includes major rehabilitation, widening, and roadway redesign projects, as well as opportunities for intersection improvements.



Photo credit: City of Odessa

The CIP section also describes the methods used to formulate this project list, how the projects were costed, and finally scored for priority.

### Systems Operations

The systems operations section summarizes the pavement conditions analysis conducted on one-third of the City's network of roads. It provides recommendations for maintenance and rehabilitation projects that should be included in the future CIP.

## **SECTION 2: EXISTING CONDITIONS**

<b>What is a Master Thoroughfare Plan?</b>	<b>5</b>
<b>Odessa's Existing MTP</b>	<b>5</b>
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# EXISTING CONDITIONS

## What is a Master Thoroughfare Plan?

A Master Thoroughfare Plan (MTP) is a long-range plan for major transportation facilities and provides a functional hierarchy of City streets. The MTP is designed to provide for orderly development of a roadway network that can accommodate future traffic as development occurs, while also providing a plan for future cross sections and right-of-way requirements. The MTP is not targeted to a specific point in the future, but is intended to accommodate the ultimate development of a City's thoroughfare network.

## Road Classifications

Functional classification is the hierarchy by which routes are arranged into groups according to the nature of intended service. Higher functional classifications limit access but provide enhanced mobility, and lower classifications provide limited mobility but ample access to adjacent land uses. In Odessa's current MTP, classifications are split into five major groups based on their intended purpose. These groups are freeways, major arterials, minor arterials, collectors, and local streets. The lane configuration and right-of-way requirements for each road type are as follows:

### MTP Cross Sections by Road Classification

Classification	Lane Configuration	Right-of-Way
Major Arterial	6-Lane Div. or 7-Lane Undiv.	130'
Minor Arterial	4-Lane Div. or 5-Lane Undiv.	90'
Collector	2-Lane Div. or 4-Lane Undiv.	80'
Local Street	2-Lane Undiv.	60' to 64'

## Odessa's Existing MTP

The existing MTP was adopted by the City as part of their Envision Odessa 2016 Comprehensive Plan and updated again in October of 2017.

## EXISTING MASTER THOROUGHFARE PLAN

- Interstate
- Principle Arterial - Freeway
- Principle Arterial - Other
- Proposed Principle Arterial
- Major Arterial
- Proposed Major Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector
- Local
- City Limits



Figure 3: Odessa's Master Thoroughfare Plan, adopted May 2016; source: Envision Odessa Comprehensive Master Plan

It encompasses what the City anticipates their network to look like in the next 2-3 decades. Because of this long range mentality, the MTP does not reflect the current conditions of Odessa's road network.

Odessa has a traditional grid network of connected streets for the majority of its 44 square-mile geographic area, which allows for orderly east-west and north-south travel. Connectivity is generally excellent for major thoroughfares, such as University Boulevard, 42nd Street, Grandview Avenue, and Grant Avenue. The majority of roadways intersect at right angles, which facilitates

vehicle safety, signal efficiency, and pedestrian crossing. Thoroughfares range from approximately half-mile spacing in the oldest portions of town, to consistent one-mile space sections that allow vehicles to reach medium speeds between sections and allow for more efficient travel. In **Figure 3**, each classification is represented by a different color. Dashed lines indicate roads that are proposed as part of the new network. Most of the new roads are located in the north and northeast areas of the city.



## EXISTING CONDITIONS

In addition, 19% of these crashes resulted in a possible injury, 15% resulted in a non-incapacitating injury, and the severity was unknown for 11%. Only 2% of crashes caused an incapacitating injury, and 1% were fatal. However, the City is always working towards a safe road network that results in no fatalities from vehicular crashes.

**Odessa Vehicular Crashes & Fatalities (2010-2018)**

Year	Crashes	Fatalities
2010	1,767	16
2011	2,112	10
2012	2,421	19
2013	2,489	20
2014	2,702	21
2015	2,510	16
2016	1,901	12
2017	2,407	15
2018	2,916	13

**Figure 4** shows the locations of all fatal crashes in Odessa since 2010. Most crashes occurred in the central part of the city and at intersections.

Of the roads that run north-south, County Road West, Golder Avenue, Grant Avenue, and Dixie Boulevard have a higher number of crashes. The east-west roads with a high number of crashes are: 42nd Street, University Boulevard, and 8th Street. It is also worth noting that a large number of crashes are clustered around the intersections of these seven roads.

## CRASH FATALITIES 2010-2018

- 3
- 2
- 1
- Top 20 Most Crashes
- City Limits

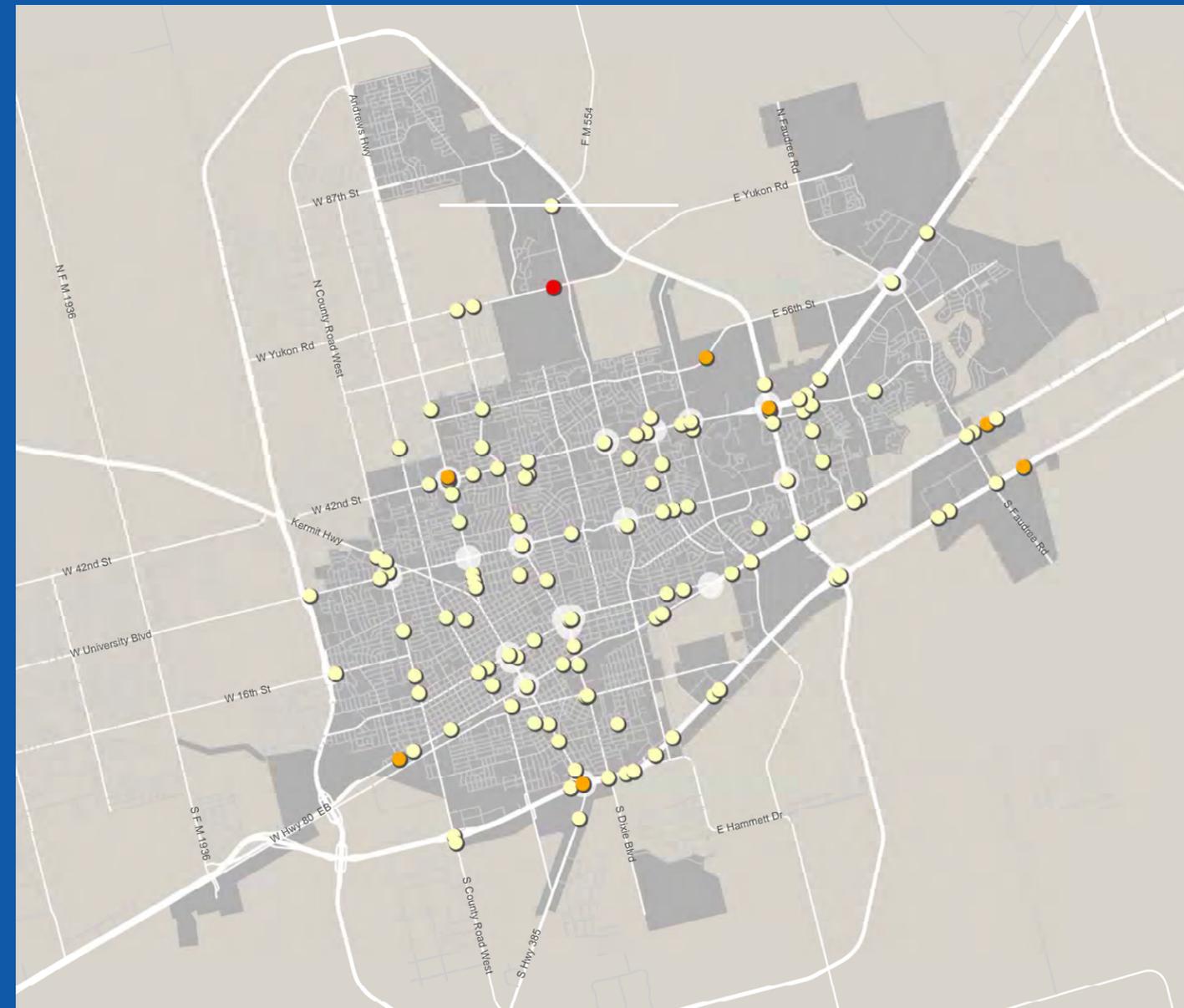


Figure 4: Crash fatalities in Odessa, TX based on TxDOT CRIS Database data. Retrieved on August 28th, 2018.

### CRIS Data Analysis

An analysis of vehicular crashes from the previous nine years was conducted to determine if patterns were prominent and if certain intersections could be improved.

### What is the CRIS Database?

The Crash Records Information System (CRIS) is an online database provided by TxDOT. It provides users with a central system to access all crash data within the state of Texas based on multiple fields of

information such as the date, location, severity, and cause of the crash. The table on the right summarizes this CRIS data by year.

The average number of crashes and fatalities per year over the last nine years are 2,358 and 16, respectively. The highest number of crashes was 2,916 in 2018, but the number of fatalities peaked in 2014 at 21. The years 2012-2014 saw the highest number of crash fatalities, with the lowest being just before in 2011. In total there were 21,225 crashes in the last nine years that vary in crash severity. Of all of the crashes, 64% resulted in no injury. In



# EXISTING CONDITIONS

Road Name	Limits To	Limits From
<b>2013 BOND FUNDED PROJECTS</b>		
University Blvd	Grant Ave	Grandview Ave
23rd St	Grant Ave	Andrews Hwy
<b>2013 BOND UNFUNDED PROJECTS</b>		
Dawn Ave	87th St	Yukon Ave
Yukon Rd	King Ranch Rd	Hwy 191
W Murphy St	Hwy 80	Crane Ave
Golder Ave	City Limits	42nd St
38th St	Andrews Hwy	42nd St
University Blvd	Conover Ave	N County Rd West
14th St	Maple Ave	Grandview Ave
Harless Ave	8th St	16th St
E Murphy St	Crane Ave	Grandview Ave
Clements St	Crane Ave	Grant Ave
S Crane Ave	City Limits	2nd St
Dixie Blvd	City Limits	IH 20
<b>MPO FUNDED PROJECTS</b>		
Hwy 191	Yukon Rd	NE Loop 338
42nd St	City Limits	Andrews Hwy
<b>MPO UNFUNDED PROJECTS</b>		
Dawn Ave*	87th St	City Limits
100th St*	Evans Blvd	City Limits
42nd St	Andrews Hwy	NE Loop 338
56th St*	City Limits	City Limits
61st St*	Grandview Ave	City Limits
87th St*	City Limits	City Limits
E Hwy 80	Grant Ave	JBS Pkwy Blvd
Yukon Rd*	City Limits	City Limits
Governor Preston Smith Rd*	52nd St	42nd St
Grant Ave	10th St	2nd St
NE Loop 338	City Limits	Hwy 80
NW Loop 338	8th St	City Limits
S Grant Ave	2nd St	IH 20
SE Loop 338	IH 20	City Limits
W Hwy 80	Faudree Rd	City Limits
W IH 20	S County Rd West	Crane Ave
University Blvd	Kermit Hwy	Andrews Hwy
<b>MPO FISCALLY CONSTRAINED PROJECTS</b>		
IH 20	N JBS Pkwy Blvd	City Limits
Yukon Rd*	Hwy 191	Faudree Rd

## CITY AND MPO PRIORITY PROJECTS

- City Project
  - MPO Project
  - City and MPO Project
- MPO Funding Status**
- Funded
  - - - Unfunded
  - - - Fiscally Constrained
- City Funding Status**
- Funded
  - - - Unfunded
  - City Limits

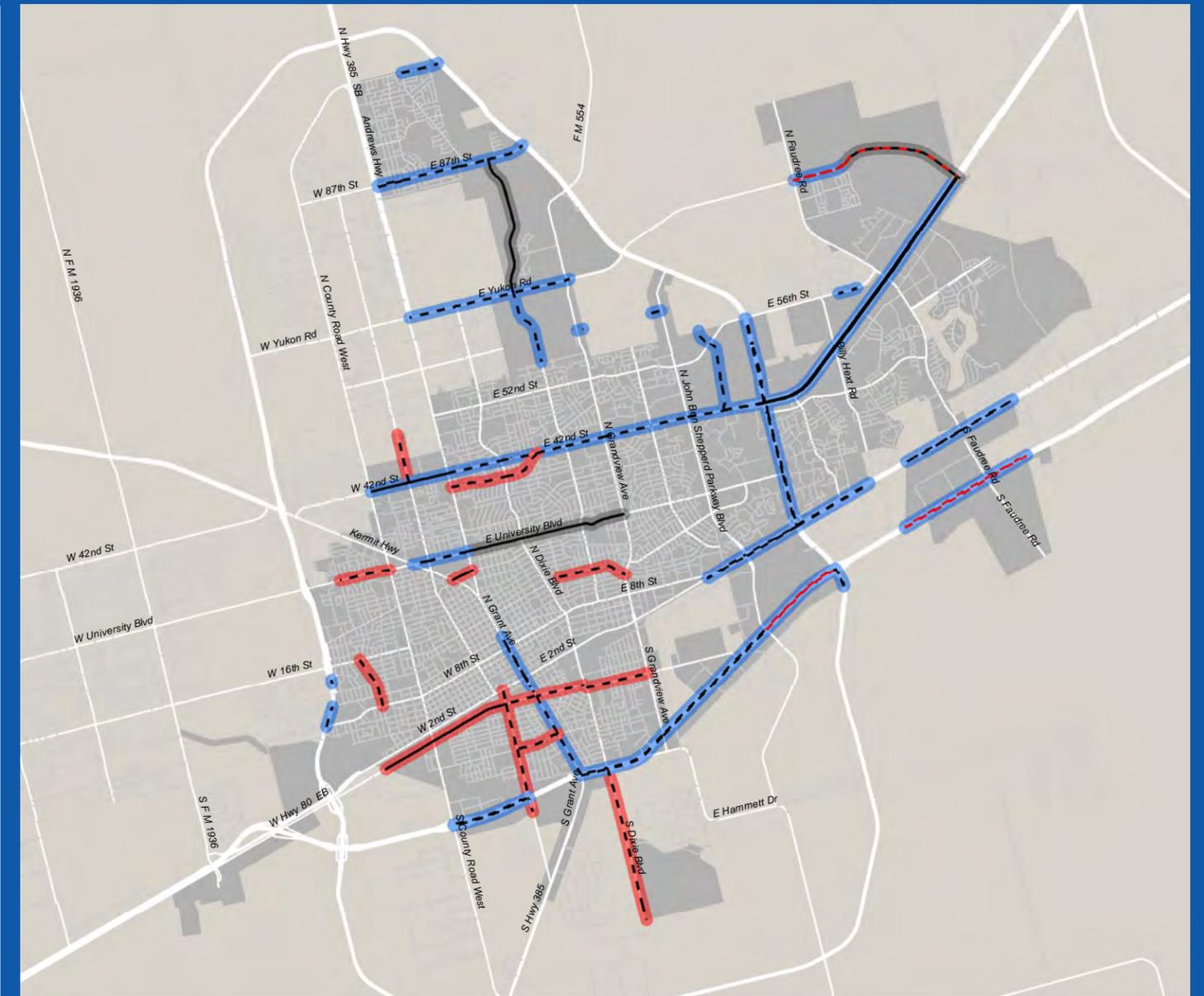


Figure 5: City of Odessa CIP Projects and Permian Basin MPO Projects; \*Off-system project identified by PBMP

### 2013 Bond Program List

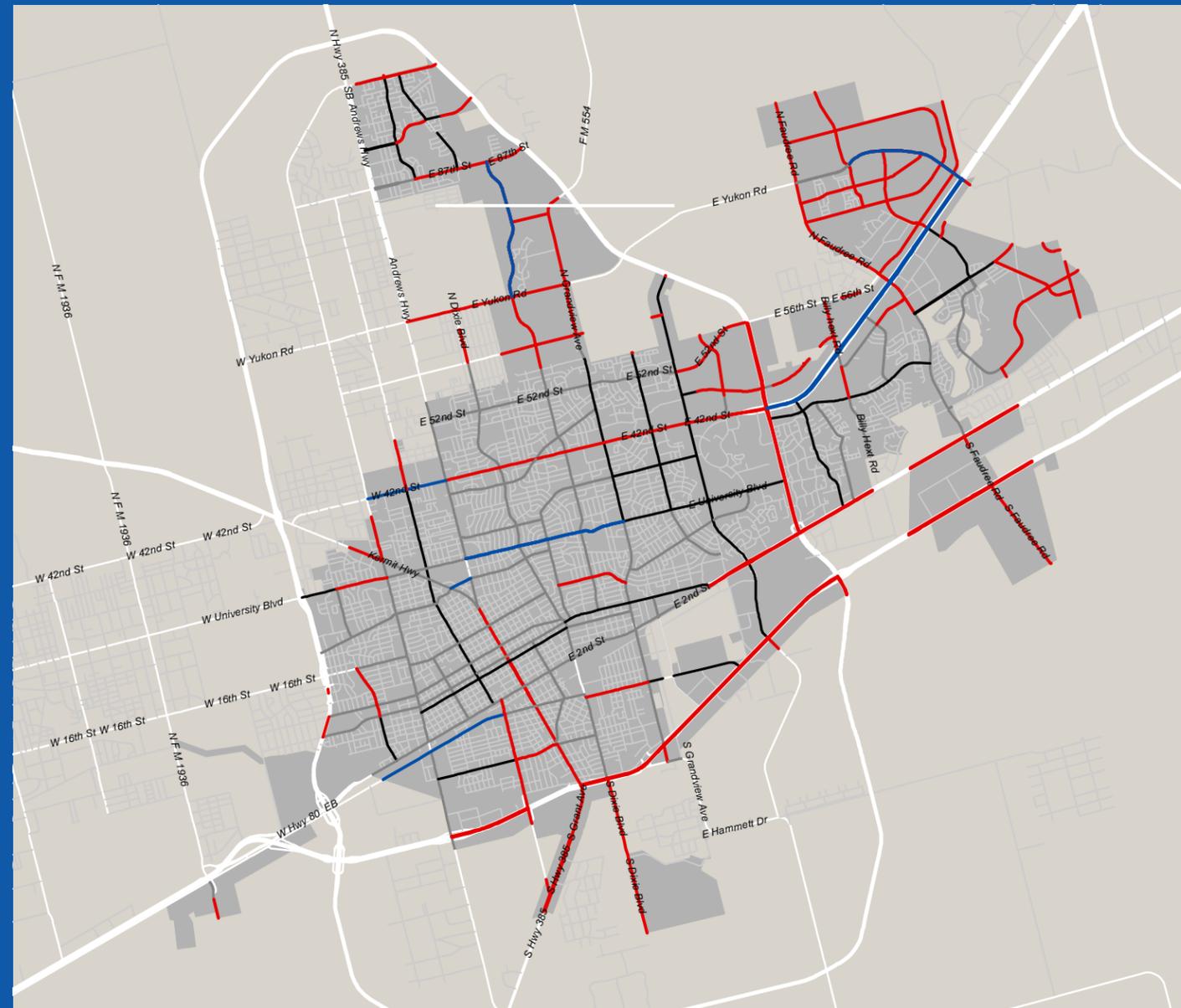
The latest Capital Improvements Plan (CIP) was approved in 2013 and includes nearly \$80 million in potential projects and \$40 million in funding. Projects listed as funded in the CIP are projects that are either under construction, or will be soon. Unfunded projects are those that have been identified as needed, but are not set to be constructed due to lack of funding. These projects could be completed if any unexpected funding becomes available. The latter set of projects were the starting point of the new CIP to ensure they are first priority. **Figure 5** shows these projects highlighted in red.

### Permian Basin MPO Project List

Projects listed as priorities from the MPO were chosen as part of their regional transportation plan update: Vision 2040 Plan. The projects included in the table to the left are those that fall inside of Odessa's city limits. There are three types of funding categories in this set: funded, unfunded, and fiscally constrained. This new third funding category simply means that while funding may not be currently available, the project is eligible for federal funding. **Figure 5** shows all of the MPO projects highlighted in blue.

# PROJECT FEASIBILITY ANALYSIS RESULTS

- Possible Project
- Matches MTP
- Constrained
- Current City/MPO Project
- City Limits



## EXISTING CONDITIONS

current project lists to determine what projects were planned for the future. If a project was already identified and funded, then it was removed from the Universe of Projects. However, if the project was identified but not funded, it was prioritized for the new CIP list.

### Feasible Projects

Figure 6 shows the results of the project feasibility analysis. Roads shown in red are all feasible projects identified by the analysis for the new CIP. Black lines show which roads currently meet existing MTP requirements, gray lines show where there is not enough room to expand the road to match the existing MTP, and blue lines show which projects are currently planned. Most of the feasible projects are located outside the city center. This is because the development in this part of the city is more compact, and the buildings front the roads, limiting the available right-of-way to expand. The areas outside of town are either not built out or are built farther back from the road, allowing these roads to be widened to their ultimate configurations.

### Constrained Roadways

For roads that are located in the central part of the city, there is not much room to add lanes to their current configurations. Many of these roads, therefore, do not match the ultimate configuration shown in the existing MTP. To account for these roads, it is recommended that the City add a “downtown” road type to their MTP. This new road type would have a lane configuration that has a constrained right-of-way requirement of 80-90 feet. This could also be an opportunity for the City to provide character to downtown through streetscape requirements, such as the recommendations being provided for Grant Avenue.

Figure 6: Current, Future, and Constrained roadway projects in Odessa, TX

## Project Feasibility Analysis

### Methodology

The project feasibility analysis began with an aerial evaluation of the current roadways. Each road identified in the existing MTP as a collector classification or higher was split into segments and analyzed by viewing aerial imagery. Each segment was compared to its ultimate lane configuration and was given a project status of new, widening, or none, depending on how it compared to the MTP. Projects labeled as new or widening were compiled into a preliminary list of

possible projects called the “Universe of Projects”.

The second step in the analysis was to go through the widening projects and determine if the road had the right-of-way to expand or if it was too constrained. Roads that were labeled as constrained were removed from the Universe of Projects. Recommendations on how to alter the existing MTP to accommodate these roadways are included in this section.

After this was completed, the next step was to go through the City and MPO



# EXISTING CONDITIONS

## Analysis of the Existing MTP

When current road conditions were compared to future MTP classifications during the project feasibility process, many roads appeared to need widening. This was because most of the road classifications in the existing MTP were designed for much larger alignments than those designated in previous plans. This is a common feature of an updated thoroughfare plan. However, there was another common trend amongst the road conditions: many of the roads that required widening were built out to their maximum allowable width. This meant that many of the roads, especially near downtown, would be unable to meet the requirements of their classifications as defined in the current MTP. To fix this problem, a list of recommended changes to the MTP was drafted as part of this existing conditions report.

## New Road Classifications

As stated above, the main design constraint many roads face in the current network is a lack of right-of-way to expand as required by the plan. One possible solution could be to lower the right-of-way requirements on each classification. However, that may hurt roadways that do have the space to grow in the future. The next option considered was downgrading the roads that could not expand to the appropriate classification to a classification that matches their current width. This left many busy roads classified as local. In the end, the best option to solve this issue was determined to be the creation of two new road classifications with their own set of requirements and priorities: Constrained Arterials and Established Collectors.

### New Classifications Recommended for the MTP

Classification	Lane Configuration	Right-of-Way
Constrained Arterial	11' thru-lanes, 10' shoulder	< 90'
Established Collector	11' thru-lanes, 5' shoulder	< 70'

## RECOMMENDED CONSIDERATIONS TO THE MTP

- Constrained Major Arterial
- Constrained Minor Arterial
- Established Collector
- Interstate
- Principle Arterial - Freeway
- Principle Arterial - Other
- Major Arterial
- Proposed Major Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector
- Local
- City Limits

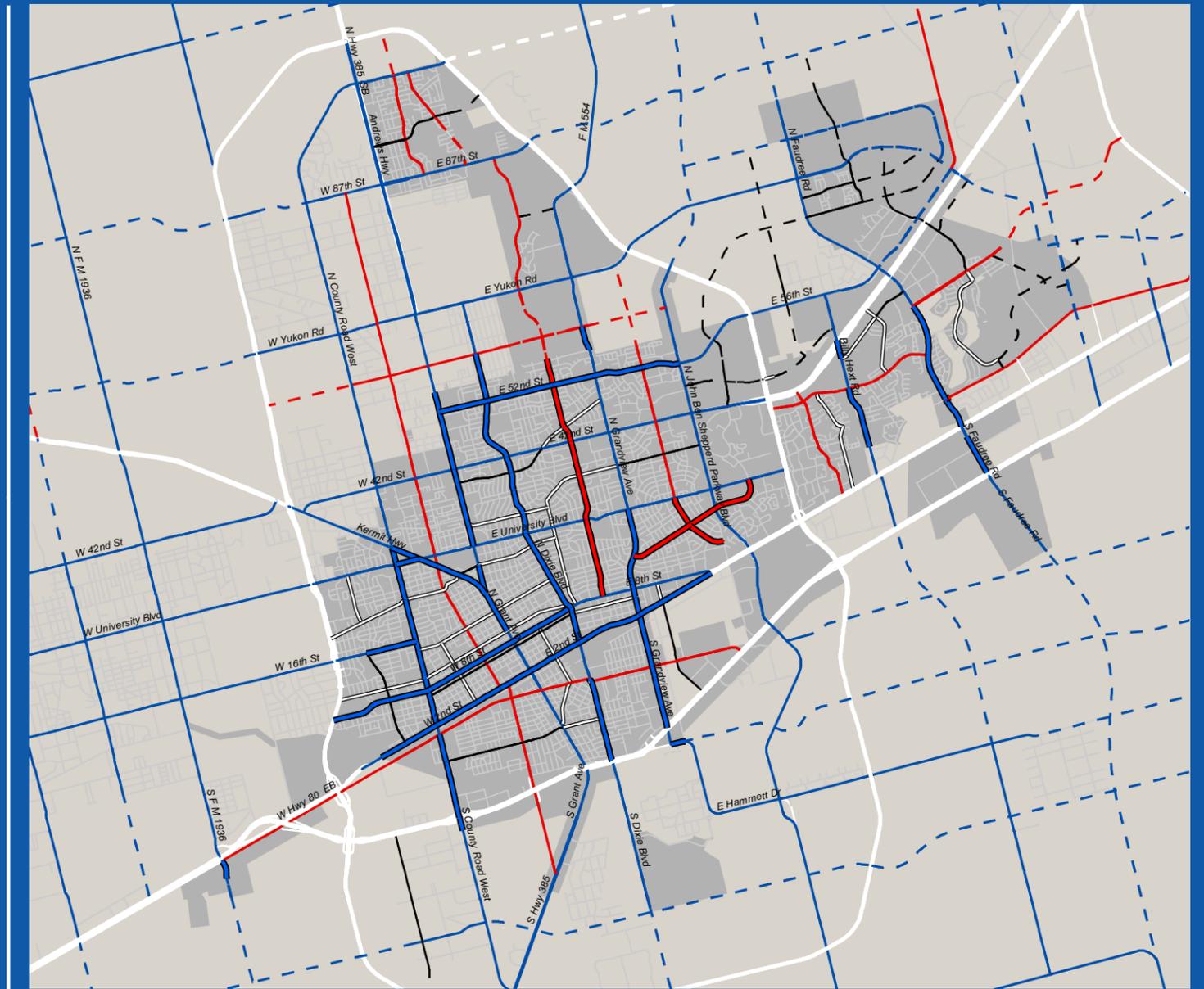


Figure 7: Updated Master Thoroughfare Plan, with additions of Constrained Arterial and Established Collector classifications

### Constrained Arterials

The first new road type recommended, Constrained Arterial, is a subtype of the Major and Minor Arterial classification. Roads that are put in this category were originally planned to be either a Major or Minor Arterial, but do not have the room to expand into the plan's required 130' or 90' of right-of-way, respectively. For these roadways, flexible design criteria should be applied to see if the right-of-way can be limited. Ultimately, right-of-way may need to be required, but the impacts should be limited to minimum design standards. If widening is not possible due to right-of-way acquisitions these roadways should

be considered for intersection improvements and access management to maximize available capacity.

### Established Collectors

The second new road type is recommended to be added to the current MTP is Established Collectors. An Established Collector is a road currently classified as a Collector, but only has enough right-of-way to accommodate two lanes of traffic. These roads should get extra attention with regards to design updates and other roadway improvements.



## **SECTION 3: GRANT AVENUE TRAFFIC ANALYSIS**

<b>Summary of Analysis and Recommendations</b>	<b>11</b>
<b>Recommendations by Corridor Zone</b>	<b>11</b>



# GRANT AVENUE TRAFFIC ANALYSIS

## Summary of Analysis and Recommendations

The purpose of the Grant Avenue study was to evaluate the traffic impacts of modifying the Grant Avenue cross section to match the context of the downtown area and surrounding community within the City of Odessa. The ultimate vision for the downtown area consists of enhanced safety and walkability, improved aesthetics, and robust economic development. The primary modifications being evaluated were the removal of a travel lane or road diet, improved pedestrian space, and adjustments to existing on-street parking. These projects were considered for a variety of reasons, including operational benefits, pedestrian and bicycle benefits, improved safety, and livability benefits.

Among the potential lane modifications being considered for Grant Avenue, several alternatives (Figure 8) were evaluated based on relative benefits that can be provided:

- Existing Conditions
- Existing Conditions with a Road Diet (with and without a Left-Turn Auxiliary Lane)
  - Angled Parking Option
  - Enhanced Median Option
  - Enhanced Pedestrian Option
- Existing Conditions with a Four-Lane Undivided Roadway Configuration

Additional modifications to the corridor that were considered and analyzed include:

- A roundabout feature at the northern Grant Avenue junction with Kermit Highway and Andrews Highway to offer enhanced aesthetics and pedestrian friendly features, and
- The implementation of parklets along the corridor to provide additional opportunities for pedestrian activity.

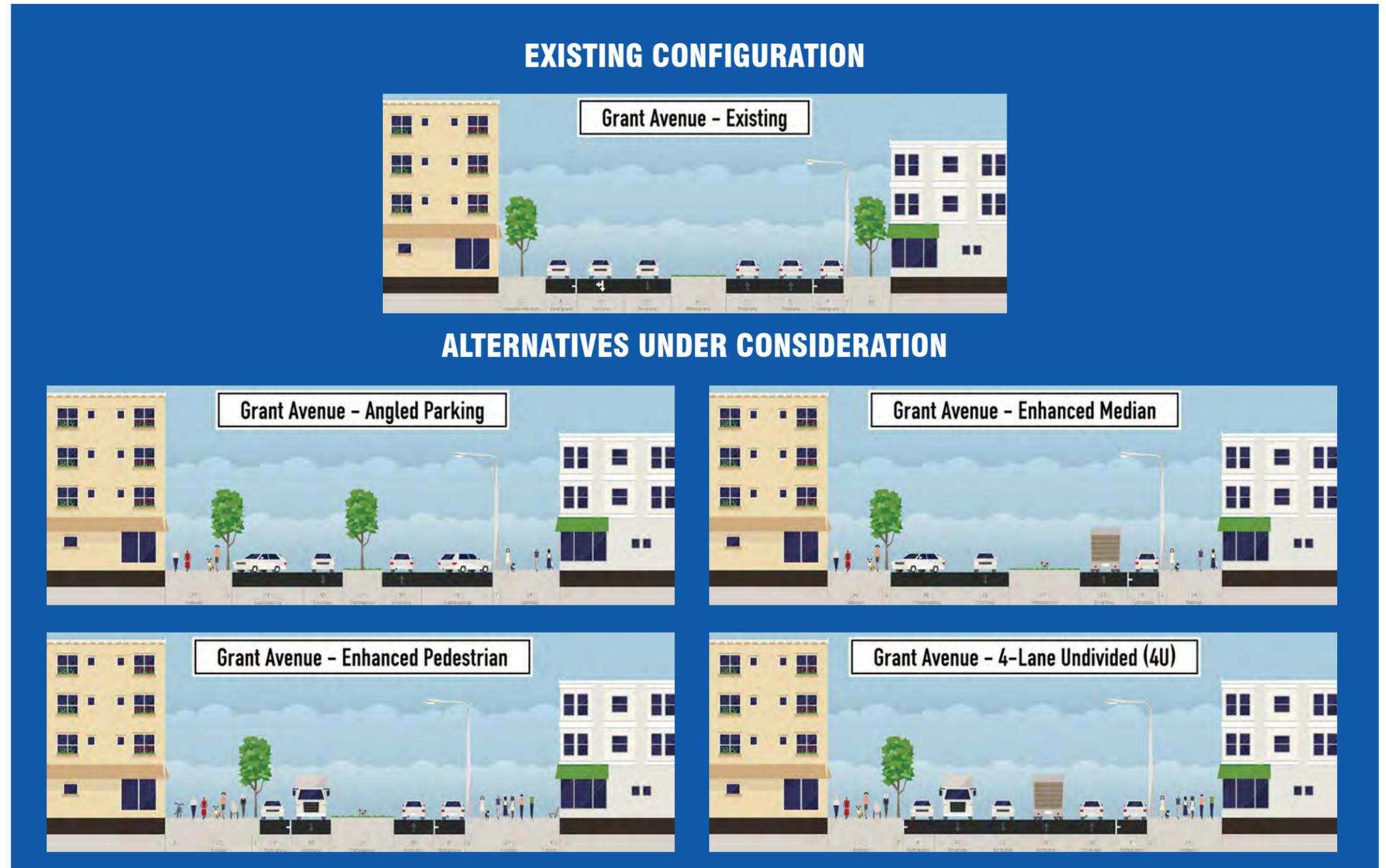


Figure 8: Grant Avenue Existing and Proposed Lane Configurations

In conjunction with intersection capacity and thoroughfare analyses, a scoring matrix consisting of seven indicators was also applied to all potential cross sections. These indicators were used to conceptually score each potential cross section in this matrix, based on the costs and benefits which can be expected from each indicator:

- |                            |           |
|----------------------------|-----------|
| ▪ Multimodal / Walkability | ▪ Traffic |
| ▪ Vehicular Safety         | ▪ Budget  |
| ▪ Aesthetic Opportunities  | ▪ Parking |
| ▪ Economic Development     |           |

## Recommendations by Corridor Zone

The study area of Grant Avenue was divided into three zones for providing specific recommendations:

- a Downtown Transition Zone in the north,
- a Downtown Zone, and
- a Commercial Boulevard Zone to the south.

Figure 9 on the next page shows the limits of these zones.

# GRANT AVENUE TRAFFIC ANALYSIS

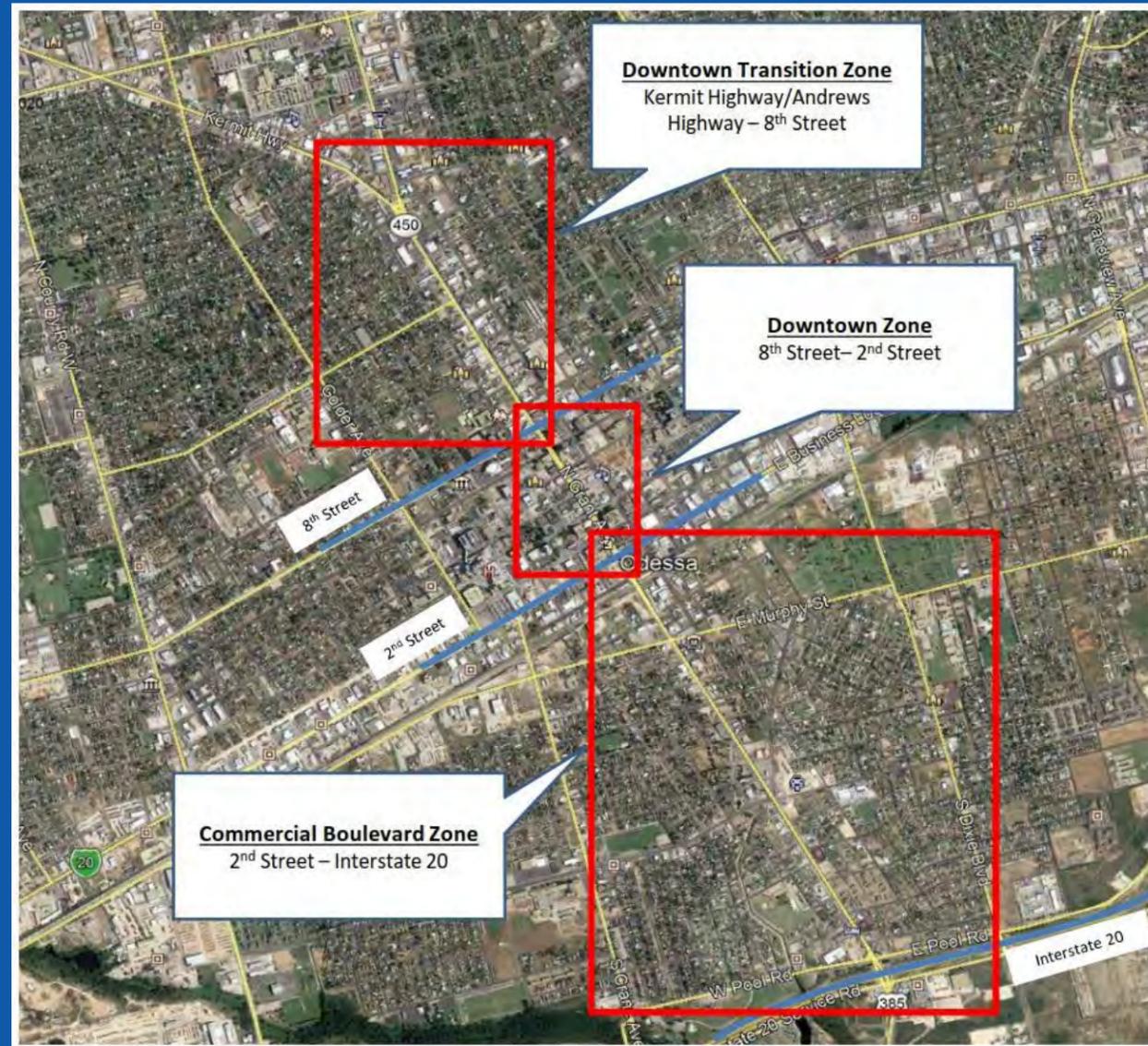


Figure 9: Grant Avenue Analysis Corridor

## **Downtown Transition Zone**

The Downtown Transition Zone begins at the junction of Kermit Highway and Andrews Highway and extends south through 8th Street. Once the downtown cross-sections are fully conceptualized and constructed, it is anticipated that the transitional region could potentially serve as an expansion of the Downtown Zone. It is recommended that this region of Grant Avenue be monitored over time with this expansion consideration in mind.

## **Roundabout Entry Feature**

A supplementary recommendation for the Downtown Transition Zone in terms of this analysis would be the previously mentioned potential retrofitting of the Kermit Highway and Andrews Highway junction into a roundabout. Based on analysis procedures, it is anticipated that existing queues within the junction could experience up to an 80% reduction if a roundabout were installed. It is anticipated that if constructed, the roundabout can lead to an overall expansion of Grant Avenue's downtown area north of its 8th St intersection. A rendering of this potential roundabout can be found on **Page 61**.

## **Downtown Zone**

Based on the analysis described in the previous section, it was determined that the most suitable cross section option for Downtown Grant Avenue would be chosen by the public from the options in **Figure 8** through a series of public engagement opportunities.

## **Intersection Transitions**

If one of the potential two-lane options is implemented, then intersection transitions would be required. A series of intersection transition options has been proposed at each terminus of the downtown zone to maintain efficient intersection operations and improve overall safety within the corridor. These options are as follows:

- Northern Terminus:
  - Install dual left-turn lanes at the southbound approach of Grant Ave & 8th St, approaching downtown to aid in the transition of Grant Ave from a four-lane to a two-lane facility, and
  - Terminate the northbound road diet configuration north of the 7th Street intersection to widen Grant Avenue northbound from one lane to two lanes .
- Southern Terminus:
  - Terminate the road diet configuration in both directions south of the 3rd Street intersection, and transition Grant Avenue from a two-lane to a four-lane roadway proceeding southbound

## **Commercial Boulevard Zone**

The Commercial Boulevard Zone begins at 2nd Street and extends south through IH 20. This area is anticipated to remain a suburban commercial community, rather than transform into a more urbanized area like the Downtown Zone. It is recommended that the primary focuses within this region should concentrate on aesthetic opportunities, ADA compliance, and the consideration of a raised median with illumination along the facility.

# **SECTION 4: DOWNTOWN PARKING STUDY**

<b>Downtown Parking Study Summary</b>	<b>14</b>
<b>Results and Recommendations</b>	<b>14</b>



# DOWNTOWN ODESSA PARKING STUDY

- **Downtown Master Plan** - used 100% Lease with Convention Center as a baseline and factored in the possible impacts of the master plan
- **Downtown Master Plan with Proposed Improvements** - used the Downtown Master Plan scenario as a baseline and considered recommendations to increase the current parking supply

## Methodology

With each scenario evaluated, the parking supply was compared to parking demand at each block to determine the adequacy of parking within the downtown study area. The goal block occupancy was set at 85%. While 85% was set as the goal block occupancy, due to typical leasing rates, it is anticipated that 100% to 115% occupancy could be accommodated for since full tenant occupancy is assumed for the scenarios which include parking demand estimates. Prior to analysis, data collection was completed to determine the current parking supply and demand within the downtown study area and to make general observations on pedestrian accommodations and safety. Observations and recommendations were provided for each scenario based on the findings. Possible recommendations included areas where additional parking could be provided, along with measures to improve walkability and better accommodate pedestrian needs. Scenario specific recommendations are discussed on the next page and mapped in **Figures 11-13**.

## Results and Recommendations

### Existing Mid-Morning Peak

Based on the Existing Mid-Morning Peak analysis and study area observations, the following parking strategies are recommended (**Figure 11**):

- Restrict parking near intersections and increase enforcement

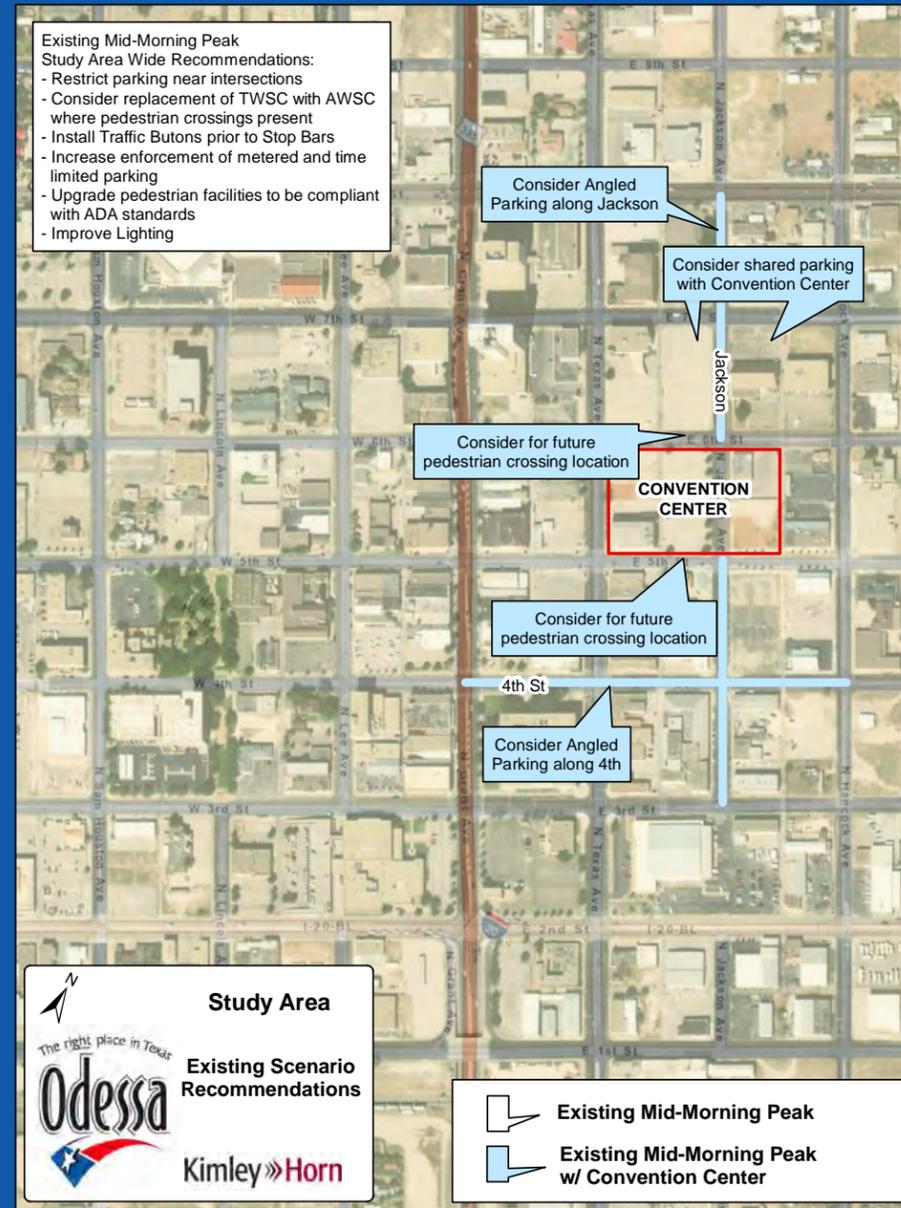


Figure 11: Existing Scenario Recommendations

This data was used to evaluate existing parking patterns and to forecast potential future impacts of various development scenarios. Downtown Odessa's parking was evaluated for the following scenarios:

- **Existing Mid-Morning Peak** - used current parking demand only
- **Existing Mid-Morning Peak with Convention Center** - used current parking demand with the Convention Center figured in
- **100% Leased with Convention Center** - assumed full tenant occupancy within the existing buildings and Convention Center

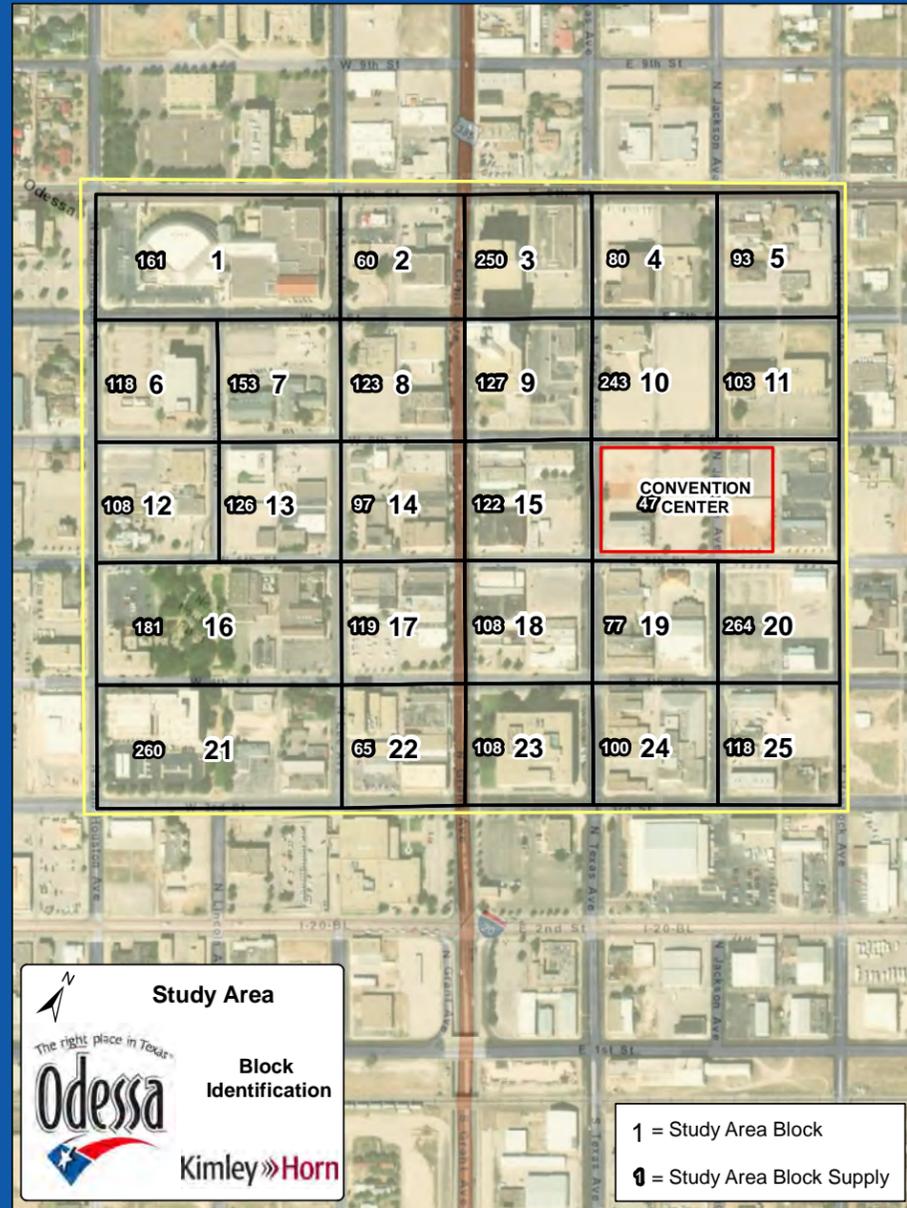


Figure 10: Parking study area blocks and supply

## Downtown Parking Study Summary

In 2016, Downtown Odessa, Inc. created a master plan that identified opportunities for infill and redevelopment in the downtown region. In order to plan ahead for this increased development, the City determined that an analysis of current and future parking inventory would be beneficial to accompany this master plan. The boundaries of the study area can be found in **Figure 10**. The data collection effort for the study included four occupancy runs, parking turnover observation, and general study area observations.



# DOWNTOWN ODESSA PARKING STUDY

- Reinvest revenue made by metered parking in a parking benefit district for the downtown study area
- Upgrade pedestrian facilities in accordance with ADA standards
- Consider all-way stop control at intersections currently under two-way stop control that provide pedestrian crossings
- Install traffic buttons prior to stop bars
- Improve lighting throughout the Downtown Odessa study area

## Existing Mid-Morning Peak with Convention Center

Based on the Existing Mid-Morning Peak with Convention Center analysis and the study area observations, the following parking strategies are recommended (Figure 11):

- Consider shared-use agreements between the Convention Center and adjacent church and medical land uses,
- Provide pedestrian crossings along 5th & 6th St to the Convention Center, and
- Prioritize modifying the existing parallel parking spaces to angle parking along Jackson Avenue and 4th Street.

## 100% Leased with Convention Center

Based on the 100% Leased with Convention Center parking analysis and the study area observations, the following parking strategies are recommended (Figure 12):

- Improve the walking experience in Downtown Odessa by increasing the acceptable walking distance within downtown study area to two blocks by including benches, landscaping, awnings, etc.,
- Conversion of time limited parking to metered parking (with credit card functionality) to promote turnover, and
- Consider narrowing streets with cross sections greater than two-lane undivided to modify parallel parking to angled parking.



Figure 12: 100% Leased Convention Center Recommendations

## Downtown Master Plan

Based on the Downtown Master Plan parking analysis and the study area observations, the following parking strategies are recommended (Figure 13):

- Phased approach to implementation (monitor when increase in supply is really needed), and
- Consider parking structures on blocks 4, 10, 20, 24, and lot south of block 23.

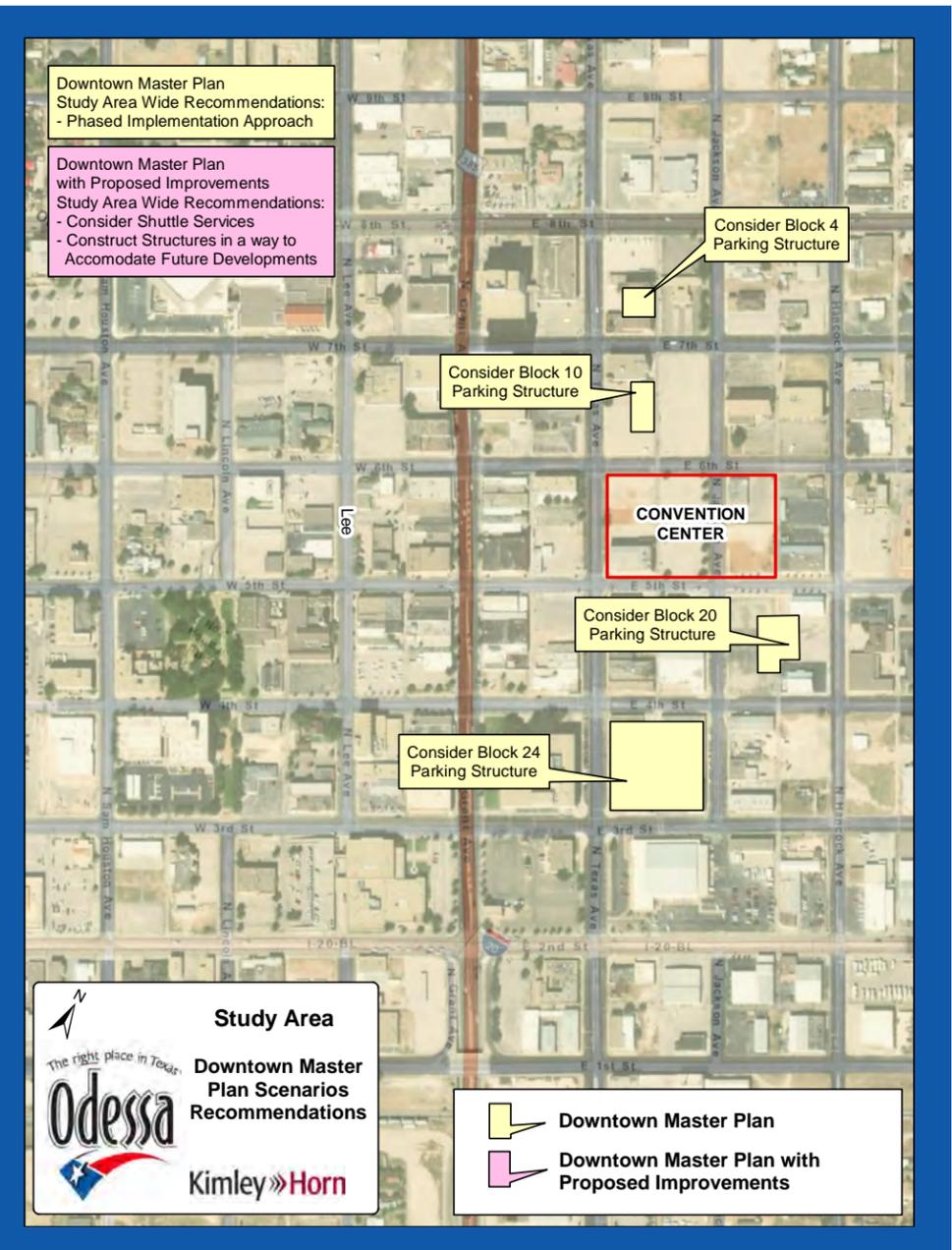


Figure 13: Downtown Master Plan Scenario Recommendations

## Downtown Master Plan with Proposed Improvements

Based on the Downtown Master Plan with Proposed Improvements parking analysis and the study area observations, the following parking strategies are recommended (Figure 13):

- Consider the use of shuttle services,
- Consider increasing supply outside study area, and
- Construct structures to accommodate future developments.

# **SECTION 5: MPO PLAYBOOK**

<b>Introduction</b>	<b>17</b>
<b>MPO Project Prioritization</b>	<b>17</b>
<b>Project Development</b>	<b>18</b>
<b>Coordination with the MPO</b>	<b>18</b>
<b>Comparing MPO and Odessa Prioritization</b>	<b>19</b>
<b>Local, State, and Federal Funding Sources</b>	<b>19</b>



# MPO PLAYBOOK

## Introduction

Metropolitan Planning Organizations (MPOs) were established as a result of the Federal Aid Highway Act of 1962, which put in place the requirement for urban transportation planning. Leading up to this time, there was a growing realization that metropolitan areas needed to intentionally coordinate their transportation decisions. The creation of MPOs helped to advance the concept of a continuing, comprehensive, and cooperative planning process by encouraging surrounding jurisdictions to collaborate on the best decisions for a region rather than competing against one another for resources. As a result, MPOs play a vital role in representing the voice of the region and working hand-in-hand with state Departments of Transportation (DOTs), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). MPOs are continually striving to strike the balance of satisfying regional needs while adhering to state and federal requirements.

The City of Odessa is located within the Permian Basin MPO. The Permian Basin MPO is one of 25 MPOs in the state of Texas and includes the Cities of Midland and Odessa as well as portions of Martin, Midland, and Ector Counties. The MPO boundary is established based on existing urban centers as well as areas that are expected to become urbanized over the next 20 years. The Permian Basin MPO has a population in excess of 200,000, which classifies the area as a Transportation Management Area (TMA). TMAs have additional requirements such as consolidating transit funding and demonstrating congestion management planning.

## MPO Project Prioritization

All MPOs are expected to incorporate a performance-based planning approach to help track the success of their MTP. The Moving Ahead

	Scoring Requirements	PBMPO Scoring Criteria Question
Texas Legislation: HB 20	<i>Project Improvements to Congestion &amp; Safety</i>	Congestion, Safety
	<i>Project Effects on Economic Development Opportunities for Residents of the Region</i>	Economic Development
	<i>Available Funding</i>	Alternative Funding
	<i>Effects on the Environment</i>	NEPAssist
	<i>Socioeconomic Effects, including Disproportionately High and Adverse Health or Environmental Effects on Minority or Low-Income Neighborhoods</i>	Socioeconomic Effect
	<i>Any other factors deemed appropriate</i>	Thoroughfare Plan
Federal Legislation: MAP-21 and FAST Act	<i>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</i>	Economic Development
	<i>Increase the safety and security of the transportation system for motorized and non-motorized users</i>	Safety
	<i>Increase the accessibility and mobility options available to people and for freight</i>	Freight Movement
	<i>Protect and enhance the environment, promote energy conservation, and improve quality of life</i>	NEPAssist
	<i>Promote consistency between transportation improvements, state and local planned growth, and economic development patterns</i>	Economic Development
	<i>Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight</i>	Traffic Operations, Other Modes, and Freight Movement
	<i>Promote efficient system management and operation</i>	Traffic Operations, Congestion
	<i>Emphasize the preservation of the existing transportation system</i>	System Preservation
	<i>Improving the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</i>	System Resiliency
	<i>Enhancing travel and tourism</i>	Travel and Tourism

Figure 14: State and Federal Requirements for MPO scoring and PBMPO's corresponding questions

for Progress in the 21st Century Act (MAP-21) was the first federal legislation to lay out an expectation of performance-based planning. The performance expectations were carried forward during the adoption of the Fixing America's Surface Transportation Act (FAST Act). Additionally, specific performance measures have been defined and adopted at both the statewide and metropolitan area levels that must be reflected in the regional MTPs.

A quantifiable project prioritization process is the most tangible step to equate federal and state performance measurement requirements with the projects

that are financially constrained within a region's MTP. To lay out what projects can be built in that four-year period, the MPO, with assistance from their Technical Advisory Committee, put together a list of project scoring criteria to help create a funded project list for the TIP. These project evaluation criteria were based on requirements set at the state level in Texas House Bill 20 and federal level in MAP-21 and the FAST Act. **Figure 14** shows where the MPO included these requirements into their scoring criteria questions.



# MPO PLAYBOOK

Category	Criteria	Question	Points
<b>I. Operational Efficiency and Preservation</b>			<b>20.0</b>
<b>1. Traffic Operations:</b> Does this project include elements that specifically improve the operational efficiency of the transportation system?			
a. Yes <b>1-5 points</b>			
b. No <b>0 points</b>			
<b>2. Congestion:</b> Does the project emphasize a reduction in congestion as			
a. Yes <b>1.0-5.0 points</b>			
1 pt - project TTI is 1.50-1.75			
2 pts - project TTI is 1.75-2.00			
3 pts - project TTI is 2.00-2.25			
5 pts - project TTI is higher than 2.25			
b. No <b>0 points</b>			
<b>3. Thoroughfare Plan:</b> Does the project improve a corridor shown on the three-county thoroughfare plan?			
a. Yes <b>5 points</b>			
b. No <b>0 points</b>			
<b>4. System Preservation:</b> Does this improvement emphasize system preservation?			
a. Yes <b>3-5 points</b>			
3 pts - for indirect impact			
5 pts - for direct impact			
b. No <b>0 points</b>			
<b>II. Safety</b>			<b>25.0</b>
<b>5. Safety:</b> Does this project promote the MPO's safety resolution in support of TxDOT's and FHWA Performance Management			
a. Yes <b>1-20 points</b>			
b. No <b>0 points</b>			
<b>6. Resiliency:</b> Does this project promote system resiliency?			
a. Yes <b>1-5 points</b>			
b. No <b>0 points</b>			
<b>III. Integration with Other Modes</b>			<b>5.0</b>
<b>7. Other Modes:</b> Does this project provide access to one or more alternative modes of transportation (bicycling, walking, transit, air travel) according to city/county plans?			
a. Yes <b>1-5 points</b>			
Range of points based on proximity to alternative modes			
b. No <b>0 points</b>			

Category	Criteria	Question	Points
<b>I. Operational Efficiency and Preservation</b>			<b>20.0</b>
<b>1. Traffic Operations:</b> Does this project include elements that specifically improve the operational efficiency of the transportation system?			
a. Yes <b>5 points</b>			
b. No <b>0 points</b>			
<b>2. Congestion:</b> Does the project emphasize a reduction in congestion on			
a. Yes <b>1.0-10.0 points</b>			
5 pts - Top 25% (> 0.096)			
10 pts - Top 10% (> 0.154)			
b. No <b>0 points</b>			
<b>3. Thoroughfare Plan:</b> Does the roadway currently resemble its MTP cross section?			
a. No <b>5 points</b>			
b. Yes <b>0 points</b>			
<b>II. System Preservation</b>			<b>15.0</b>
<b>4. System Preservation:</b> Does this improvement emphasize pavement management?			
a. Yes <b>7.5-15 points</b>			
7.5 pts - for indirect impact			
15 pts - for direct impact			
b. No <b>0 points</b>			
<b>III. Safety</b>			<b>15.0</b>
<b>5. Crashes:</b> What is the crash segment rate of the project?			
0 pts - bottom 75% crash rates			
7.5 pts - moderate crash rates (10-25%)			
15 pts - top 10% crash rates			
<b>IV. Integration with Other Modes</b>			<b>5.0</b>
<b>6. Other Modes:</b> Does this project provide access to one or more alternative modes of transportation (bicycling, walking, transit)?			
a. Yes <b>2.5 points each (5 points maximum)</b>			
2.5 pts - project enhances pedestrian safety and access			
2.5 pts - project enhances bicycle safety and access			
2.5 pts - project enhances vehicular or general public safety			
2.5 pts - project enhances transit-related safety and access			
b. No <b>0 points</b>			

Figure 15: MPO vs. Odessa Project Scoring Criteria (page 1 of 2)

## Project Development

The City of Odessa has been involved in the development, design, and implementation of transportation projects for a very long time. This section organizes these ideas into a streamlined and easily repeatable process that can be clearly communicated to PBMPO.

### 1. Think about the ways in which an issue is typically identified.

After inventorying the ways in which a need can be identified, develop a plan for capturing those needs as they arise. As part of this process,

consider whether previous identification of needs have originated from the City of Odessa, or whether needs have been presented to the City by the MPO or by TxDOT.

### 2. Relate the need to both the PBMPO and City of Odessa prioritization categories.

This relationship does not need to go through the actual evaluation of these criteria (that is done at the project stage). Rather, this is a helpful categorization exercise that will help staff remember what issues are most pressing for the need. This also introduces a common vocabulary early on in project development.

**3. Document the identified need.** Once the different avenues for identifying needs have been determined, it is important to have a system in place to easily and cleanly document the needs so that they can be tracked over a long period of time and easily gathered together to present to the MPO.

**4. Develop the project.** The following attributes should be considered:

- Interim steps
- Local support or resistance
- Logical extents
- Tying the project into current work
- Big picture challenges
- Potential funding

**5. Score the project.** Following the development of the project, it should be taken through the City's prioritization process as outlined elsewhere in this document. The prioritization process will allow staff to understand how the project compares with others in the area.

## Coordination with the MPO

Having a straightforward project development approach sets the stage for communication with the MPO. The City of Odessa has a presence at all of the technical and policy level MPO meetings. However, Odessa cannot rely on these regular meeting points to fully communicate the City's unique needs and opportunities. The City should be a regular advocate to educate the MPO about potential projects and to help guide their advancement into the MPO's planning process. The following best practices can be implemented to help improve MPO coordination:

- Incorporate projects into an adopted plan
- Identify projects for advancement
- Highlight project attributes



# MPO PLAYBOOK

## Local, State, and Federal Funding Sources

Source	Description
City Bond Programs	Bonds programs are a great way to approve large amounts of funding for roadway projects at one time. Bonds may be submitted as propositions and are voted on by the public.
City General Funds (Property Taxes)	Cities and counties may spend general funds as they see fit. Any roadway project could be funded through general funds and then matched with other funds.
Developer Agreement	Reimbursing or sharing the cost of development that is determined to have a large positive impact on the City. Also known as Chapter 380 Grants.
Impact Fees	A one-time charge assessed to new development and redevelopment, calculated with the methodology outlined in Chapter 395 of the Texas Local Government Code.
MPO Project Implementation Funds	The MPO's Project Implementation Funds will be available for the remaining 13-year horizon, until 2027.
Odessa Development Corporation (ODC)	The Odessa Development Corporation has given funds to MOTRAN (Midland-Odessa Transportation Alliance) for investment in transportation projects for the City. In 2018, the ODC have \$170k budgeted to MOTRAN.
Public Improvement District (PID)	A defined geographical area established to provide specific types of improvements or maintenance which are financed by assessments against the property owners within the area.
Statewide Transportation Improvement Program (STIP)	Part of the FAST Act, STIP funding is provided by TxDOT on a three-year basis. This money is dispersed to the MPOs to spend on projects identified in their Transportation Improvement Plans (TIPs). The STIP is not an individual funding source but is a mechanism for documenting the allocation of state and federal funding sources.
Street Maintenance Fee	A source of revenue to fund street system maintenance based on use of the street system by residential and commercial properties.
Tax-Increment Finance (TIF)	Sidewalk and streetscape improvements can often be included as part of larger efforts of business improvements and retail district beautification. TIFs collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. This method is recommended for areas with large amounts of commercial development, such as a downtown.
Traffic Study Improvements	A traffic study or assessment can be used to identify the responsible party for the construction of new infrastructure to support a development. This cost may be the responsibility of the developer, the City, or both.
Unified Transportation Program (UTP)	The UTP is split into 12 main categories of spending. A broad range of multi-modal project types can be funded using this source. Depending on the funding source used, this can include project planning, project development, or project construction. UTP categories include both federal and state funding allocations.

MPO Project Scoring Criteria				Odessa Project Scoring Criteria			
Category	Criteria	Question	Points	Category	Criteria	Question	Points
<b>IV. Freight Movement</b>			<b>15.0</b>	<b>V. Socioeconomic Factors</b>			<b>15.0</b>
	<b>8. Freight Movement:</b>	Will the project improve the truck travel time reliability index (TTTR) for freight on the I-20 Metropolitan Area Boundary in support of the MPO's PM3 targets and TxDOT's Freight Mobility Plan?			<b>7. Socioeconomic Effect:</b>	Does the project provide increased accessibility in one of the following areas: State Enterprise Zone, State Opportunity Zone, or Historically Underutilized Business Zone?	
	a. Yes	8 - 15 points		a. Yes	5 points each (15 points maximum)		
		8 pts - for indirect impact		b. No	0 points		
	b. No	0 points					
		15 pts - for direct impact					
<b>V. Community Support</b>			<b>20.0</b>	<b>VI. Project Readiness</b>			<b>10.0</b>
	<b>9. Economic Development:</b>	Does the project support an economic development initiative of the region?			<b>8. Project Readiness:</b>	What is the support/project readiness level for the project?	
	a. Yes	1 - 5 points		a. Levels	2 - 10 points		
	b. No	0 points		2 pts -	Project has not been considered as part of a local or regional plan, but is locally supported		
				5 pts -	Project has undergone some level of concept planning or demonstrates the ability to be implemented		
	<b>10. Alternative Funding:</b>	Does this project include additional financial support including an identified community project list, comprehensive plan CIP, and/or documentation of financial commitment?		10 pts -	Project has strong local support or has initiated the design process		
	a. Yes	1 - 15 points		b. None	0 points		
	b. No	0 points					
<b>VI. Community Development</b>			<b>10.0</b>	<b>VII. Community Development</b>			<b>10.0</b>
	<b>11. Travel and Tourism:</b>	Does the project enhance travel and tourism?			<b>9. Master Plans:</b>	Is this project identified in other local master plans?	
	a. Yes	5 points		a. Yes	10 points		
	b. No	0 points		b. No	0 points		
	<b>12. Socioeconomic Effect:</b>	Will socioeconomic conditions be improved?					
	a. Yes	5 points					
	b. No	0 points					
<b>VII. Environmental Factors</b>			<b>5.0</b>	<b>VIII. Environmental Factors</b>			<b>10.0</b>
	<b>13. NEPAAssist:</b>	Has the NEPAAssist Tool been utilized in the consideration of the project's environmental effects?			<b>11. NEPAAssist:</b>	Has the NEPAAssist Tool been utilized in the consideration of the project's environmental effects?	
	a. Yes	5 points		a. Yes	10 points		
	b. No	0 points		b. No	0 points		
<b>TOTAL</b>			<b>100.0</b>	<b>TOTAL</b>			<b>100.0</b>

Figure 16: MPO vs. Odessa Project Scoring Criteria (page 2 of 2)

- Set aside time to discuss
- Stay engaged in Long Range Transportation Plan and Transportation Improvements Plan development

### Comparing MPO and Odessa Prioritization

The same seven main categories were used as the framework, and multiple questions were kept for consistency. Even though the questions may not be completely identical to the MPO's criteria, by keeping the main ideas of the scoring identical, it is likely that projects will score similarly between the

two systems. Overall, the biggest difference in the two scoring processes comes down to assigning points. The MPO's criteria has many questions that offer a range of points that require more discretion to picking a score within that range. In contrast, most of Odessa's scoring criteria questions offer clear levels of point assignment. **Figures 15 and 16** shows the two scoring criteria side by side.



## **SECTION 6: BICYCLE MASTER PLAN**

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<b>Major Destinations</b>	<b>21</b>
<b>Facility Types</b>	<b>21</b>
<b>Bicycle Master Plan Network</b>	<b>22</b>



# BICYCLE MASTER PLAN

## Introduction

Odessa's Bicycle Master Plan is designed to create a well-connected and comprehensive bicycle network within city limits. This section will describe the planning process for the plan, define the facility types included, and break down the priority routes in the proposed network.

## Planning Process

The following sources were incorporated during the planning process to help develop the Bicycle Master Plan network:

- PBMPO'S Connecting Midland and Odessa Multi-Use Trail Corridor Study
- The City of Odessa's On-Street Bikeway Master Plan
- Public input through an online map survey

## Major Destinations

Within the previously mentioned plans, some major destinations throughout the city stood out as common attractors for bicyclists or other active transportation users. The first priority of the plan was to create a multiple routes to these locations and create a network that was well connected. These destinations include the University of Texas at the Permian Basin (UTPB) campus, Downtown Odessa, Ector County ISD school locations, and major city parks.

## Facility Types

In the network of the Bicycle Master Plan, routes are classified under one of the following four facility types: sidepath, multi-use trail, bike lane, or bike route. **Figure 17** shows examples of each type.

### Sidepath

Sidepaths function like most paved trails and follow adjacent to a roadway. They are physically separated from traffic either by landscaping



**SIDEPATH**



**BIKE LANE**



**MULTI-USE TRAIL**



**BIKE ROUTE**

Figure 17: Bicycle Facility Types

or a barrier. These paths are designed for two-way travel, and are most comfortable for non-expert bicyclists. Because of this, sidepaths are the most common recommendation wherever the right-of-way allows for them.

### Bike Lane

Bike lanes are striped onto the road usually next to the curb or the parking lane. Some lanes may have a painted buffer to further separate cyclists from moving vehicles. Dashed lines indicate that cars may enter the bike lane. A bike lane may take the full lane when they transition into a shared lane.

### Multi-Use Trail

A multi-use trail is a path physically separated from motor vehicle traffic by an open space or barrier and either within a public right of way or easement, which accommodates two-way, non-motorized travelers.

### Bike Route

Bike routes are designated roadways that are suggested for bicyclists to use to reach major destinations in the City. They are meant to give users guidance on routes, however, they are not separated facilities.

# ODESSA, TX BICYCLE MASTER PLAN

- Existing Bike Lane
- Proposed Bike Lane
- Existing Bike Route
- Proposed Bike Route
- Proposed Sidepath
- Proposed Trail
- Priority Connections
- Schools
- Parks
- City Limits

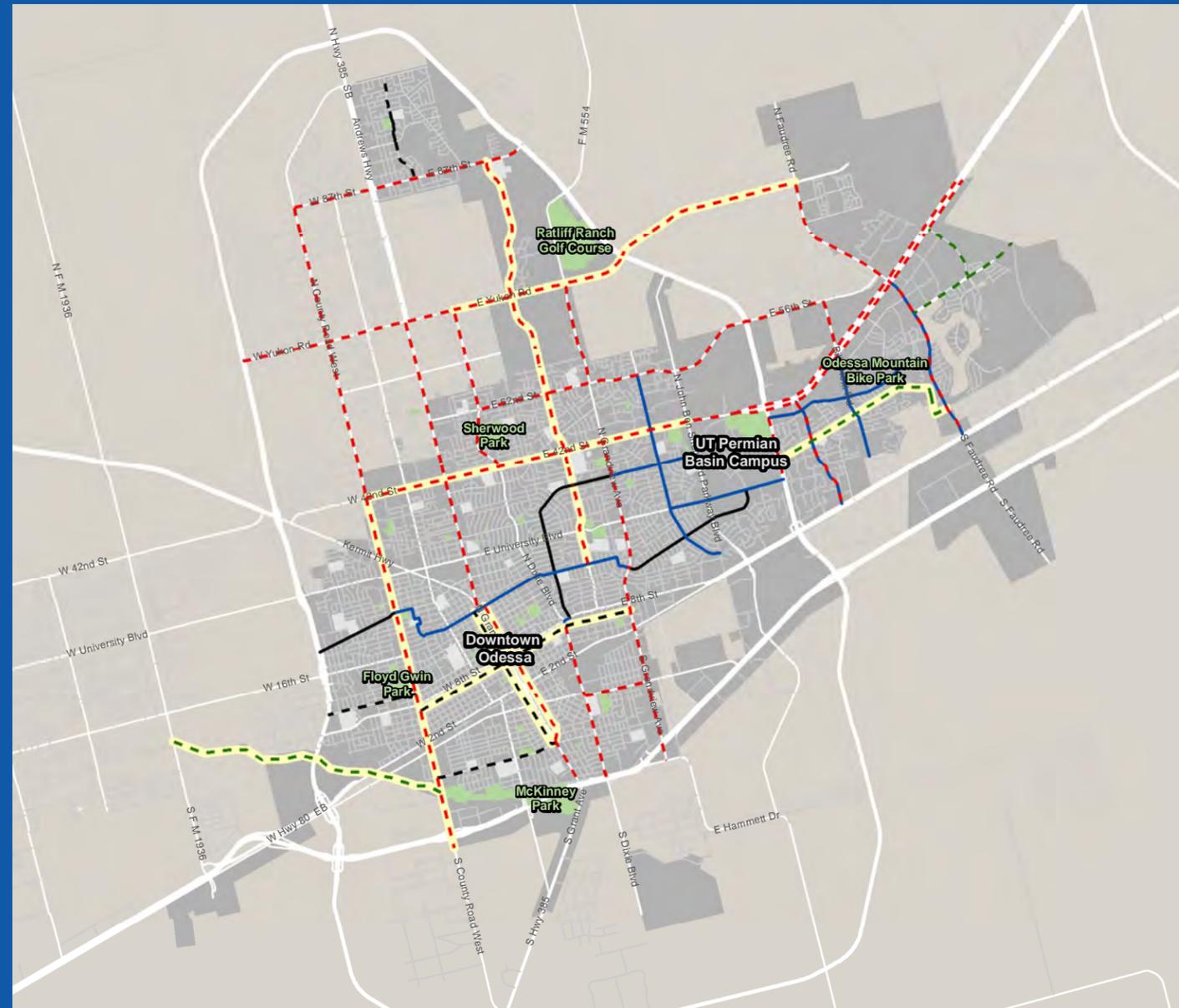


Figure 18: Bicycle Master Plan

## Bicycle Master Plan Network

Figure 18 shows the Bicycle Master Plan network in detail. Bicycle connections are colored based on the four facility types. If a facility exists currently, then it is represented with a solid line; all new facilities are shown using a dashed line.

In addition to this, some bicycle connections have been highlighted in yellow. These facilities have been identified in the master plan as priority connections and have further description in the next section.

## Priority Connections

The following connections have been identified as a priority for the city's bicycle network, and are recommended for further corridor evaluation:

1. **7th Street Bike Lanes** - This proposed bike lane provides an east-west connection in the Downtown area, and helps separate modes by pulling non-vehicular traffic off of the more congested 8th Street.
2. **Lee Avenue and Texas Avenue Couplet** - These two roads provide the main north-south connection through downtown. Instead of having bicyclists

# BICYCLE MASTER PLAN



use the more constrained Grant Avenue, users can choose to ride in a bike lane along Lee Avenue or a sidepath following Texas Avenue.

3. **Dawn Avenue Sidepath** - Once construction is complete on Dawn Avenue, it will serve as a major connection for the new developments in northern Odessa. This route is proposed to be a sidepath beginning near Dr. Lee Buice Elementary School and terminates near Bonham Middle School.
4. **Yukon Road Sidepath** - This proposed sidepath would establish a new east-west connection in northern Odessa for bicyclists once construction is complete on the new road.
5. **42nd Street Sidepath** - This connection incorporates the planned redesign set for 42nd Street in the CIP. In addition, this sidepath connects into the Highway 121 corridor recommended in the Connecting Midland and Odessa Multi-Use Trail Corridor Study conducted by PBMPO.
6. **East Odessa Utility Easement Trail** - Also recommended in PBMPO's study, this multi-use trail alignment helps connect Midland to UTPB campus.
7. **Monahan's Draw Trail** - Requested by the public in the map survey, this proposed multi-use trail would continue Comanche Trail through Monahan's Draw in west Odessa.
8. **County Road West Sidepath** - The final connection considered a priority to the City's future bicycle network is a sidepath along County Road West. This is one of the only connections to span the City of Odessa and would act as a major spine to the overall network.

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# **SECTION 7: SYSTEMS OPERATIONS**

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<b>Minor Maintenance Recommendations</b>	<b>26</b>



# SYSTEMS OPERATIONS

## Introduction

The transportation system in the City of Odessa represents a major investment by the residents of Odessa. Getting to, from, and around the City depends on the serviceability of its roadway network. When roadways become distressed with ruts, potholes, and cracks, it impacts the community: trips take longer, rides are bumpier, and vehicle maintenance costs increase.

The City makes frequent decisions regarding the timing and type of maintenance and rehabilitation (M&R) activities that should be completed on its roadway network to maintain an acceptable and safe operational condition. To maintain a reasonable M&R schedule and capital improvement program (CIP), decision makers must know the condition of their roadways to make informed decisions.

As part of this Transportation Master Plan, a Systems Operation Plan, focused on pavement management system (PMS) implementation, was conducted to support the development of a prioritized CIP.

Pavement management provides a means for evaluating roadway networks and recommending M&R work. One outcome of implementing a PMS is that the pavement condition index (PCI) can be used to evaluate roadways using a simple numeric scale to represent functional and operational condition. A PCI value of 100 denotes a road in excellent condition while 0 represents a completely failed road. PCI values provide an indication of the types of problems present on the road surface and offer guidance on the types of work and costs needed to fix the problem. Developing PCI values was part of a broader process that involved the following tasks:

- Performing data checks to ensure data quality and consistency,

Functional Classification	Area (SF)		No. Sections		PCI Condition	
	Inspected	Total	Inspected	Total	2018	Category
Major Arterials	16,253,814	16,943,801	77	89	55	POOR
Minor Arterials	6,282,390	6,321,312	52	53	52	POOR
Collectors	9,220,537	9,221,000	108	109	59	FAIR
Locals	5,065,877	76,055,302	96	3,932	60	FAIR
Other (Ramps, Service Roads)	-	411,628	-	27	-	-
<b>Overall</b>	<b>36,822,618</b>	<b>108,953,043</b>	<b>333</b>	<b>4,210</b>	<b>56</b>	<b>FAIR</b>

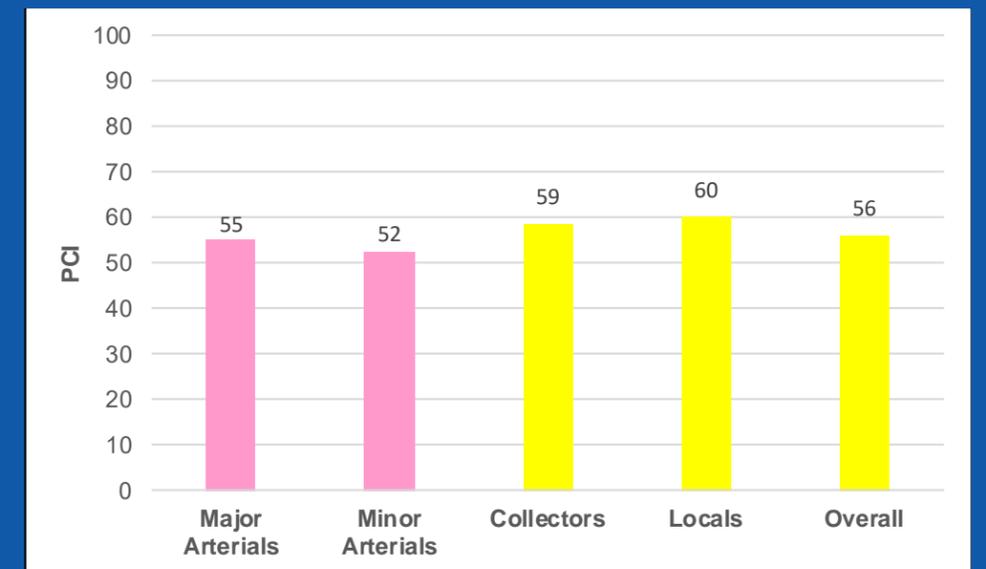
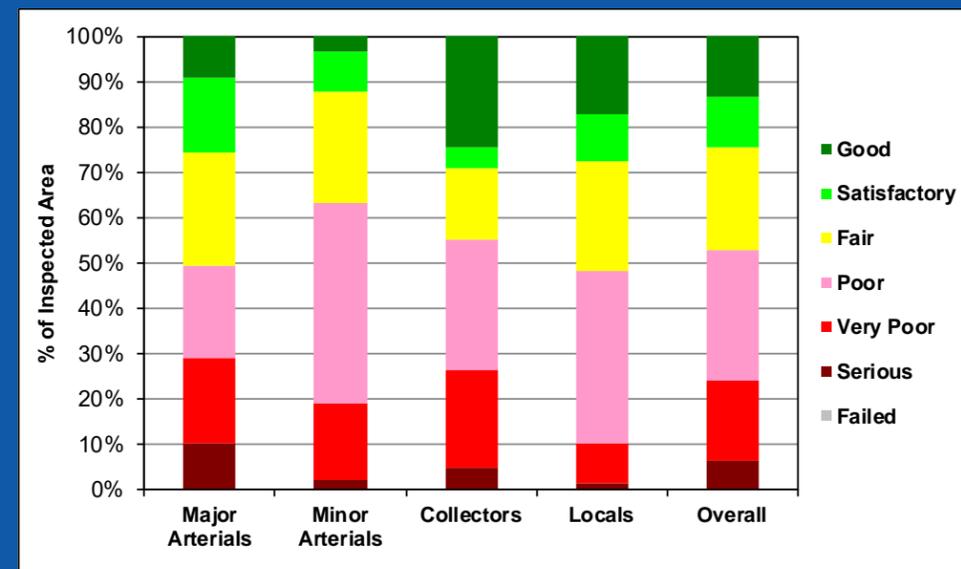


Figure 17: Pavement Condition Summary by Functional Classification (Top); Figure 18: PCI Rating Distribution and PCI Values by Functional Classification (Bottom)

- Developing a PMS database by integrating historic data and imagery,
- Entering distress data captured in September 2018 to determine roadway conditions (PCI values),
- Developing performance models that forecast future PCI values, and
- Building a prioritized project list based on needs identified in the analysis.

## Data Summary

As of September 2018, PCI results indicate that the City of Odessa's roadway network is in *FAIR* condition with an overall PCI value of 56. It is possible that

roadway conditions have now slipped into *POOR* condition as of the time of this report. **Figure 17** displays pavement conditions by functional classification, while **Figure 18** shows the overall distribution of PCI values and compares average PCI values and illustrates roadway conditions across the network.

## Prioritized Maintenance and Rehabilitation

In pavement management, Major Rehabilitation (Major M&R) is defined as any work type that results in a new structural roadway surface and



## SYSTEMS OPERATIONS

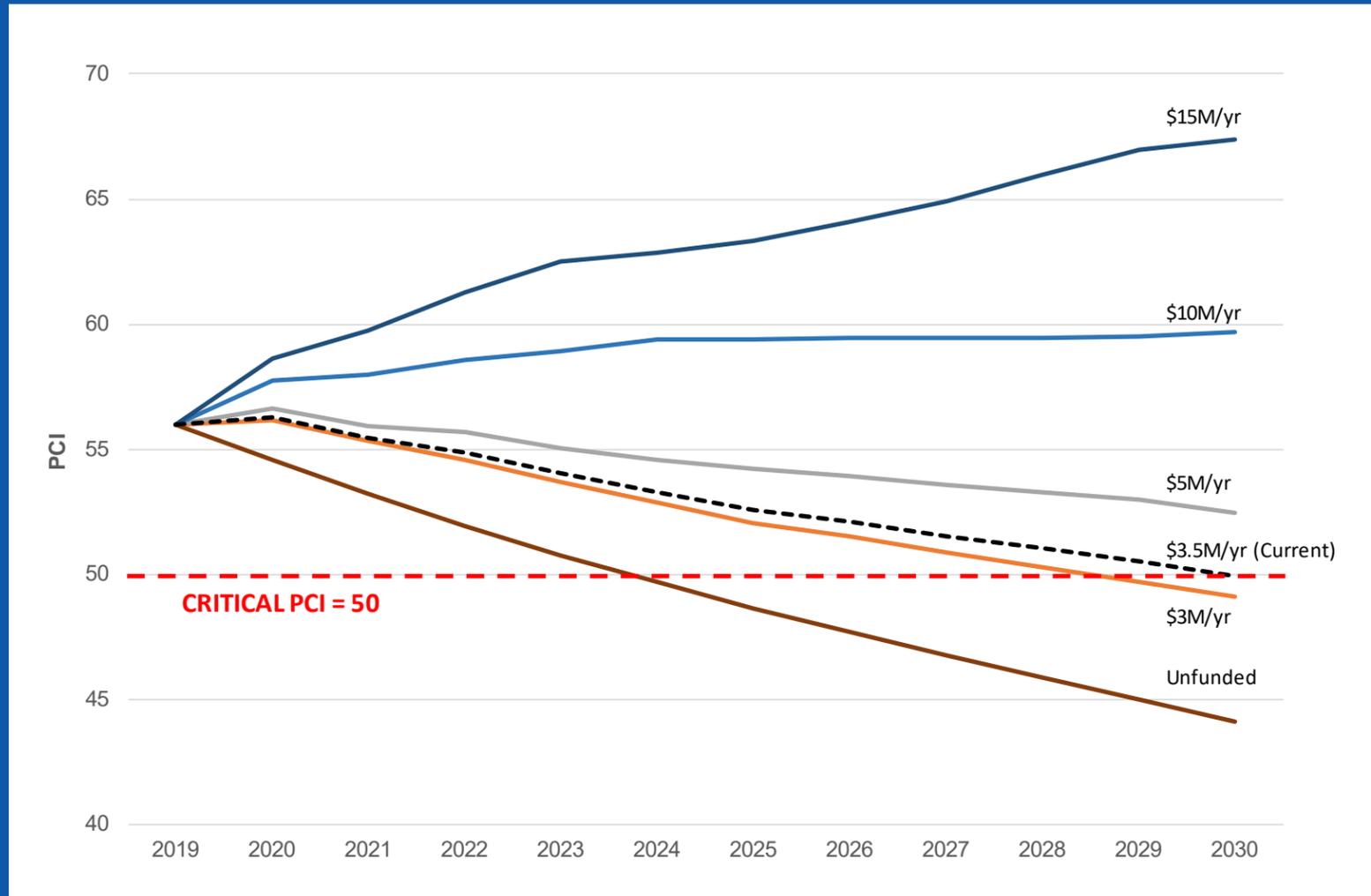


Figure 19: 10-Year Average PCI Values by Budget Level for Arterials & Collectors

resets the PCI value to 100. In recent years the City has funded, on average, approximately \$3.5 million per year on Major M&R projects for arterial and collector streets through PBMPO, the municipal bond market, and other sources.

Several budget scenarios were evaluated to understand how roadway conditions change in response to changes in funding, and to help determine reasonable annual funding goals for the City. Based on Odessa's roadway conditions, it is estimated that pavement-related

Major M&R funding needs through 2030 range from \$10-15 million per year for arterial and collector roadways. **Figure 19** shows the impact of the different funding scenarios on the overall PCI for arterial and collector streets in the network. As shown, at the current funding levels, Odessa's arterial and collector streets can be expected to deteriorate from the current average PCI of 56 to the critical PCI of 50 in the 10-year planning period.

In addition to the extensive need on arterial and collector streets, it is estimated that pavement-related Major M&R funding needs are \$30-35 million per year

for local roadways. Over the 10-year planning period, estimated needs for arterial, collector, and local roadways are approximately \$40-50 million per year to improve the overall roadway condition to an average PCI value of 65 and eliminate the extensive backlog of projects.

Given the overall extent of needs as compared to current budgets, several Major M&R projects were prioritized from within the overall M&R needs listing given their importance as thoroughfares in the City, current conditions, and their need for rehabilitation based on other non-pavement related needs. Five projects were identified as priorities in the FY 2020-2030 planning cycle at a total estimated cost of \$42.8 million, with three other projects identified as candidates beyond 2030 at an estimated cost of \$28.0 million (**Figure 20**). It should be noted that the costs developed for the System Operations Pavement Management portion of the TMP are focused on pavement enhancements and do not include additional costs outlined in the TMP that are associated with sidewalk, curb and gutter, or other right-of-way enhancements.

### Minor Maintenance Recommendations

After reviewing maintenance recommendations in PAVER™, results were reviewed in detail to determine the best candidates for localized and global maintenance efforts. Given the large quantity of repair needs, maintenance needs were prioritized and distributed over multiple years. It is expected that applying maintenance treatments on an annual basis will extend the life of the pavements that have PCI values above the critical PCI of 50. However, these treatments will offer diminishing returns as roadway sections fall into disrepair and require Major M&R work. A full list of M&R projects can be found in the full systems operations report. The recommendations in that list include the following types of maintenance work:



# SYSTEMS OPERATIONS

- Patching
- Crack sealing
- Shoulder leveling
- Rejuvenator treatment
- Seal coat
- Joint seal
- Slab replacement

Preference was given to rejuvenators on new pavements where no other type of surface treatment or seal coat had been previously applied. In addition, for pavements with three or more existing seal coat layers it is recommended that alternative global or minor M&R alternatives are considered, as additional seal coats could exacerbate any existing issues with rutting and/or bleeding. **Figure 21** shows budget recommendations for minor maintenance projects. In total, approximately \$4.5 to \$6 million is recommended to be budgeted from the CIP to be put towards minor maintenance projects. Three types of allocations were considered for this budget estimate:

- Signal Maintenance & Operations
- Local Streets
- Collectors & Arterials

### Minor Maintenance: Signals

#### Signal Maintenance & Operations

Signal maintenance refers to projects that involve replacement or repair of signal hardware. Signal operations projects are maintenance projects that involve updating or fixing the operations of traffic signals. It is recommended that \$6,500 to \$10,000 be set aside for this type of maintenance for every signal in the City per year.

### Minor Maintenance: Roadways

In recent years the City has funded approximately \$2.4 million per year

Project	Functional Classification	Work Type	From	To	Length (mi)	Program Year
N Faudree Rd	Major Arterial	Full-Depth Reconstruction, Widening	E Yukon Rd	TX-191	1.81	2020
Dawn Ave	Minor Arterial	Full-Depth Reconstruction, Widening	E 87th St	E Yukon Rd	1.77	2024
S Dixie Blvd	Major Arterial	Full-Depth Reconstruction, Mill-and-Overlay, Widening	E Murphy St	End	2.78	2025-2030
E University Blvd	Major Arterial	Full-Depth Reconstruction	N Grandview Ave	NE Loop 338	2.06	2022
W Murphy St	Minor Arterial	Mill-and-Overlay	S Crane Ave	SW Loop 338	2.50	2024

Minor Maintenance Type	Current Budget	Recommended Budget
Signal Maintenance & Operations	\$ 125,000* / year (\$1,225 per signal)	\$ 660,000* / year (\$6,500 per signal)
Local Street Minor Maintenance	\$ 2,400,000 / year	\$ 3,000,000 / year
Collectors & Arterials Minor Maintenance		\$ 2,000,000 / year
<b>Total</b>	<b>2,525,000 / year</b>	<b>\$ 5,660,000 / year</b>

Figure 20: Prioritized Major Rehabilitation Projects (top); Figure 21: Recommended Minor Maintenance Budgeted Amounts by Type (bottom), \*cost assumes 102 traffic signals

on pavement maintenance (localized maintenance, seal coats, rejuvenators). Local roadways alone are expected to require significant funding for localized and global maintenance needs. Approximately \$2.5 to 3 million per year has been identified for preventive and global maintenance for the local roadway network. Together, maintenance needs for local, collector and arterial streets total approximately \$4-5 million per year. The City should be allocating at least this level of funding for maintenance annually, in addition to securing funding for major M&R.

### Funding

The annual current maintenance budget is funded by the General Fund. Unlike water and wastewater, streets do not have a dedicated enterprise fund. Cities in Texas have begun to implement a enterprise fund (Street Maintenance Fee) to cover the necessary funding needs for their roadway infrastructure. This fee typically appears on the water bill and ties directly to the projects identified in the City's System Operations Plan.



## **SECTION 8: CAPITAL IMPROVEMENTS PLAN OVERVIEW**

<b>What is a CIP?</b>	<b>29</b>
<b>The CIP Development Process</b>	<b>29</b>
<b>Methodology</b>	<b>30</b>



# CIP OVERVIEW

## What is a CIP?

A capital improvements plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period. Capital improvements are major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. A CIP should include a description of the proposed capital improvement projects ranked by priority, a yearly schedule of expected project funding, and an estimate of project costs and financing sources. The city should update its CIP annually to reflect changing community needs, priorities, and funding opportunities.

## The CIP Development Process

One of the major elements of this Transportation Master Plan is the creation of a new 10-year CIP for Odessa. The following steps were taken to develop, score, cost, and organize projects into Odessa's 2020-2030 Capital Improvements Plan.

### 1. Preliminary Existing Assessment

An inventory of existing thoroughfare roadways was created based on recent aerial photography and field work. This database shows the number of lanes, estimated pavement width, and estimated available right-of-way and/or constraints for every roadway in the City's thoroughfare plan. Crash data and existing volumes were also incorporated in this stage to determine where the best opportunities for improvement are located. This task created what is referred to as the Universe of Projects (Figure 22).

### 2. Project List Development

A list of potential transportation projects was developed and sorted by need using a pre-screening process. The feasibility analysis and an online map survey were used to determine which projects were to be

## ODESSA CIP UNIVERSE OF PROJECTS

- Roundabout Project
- New
- Widening
- FDR or M/O
- Redesign
- City Limits



Figure 22: Universe of Projects

screened. Projects were then classified into five types of improvements: new, widening, rehabilitation, redesign, or intersection.

### 3. Project Ranking and Evaluation

The new list of pre-screened projects were then ranked and evaluated based on the scoring criteria created in an earlier task for the master plan. This criteria included traffic operations, congestion, existing thoroughfare and master plans, crash rates, pavement management, other modes, socioeconomic effects, project readiness, economic development, and environmental effects.

### 4. Preliminary Cost Projections and CIP Planning

Once the projects were scored by priority, preliminary cost projections were calculated based on estimated construction costs determined by the City. With both the scoring and costing completed, the list of projects was then organized into a 10-year plan. The final list of projects are what make up the City's new CIP.



# CIP OVERVIEW

4. What is the road's MTP classification?
5. Is this project already included as an unfunded project in the City's current CIP or the MPO's MTP?

### Scoring Methodology

Once the full list of projects was filtered down, the next step was to score them. In total, there were 11 questions for this process. All of the final priority scores were taken as a percentage to account for some projects that were not eligible to win points in some criteria. **Figures 15 and 16** in the MPO Playbook section break down the scoring questions in more detail. Based on the final priority score, projects were divided into three tiers of priority: high, medium, and low. These tiers then determined the order in which the projects were assigned for the 10-year improvements plan.

### Costing Methodology

For the costing portion of this process, an Opinion of Probable Construction Cost (OPCC) was created for each individual project. These are calculated by applying current construction estimates determined by the City to each project to determine an estimate for construction. The final calculated cost is considered a planning level projection, was based on the City's current MTP assigned cross sections, and is used for budget allocation. The costing is broken down into the following categories:

Category	Description
Construction Cost	Cost of pavement construction materials
ROW Construction	Cost of non-pavement construction materials
Engineering/Survey/Geotechnical	Design cost
Construction/Inspection/Testing	Construction phase services
Contingency	Amount set aside for unexpected costs

Project Pre-Screening Process	
1. Is this a maintenance project?	3 points Yes, full depth reconstruction 2 points Yes, mill-and-overlay 0 points No
2. Was the project mentioned in a Wikimap comment?	3 points Yes 0 points No
3. Is the project located in a developed area?	3 points Yes 1 points Moderate or Planned Development 0 points No
4. What is the road's MTP classification?	3 points Major Arterial 2 points Minor Arterial 1 point Collector/Local 0 points None of the above
5. Is this project already identified as an unfunded project in the City's current CIP or the MPO's MTP?	3 points Yes, City and MPO Project 2 points Yes, City Project Only 1 point Yes, MPO Project Only 0 points No
15 Total Possible Points	

Figure 24: Pre-Screening Criteria (right)

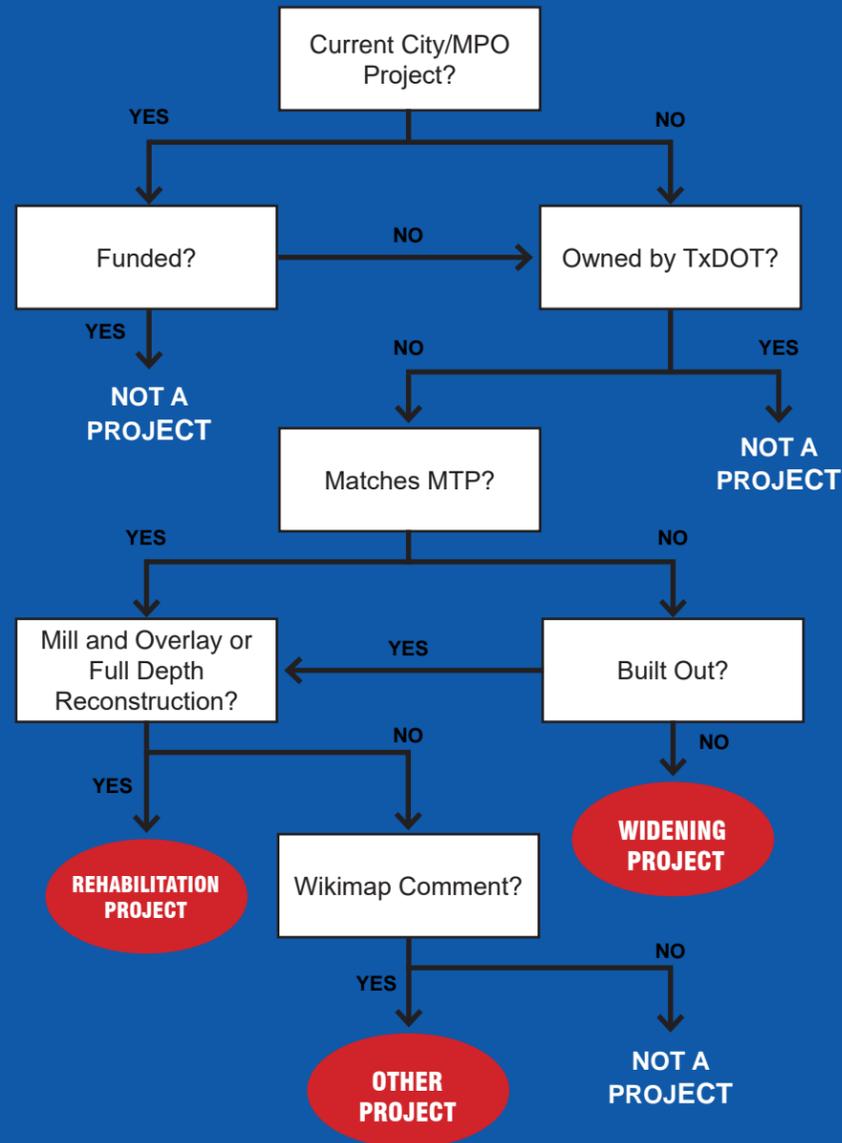


Figure 23: Project Classification Process (left)

### Pre-Screening Methodology

The goal of the pre-screening process was to narrow down the full list of possible roadway projects. This original list consisted of nearly 100 projects and was consolidated to 33 projects for priority scoring.

The pre-screening process consisted of five questions (**Figure 24**):

1. Is this a maintenance project?
2. Was the project mentioned in a Wikimap comment?
3. Is the project located in a developed area?

### Methodology

As mentioned in the previous page, a full evaluation of the City's roadway network was conducted to identify what needs the City should address in its CIP. Once projects were identified in the feasibility portion of this analysis, they were run through a classification and pre-screening process. After pre-screening, the new list of projects was scored using the project evaluation criteria. The projects were then evaluated for their cost using estimates approved by the City. The following sections break down each of these three steps in more detail.

# SECTION 9: IMPLEMENTATION

<b>Implementation Plan</b>	<b>32</b>
<b>CIP Roadway Project Sheets</b>	<b>33 - 64</b>
<b>CIP Intersection Project Sheets</b>	<b>65 - 68</b>



# IMPLEMENTATION

## CIP Project Sheets

	Project #	Road Name	Project Type	Page #
HIGH PRIORITY PROJECTS	R-75	N Faudree Road	Widening	33
	R-68	Dawn Avenue	Widening	34
	R-83	S Dixie Boulevard	Widening	35
	R-99	S Grant Avenue	Redesign	36
	R-102	W Murphy Street	Widening	37
	R-33	S Crane Avenue	Mill-and-Overlay	38
	R-34	S Crane Avenue	Full-Depth Reconstruction	39
	R-35	S Crane Avenue	Mill-and-Overlay	40
	R-17	E University Boulevard	Full-Depth Reconstruction	41
	R-96	E 42nd Street	Redesign	42
	R-98	S Grant Avenue	Redesign	43
MEDIUM PRIORITY PROJECTS	R-97	N Grant Avenue	Redesign	44
	R-30	E 7th Street	Mill-and-Overlay	45
	R-51	E Yukon Road	New	46
	R-08	E 52nd Street	Full-Depth Reconstruction	47
	R-32	W Murphy Street	Full-Depth Reconstruction	48
	R-93	E Murphy Street	Mill-and-Overlay	49
	R-101	S JBS Parkway Boulevard	Widening	50
	R-63	S Dixie Boulevard	New	51
	R-05	N Dixie Boulevard	Full-Depth Reconstruction	52
	R-09	E 52nd Street	Full-Depth Reconstruction	53
LOW PRIORITY PROJECTS	R-77	E 56th Street	Widening	54
	R-07	N Grandview Avenue	Full-Depth Reconstruction	55
	R-19	W 22nd Street	Mill-and-Overlay	56
	R-87	N JBS Parkway Boulevard	Redesign	57
	R-12	East Ridge Road	Mill-and-Overlay	58
	R-72	N Dixie Boulevard	Widening	59
	R-70	E Yukon Road	Widening	60
	R-74	Golder Avenue	Widening	61
	R-24	W 16th Street	Full-Depth Reconstruction	62
	R-10	Dawn Avenue	Full-Depth Reconstruction	63
	R-13	Maple Avenue	Full-Depth Reconstruction	64
	I-01	Kermit Hwy Roundabout	Roundabout	65
R-100	Loop 338	Redesign	N/A	

## ODESSA CIP PROJECTS BY PRIORITY

- Roundabout Project
- New
- Other Projects
- High
- Medium
- Low
- City Limits

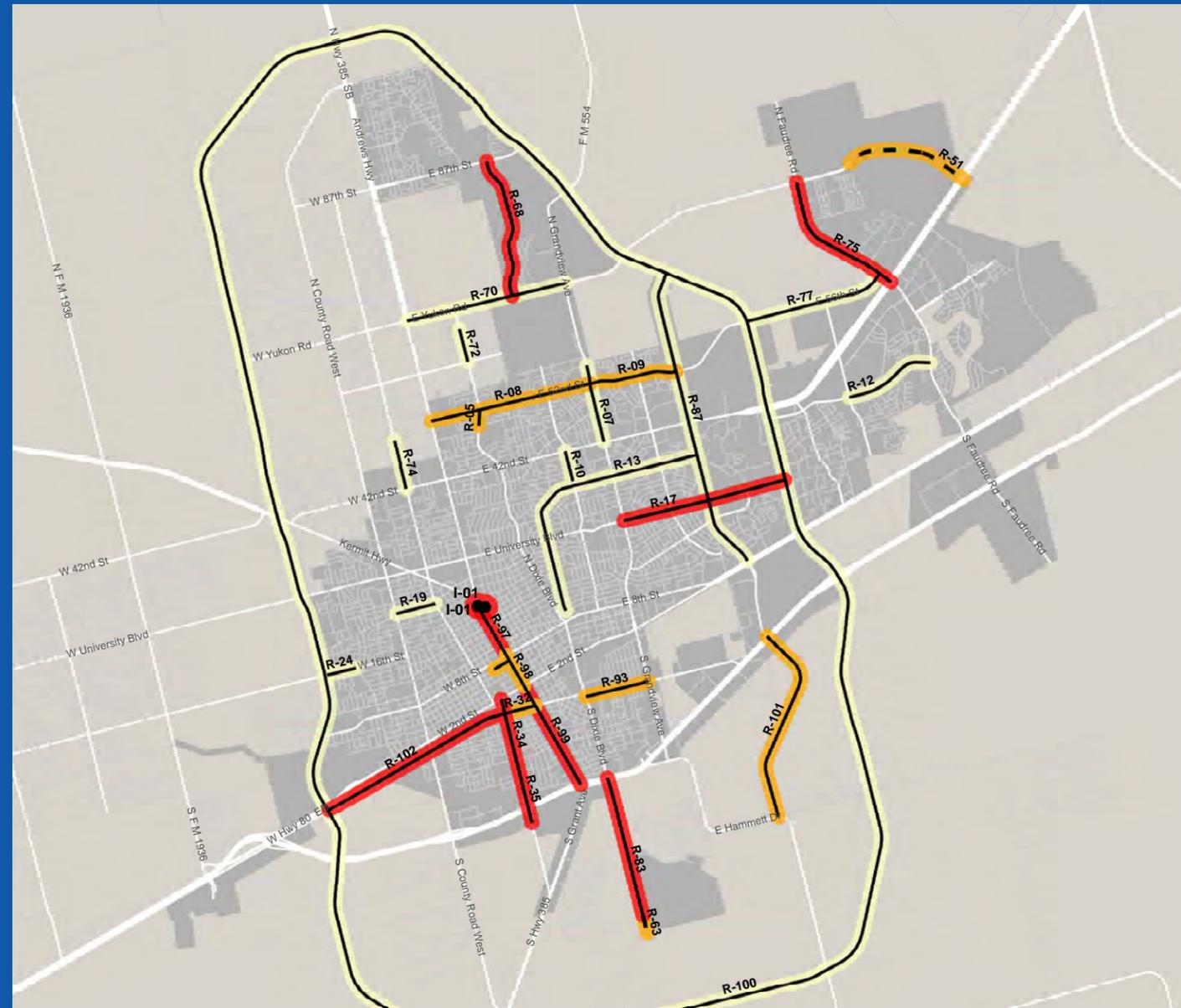


Figure 25: CIP Projects by Priority Level

### Implementation Plan

This section presents the results of the CIP development process described in the previous section. **Figure 25** shows the location of all 33 CIP projects, along with their level of priority. Priority level was used to organize the projects into the 10-year plan. The following pages display summaries of each CIP project in the order of their priority scores (highest to lowest). The table on the right serves as a table of contents for these sheets. Each summary page includes:

- Costing breakdown - construction costs and allocations

- Basic project information - project number, type, road name, limits, priority level, project scope, aerial map, and a short description
- Checklist of project elements and future cross section

### Developer Contribution

Projects in growth areas may have developer contribution to build their adjacent roadways. The City could consider a Roadway Impact Fee to provide contribution from all future developments that is not limited to those adjacent to new roadways.



# ODESSA, TEXAS CIP PROJECT LIST

## NORTH FAUDREE ROAD

**Project ID:** R-75      **Project Type:** Widening  
**Limit From:** E Yukon Rd      **Limit To:** E Hwy 191  
**Length:** 1.81 miles      **Priority Level:** High

**ESTIMATED COST: \$ 19,670,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 10,220,000
ROW Construction	33%	\$ 3,370,000
Engineering/Surveying/Geotechnical	18%	\$ 2,450,000
Construction/Inspection/Testing	8%	\$ 1,090,000
Contingency	15%	\$ 2,040,000
Intersection Improvements	-	\$ 500,000
<b>TOTAL</b>		<b>\$ 19,670,000</b>

### PROJECT SCOPE

This project consists of the widening of North Faudree Road from East Yukon Road to East Highway 191. This project also involves a safety analysis at the intersection of East Highway 191 and North Faudree Road.

### PROJECT DESCRIPTION

The roadway segment is 1.81 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$19,670,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project has the potential to be split into two phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	Widen to a five-lane undivided road	\$13,900,000
Phase 2:	Widen to a seven-lane undivided road	\$ 5,770,000

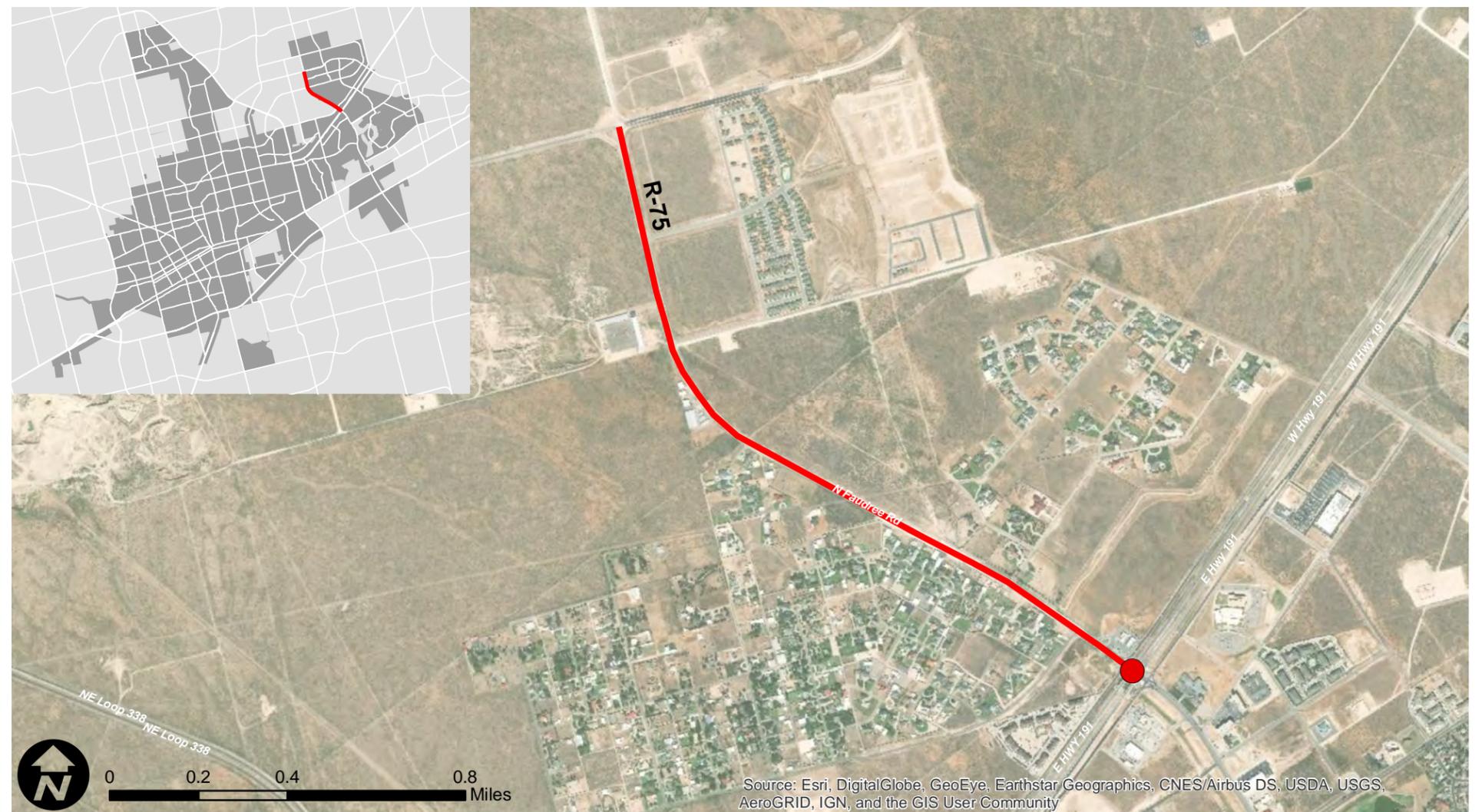
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## DAWN AVENUE

**Project ID:** R-68      **Project Type:** Widening  
**Limit From:** E 87th St      **Limit To:** E Yukon Rd  
**Length:** 1.77 miles      **Priority Level:** High

**ESTIMATED COST: \$ 13,080,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 6,980,000
ROW Construction	33%	\$ 2,300,000
Engineering/Surveying/Geotechnical	18%	\$ 1,670,000
Construction/Inspection/Testing	8%	\$ 740,000
Contingency	15%	\$ 1,390,000
<b>TOTAL</b>		<b>\$ 13,080,000</b>

### PROJECT SCOPE

This project consists of the widening of Dawn Avenue from East 87th Street to East Yukon Road.

### PROJECT DESCRIPTION

The roadway segment is 1.77 miles long and is designed to be a five-lane undivided cross section. The planning level cost estimation for this project is \$13,080,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan and the MPO's Vision 2040 Plan.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## SOUTH DIXIE BOULEVARD

**Project ID:** R-83      **Project Type:** Widening  
**Limit From:** E Pool Rd      **Limit To:** End  
**Length:** 1.76 miles      **Priority Level:** High

**ESTIMATED COST: \$ 18,560,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 9,900,000
ROW Construction	33%	\$ 3,270,000
Engineering/Surveying/Geotechnical	18%	\$ 2,370,000
Construction/Inspection/Testing	8%	\$ 1,050,000
Contingency	15%	\$ 1,970,000
<b>TOTAL</b>		<b>\$ 18,560,000</b>

### PROJECT SCOPE

This project consists of the widening of South Dixie Boulevard from East Pool Road to the end of Dixie Boulevard.

### PROJECT DESCRIPTION

The roadway segment is 1.76 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$18,560,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project has the potential to be split into two phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	Widen to a five-lane undivided road	\$12,980,000
Phase 2:	Widen to a seven-lane undivided road	\$ 5,580,000

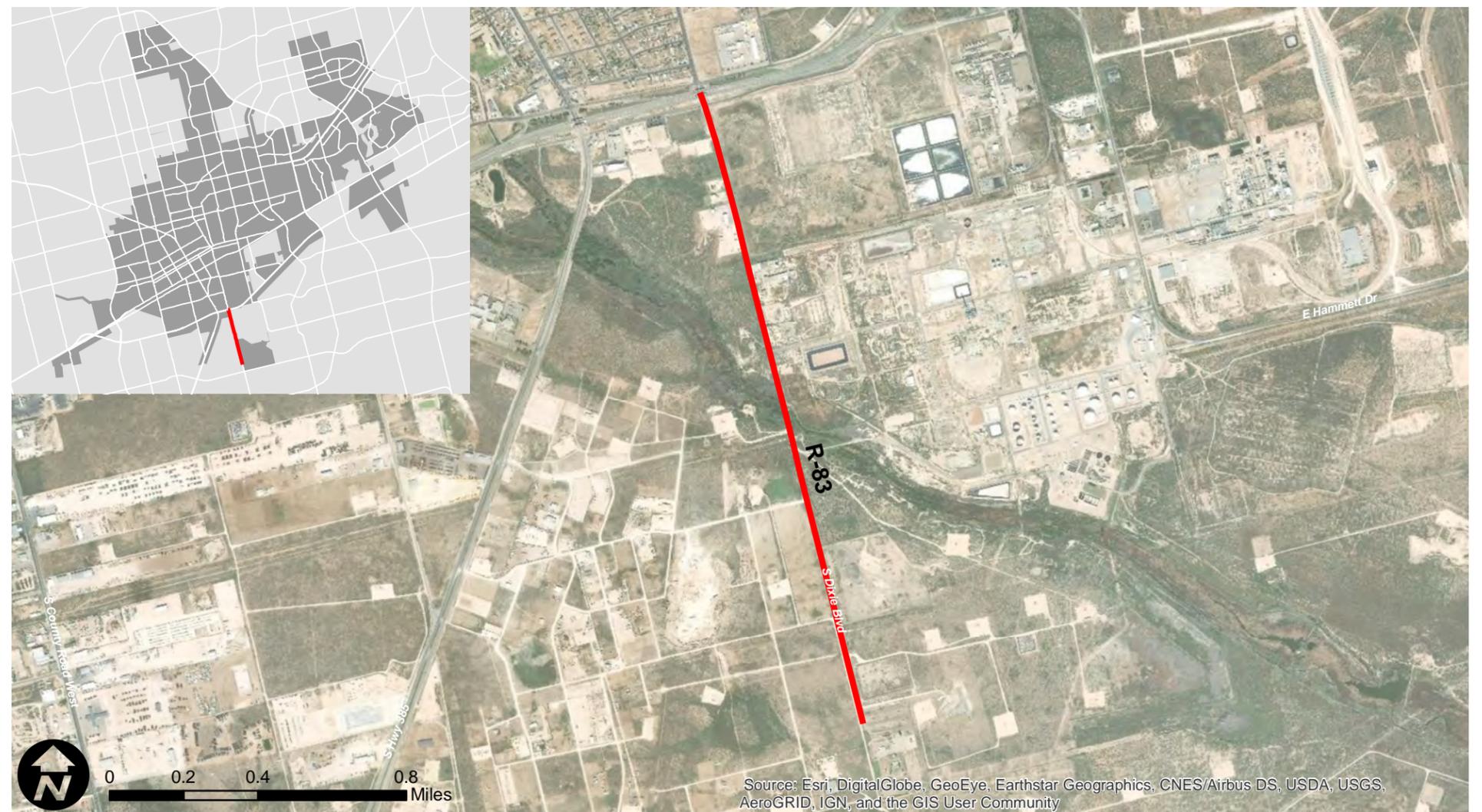
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## SOUTH GRANT AVENUE

**Project ID:** R-99      **Project Type:** Redesign  
**Limit From:** W 2nd St      **Limit To:** W IH 20  
**Length:** 1.40 miles      **Priority Level:** High

**ESTIMATED COST: \$ 6,260,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 1,280,000
ROW Construction	-	\$ 2,460,000
Engineering/Surveying/Geotechnical	18%	\$ 670,000
Construction/Inspection/Testing	8%	\$ 300,000
Contingency	15%	\$ 560,000
Intersection Improvements	-	\$ 1,000,000
<b>TOTAL</b>		<b>\$ 6,260,000</b>

### PROJECT SCOPE

This project consists of the redesign of South Grant Avenue from West 2nd Street to West Interstate Highway 20 for access management and streetscape purposes. This project also involves safety analyses along the South Grant Avenue at West 2nd Street and West Interstate Highway 20.

### PROJECT DESCRIPTION

The roadway segment is 1.40 miles long and is designed to be a four-lane divided cross section. The planning level cost estimation for this project is \$6,260,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project is located in an Underutilized Business Zone and a State Enterprise Zone.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## WEST MURPHY STREET

**Project ID:** R-102      **Project Type:** Widening  
**Limit From:** SW Loop 338      **Limit To:** S Crane Ave  
**Length:** 2.49 miles      **Priority Level:** High

**ESTIMATED COST: \$ 12,630,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 6,740,000
ROW Construction	33%	\$ 2,220,000
Engineering/Surveying/Geotechnical	18%	\$ 1,610,000
Construction/Inspection/Testing	8%	\$ 720,000
Contingency	15%	\$ 1,340,000
<b>TOTAL</b>		<b>\$ 12,630,000</b>

### PROJECT SCOPE

This project consists of the widening of West Murphy Street from Southwest Loop 338 to South Crane Avenue.

### PROJECT DESCRIPTION

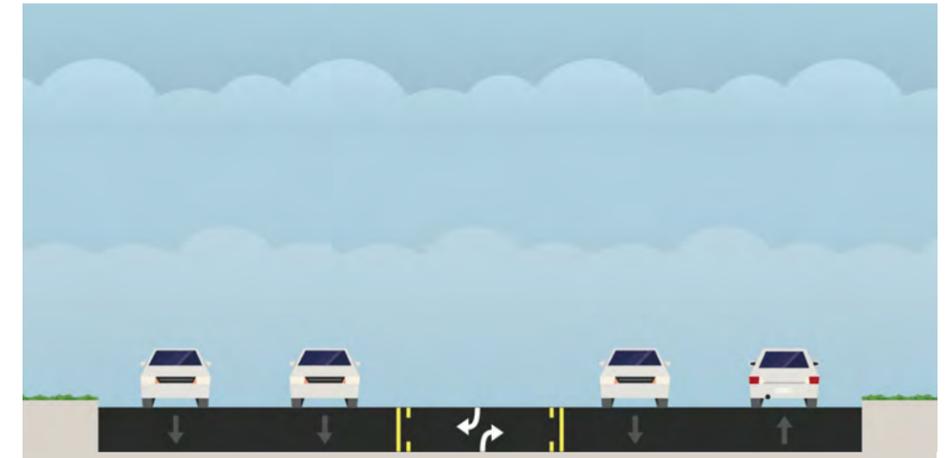
The roadway segment is 2.49 miles long and is designed to be a five-lane undivided cross section. The planning level cost estimation for this project is \$12,630,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project is located in a State Opportunity Zone and an Underutilized Business Zone. This project has the potential to be split into two phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	SW Loop 338 to South County Road West	\$ 7,450,000
Phase 2:	South County Road West to South Crane Ave	\$ 5,180,000

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## SOUTH CRANE AVENUE

**Project ID:** R-33

**Project Type:** Rehabilitation

**Limit From:** W 2nd St

**Limit To:** W Murphy St

**Length:** 0.18 miles

**Priority Level:** High

**ESTIMATED COST: \$ 300,000**

### PROJECT SCOPE

This project consists of mill-and-overlay maintenance on South Crane Avenue from West 2nd Street to West Murphy Street.

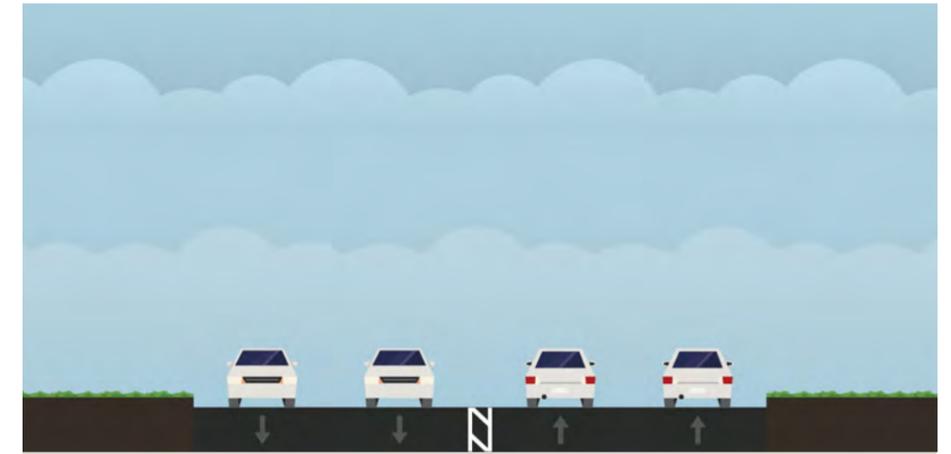
### PROJECT DESCRIPTION

The roadway segment is 0.18 miles long and is designed to maintain its four-lane undivided cross section. The planning level cost estimation for this project is \$300,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project is located in an Underutilized Business Zone and a State Enterprise Zone.

### PROJECT ELEMENTS

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Mill-and Overlay      | <input type="checkbox"/> Intersection Safety Project                  |
| <input type="checkbox"/> Full Depth Reconstruction        | <input type="checkbox"/> Intersection Capacity Project                |
| <input checked="" type="checkbox"/> Local Support         | <input checked="" type="checkbox"/> State Enterprise/Opportunity Zone |
| <input checked="" type="checkbox"/> Current City Priority | <input checked="" type="checkbox"/> Underutilized Business Zone       |
| <input type="checkbox"/> Current MPO Priority             |   |

### FINAL CROSS SECTION



### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## SOUTH CRANE AVENUE

**Project ID:** R-34      **Project Type:** Rehabilitation  
**Limit From:** W Murphy St      **Limit To:** W Clements St  
**Length:** 0.58 miles      **Priority Level:** High

**ESTIMATED COST: \$ 3,710,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 1,710,000
ROW Construction	33%	\$ 570,000
Engineering/Surveying/Geotechnical	18%	\$ 410,000
Construction/Inspection/Testing	8%	\$ 180,000
Contingency	15%	\$ 340,000
Intersection Improvements	-	\$ 500,000
<b>TOTAL</b>		<b>\$ 3,710,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on South Crane Avenue from West Murphy Street to West Clements Street. This project also involves capacity improvements at the intersection of West Clements Street and South Crane Avenue.

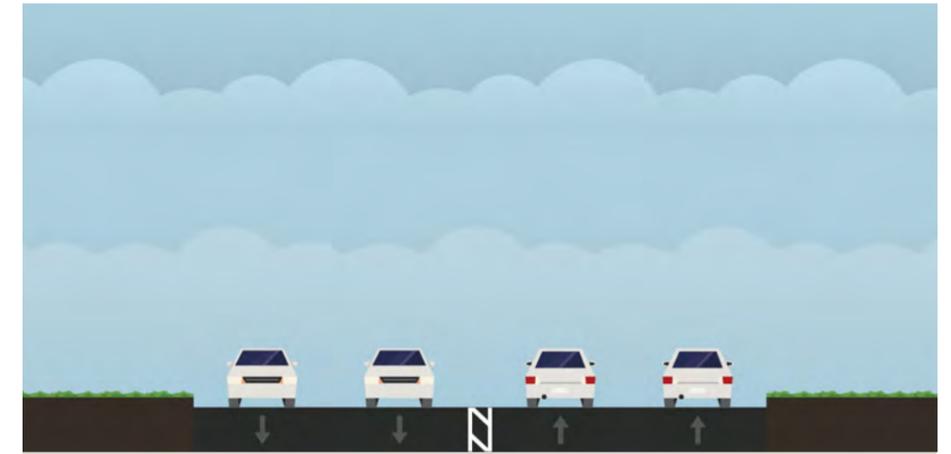
### PROJECT DESCRIPTION

The roadway segment is 0.58 miles long and is designed to maintain its four-lane undivided cross section. The planning level cost estimation for this project is \$3,710,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project is located in an Underutilized Business Zone and a State Enterprise Zone.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## SOUTH CRANE AVENUE

**Project ID:** R-35      **Project Type:** Rehabilitation  
**Limit From:** W Clements St      **Limit To:** 1040' S of IH 20  
**Length:** 0.81 miles      **Priority Level:** High

**ESTIMATED COST: \$ 1,200,000**

### PROJECT SCOPE

This project consists of mill-and-overlay maintenance on South Crane Avenue from West Clements Street to 1,040 feet south of Interstate Highway 20.

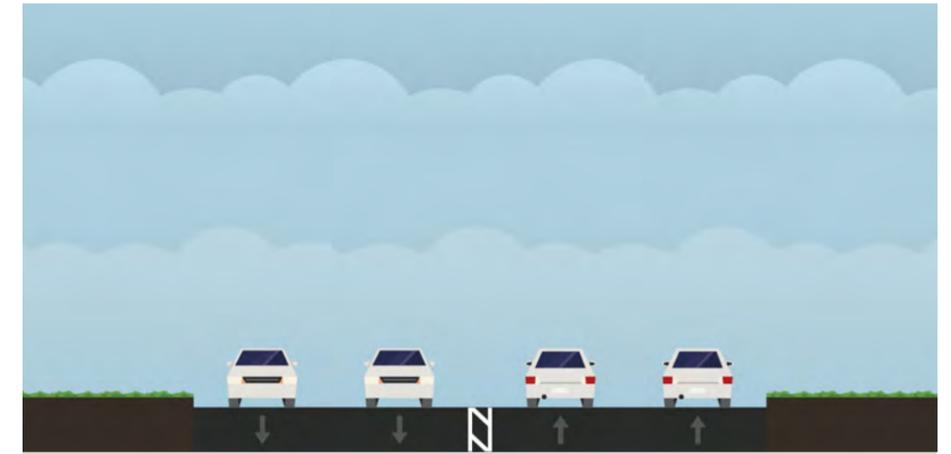
### PROJECT DESCRIPTION

The roadway segment is 0.81 miles long and is designed to maintain its four-lane undivided cross section. The planning level cost estimation for this project is \$1,200,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project is located in an Underutilized Business Zone and a State Enterprise Zone.

### PROJECT ELEMENTS

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Mill-and Overlay      | <input type="checkbox"/> Intersection Safety Project                  |
| <input type="checkbox"/> Full Depth Reconstruction        | <input type="checkbox"/> Intersection Capacity Project                |
| <input checked="" type="checkbox"/> Local Support         | <input checked="" type="checkbox"/> State Enterprise/Opportunity Zone |
| <input checked="" type="checkbox"/> Current City Priority | <input checked="" type="checkbox"/> Underutilized Business Zone       |
| <input type="checkbox"/> Current MPO Priority             |   |

### FINAL CROSS SECTION



### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## EAST UNIVERSITY BOULEVARD

**Project ID:** R-17      **Project Type:** Rehabilitation  
**Limit From:** N Grandview Ave      **Limit To:** NE Loop 338  
**Length:** 2.06 miles      **Priority Level:** High

**ESTIMATED COST: \$ 22,220,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 11,590,000
ROW Construction	33%	\$ 3,820,000
Engineering/Surveying/Geotechnical	18%	\$ 2,770,000
Construction/Inspection/Testing	8%	\$ 1,230,000
Contingency	15%	\$ 2,310,000
Intersection Improvements	-	\$ 500,000
<b>TOTAL</b>		<b>\$ 22,220,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on East University Boulevard from North Grandview Avenue to Northeast Loop 338. This project also involves a safety analysis at the intersection of North Grandview Avenue and East University Boulevard.

### PROJECT DESCRIPTION

The roadway segment is 2.06 miles long and is designed to maintain its seven-lane undivided cross section. The planning level cost estimation for this project is \$22,220,000. This project is located in a State Enterprise Zone. This project has the potential to be split into two phases of construction:

Phase #	Description	Est. Cost
Phase 1:	N Grandview Ave to N JBS Parkway Blvd	\$11,790,000
Phase 2:	N JBS Parkway Blvd to Northeast Loop 338	\$10,430,000

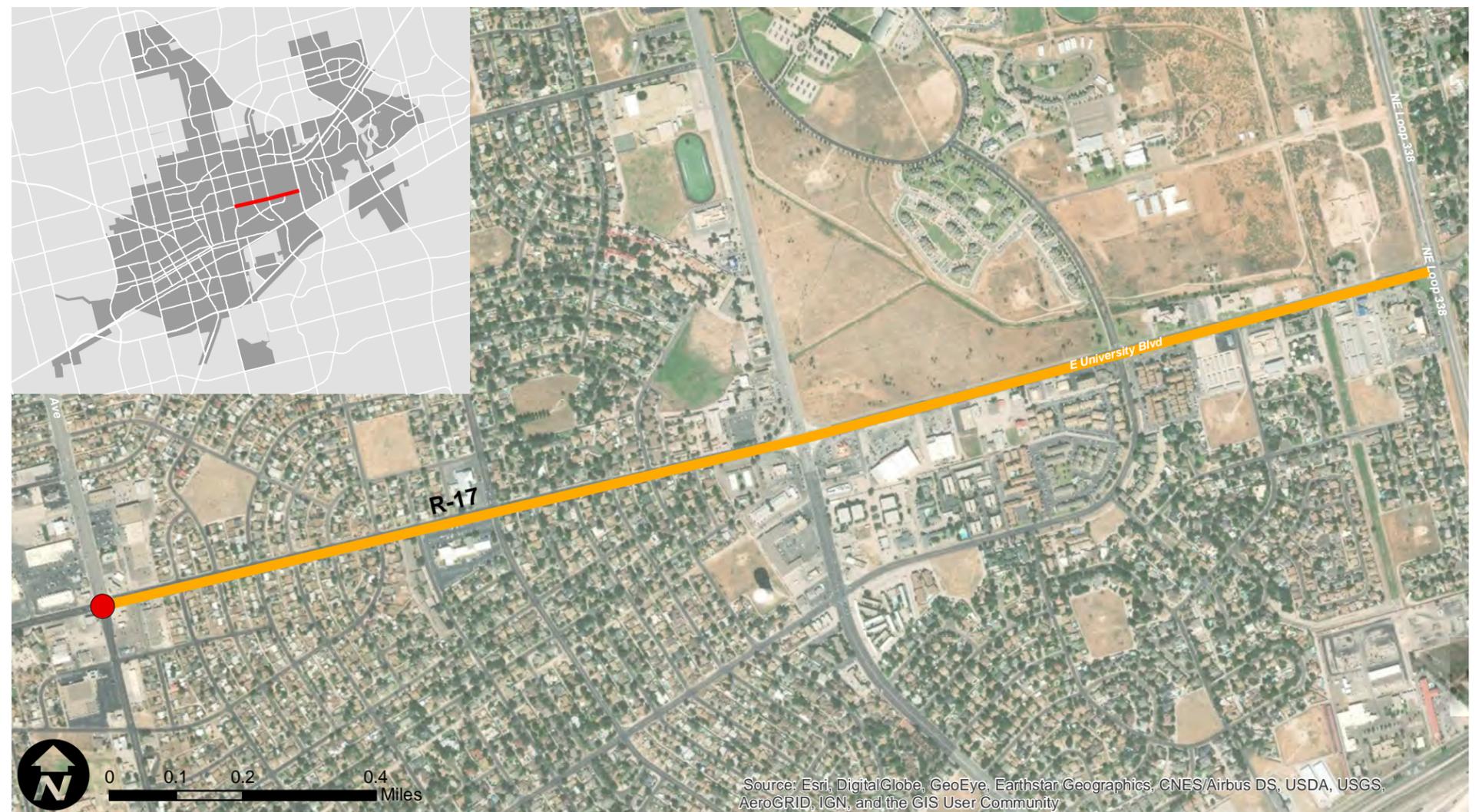
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## 42ND STREET

**Project ID:** R-96      **Project Type:** Redesign  
**Limit From:** City Limits      **Limit To:** NE Loop 338  
**Length:** 5.47 miles      **Priority Level:** High

**ESTIMATED COST: \$ 8,560,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 1,780,000
ROW Construction	33%	\$ 2,870,000
Engineering/Surveying/Geotechnical	18%	\$ 840,000
Construction/Inspection/Testing	8%	\$ 370,000
Contingency	15%	\$ 700,000
Intersection Improvements	-	\$ 2,000,000
<b>TOTAL</b>		<b>\$ 8,560,000</b>

### PROJECT SCOPE

This project consists of the redesign of 42nd Street from the City Limits to Northeast Loop 338 for access management purposes. This project also involves safety analyses along 42nd Street at North Grant Avenue, North Grandview Avenue, Tanglewood Lane, and North John Ben Sheppard Parkway Boulevard.

### PROJECT DESCRIPTION

The roadway segment is 5.47 miles long and is designed to be a six-lane divided cross section. The planning level cost estimation for this project is \$8,560,000 and will be split between the City and TxDOT. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project is located in a State Enterprise Zone. This project has the potential to be split into two phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	North Grandview Avenue to Tanglewood Lane	\$ 7,260,000
Phase 2:	City Limits to Northeast Loop 338	\$ 1,300,000

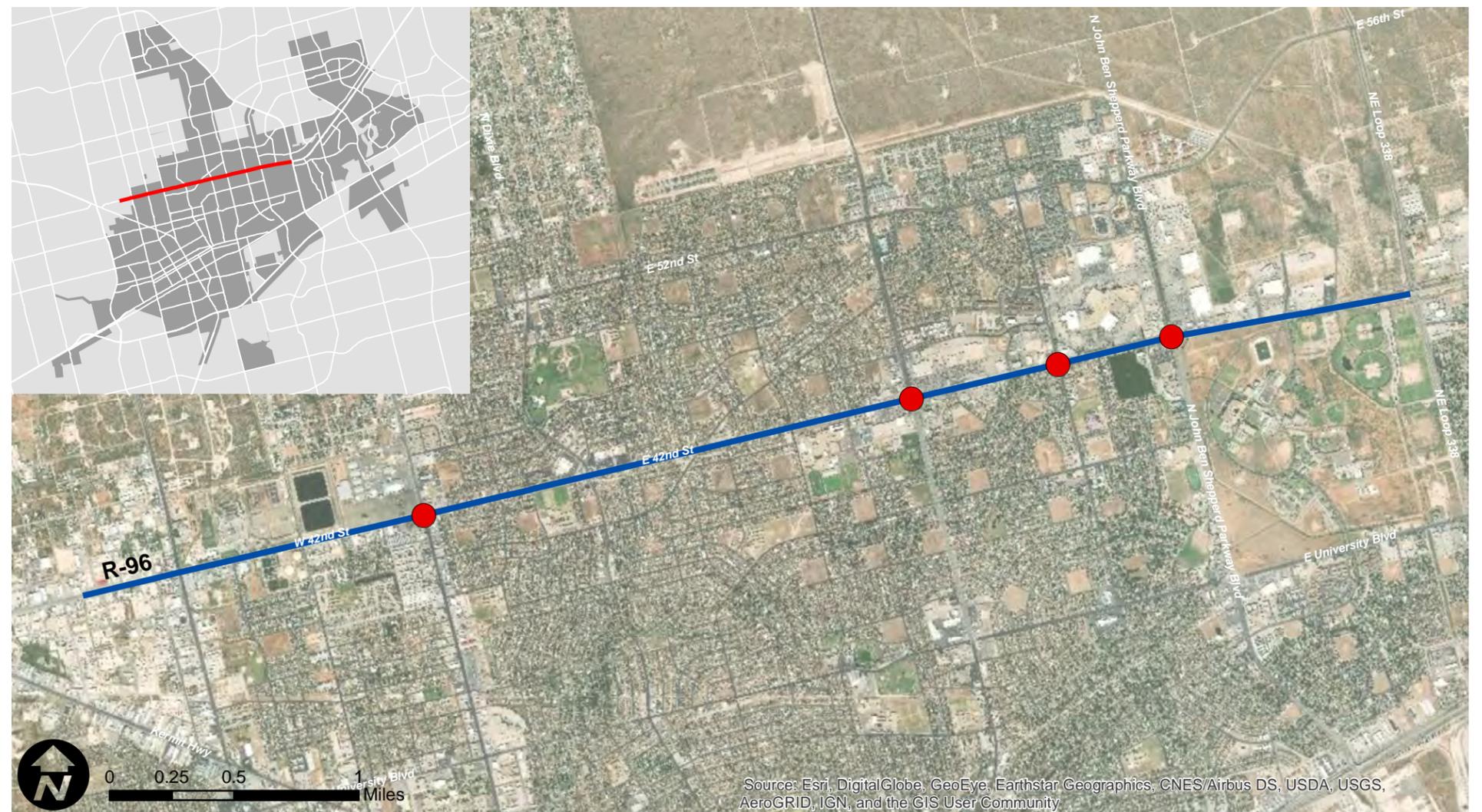
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## NORTH GRANT AVENUE (DOWNTOWN)

**Project ID:** R-98      **Project Type:** Redesign  
**Limit From:** W 8th St      **Limit To:** W 2nd St  
**Length:** 0.44 miles      **Priority Level:** High

**ESTIMATED COST: \$ 13,050,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 4,070,000
ROW Construction	110%	\$ 4,480,000
Engineering/Surveying/Geotechnical	18%	\$ 1,540,000
Construction/Inspection/Testing	8%	\$ 680,000
Contingency	15%	\$ 1,280,000
Intersection Improvements	-	\$ 1,000,000
<b>TOTAL</b>		<b>\$ 13,050,000</b>

### PROJECT SCOPE

This project consists of the redesign of North Grant Avenue from West 8th Street to West 2nd Street for enhanced walkability and parking. This project also involves improvements at the intersection of West 7th Street and North Grant Avenue.

### PROJECT DESCRIPTION

The roadway segment is 0.44 miles long and is designed to be a four-lane divided cross section with enhanced pedestrian facilities. The planning level cost estimation for this project is \$13,050,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project is located in an Underutilized Business Zone. The improvements at the West 7th Street intersection include creating an additional northbound lane to accommodate increased traffic volumes.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION

**CROSS SECTION  
TO BE DETERMINED**

### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## NORTH GRANT AVENUE

**Project ID:** R-97      **Project Type:** Redesign  
**Limit From:** Kermit Hwy      **Limit To:** W 8th St  
**Length:** 0.68 miles      **Priority Level:** High

**ESTIMATED COST: \$ 1,320,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 220,000
ROW Construction	33%	\$ 360,000
Engineering/Surveying/Geotechnical	18%	\$ 100,000
Construction/Inspection/Testing	8%	\$ 50,000
Contingency	15%	\$ 90,000
Intersection Improvements	-	\$ 500,000
<b>TOTAL</b>		<b>\$ 1,320,000</b>

### PROJECT SCOPE

This project consists of the redesign of North Grant Avenue from Kermit Highway to West 8th Street. This project also involves improvements at the intersection of West 8th Street and North Grant Avenue.

### PROJECT DESCRIPTION

The roadway segment is 0.68 miles long and is designed to be a four-lane divided cross section. The planning level cost estimation for this project is \$1,320,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project is located in an Underutilized Business Zone and a State Enterprise Zone. The improvements at the West 8th Street intersection include adding dual southbound left-turn lanes.

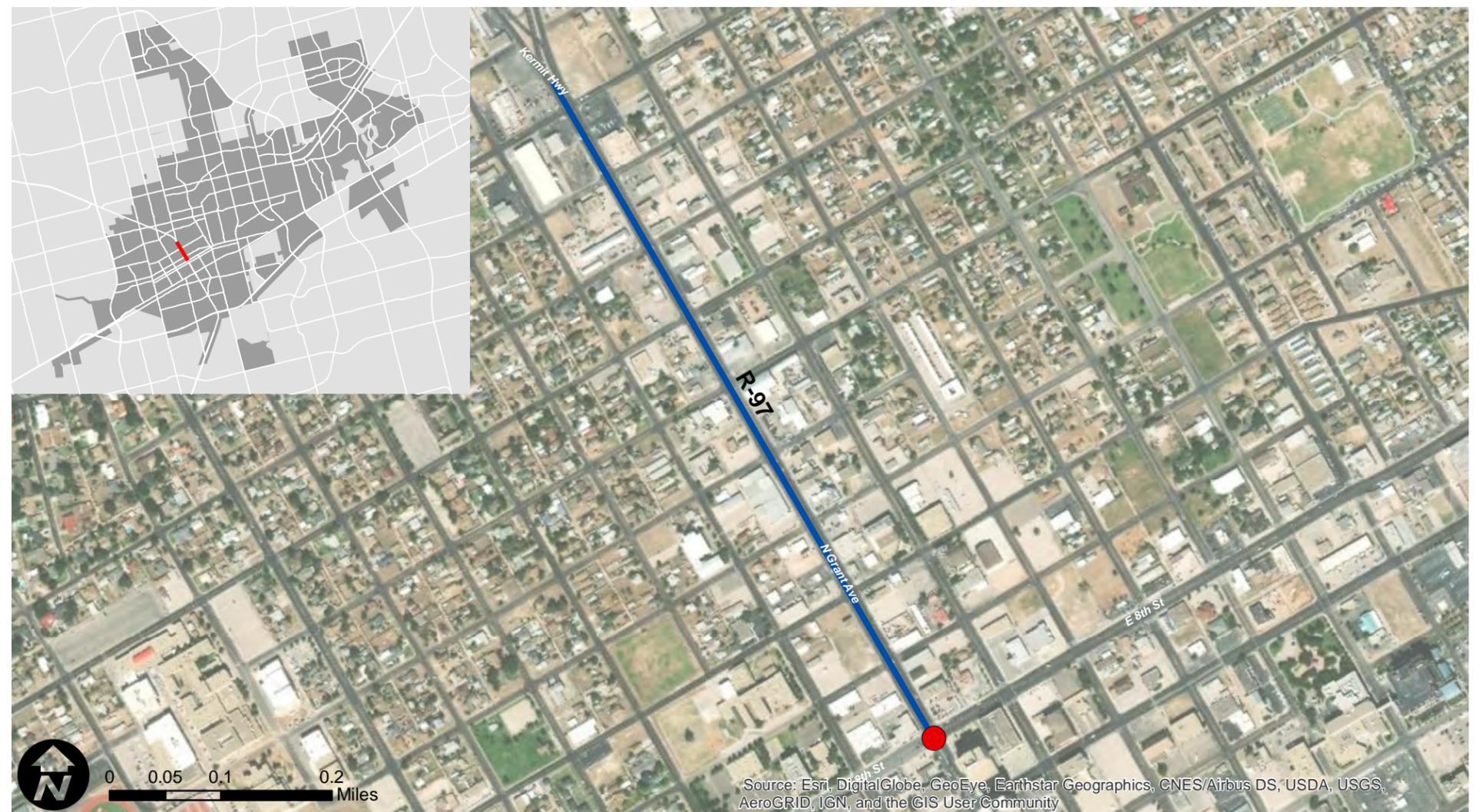
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST 7TH STREET

**Project ID:** R-30      **Project Type:** Rehabilitation  
**Limit From:** Sam Houston Ave      **Limit To:** N Grant Ave  
**Length:** 0.22 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 800,000**

### PROJECT SCOPE

This project consists of mill-and-overlay maintenance on East 7th Street from North Sam Houston Avenue to North Grant Avenue. This project also involves a safety analysis at the intersection of North Grant Avenue and East 7th Street.

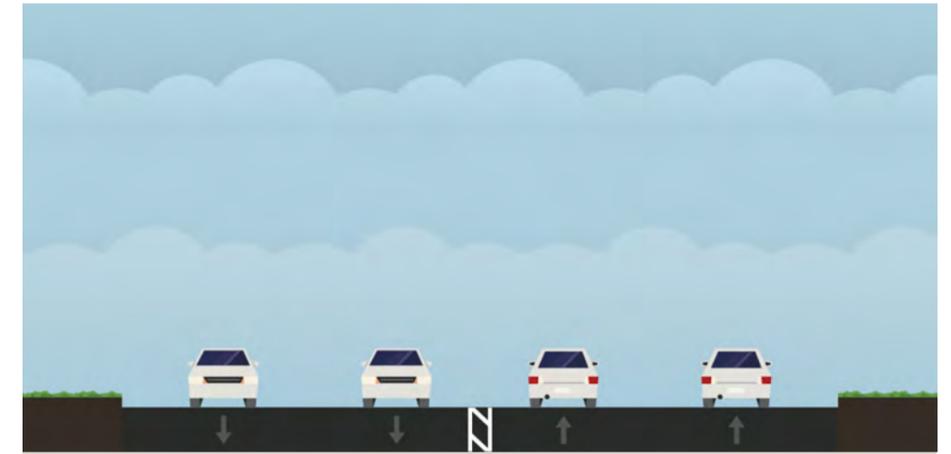
### PROJECT DESCRIPTION

The roadway segment is 0.22 miles long and is designed to maintain its four-lane undivided cross section. The planning level cost estimation for this project is \$800,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project is located in an Underutilized Business Zone and a State Enterprise Zone.

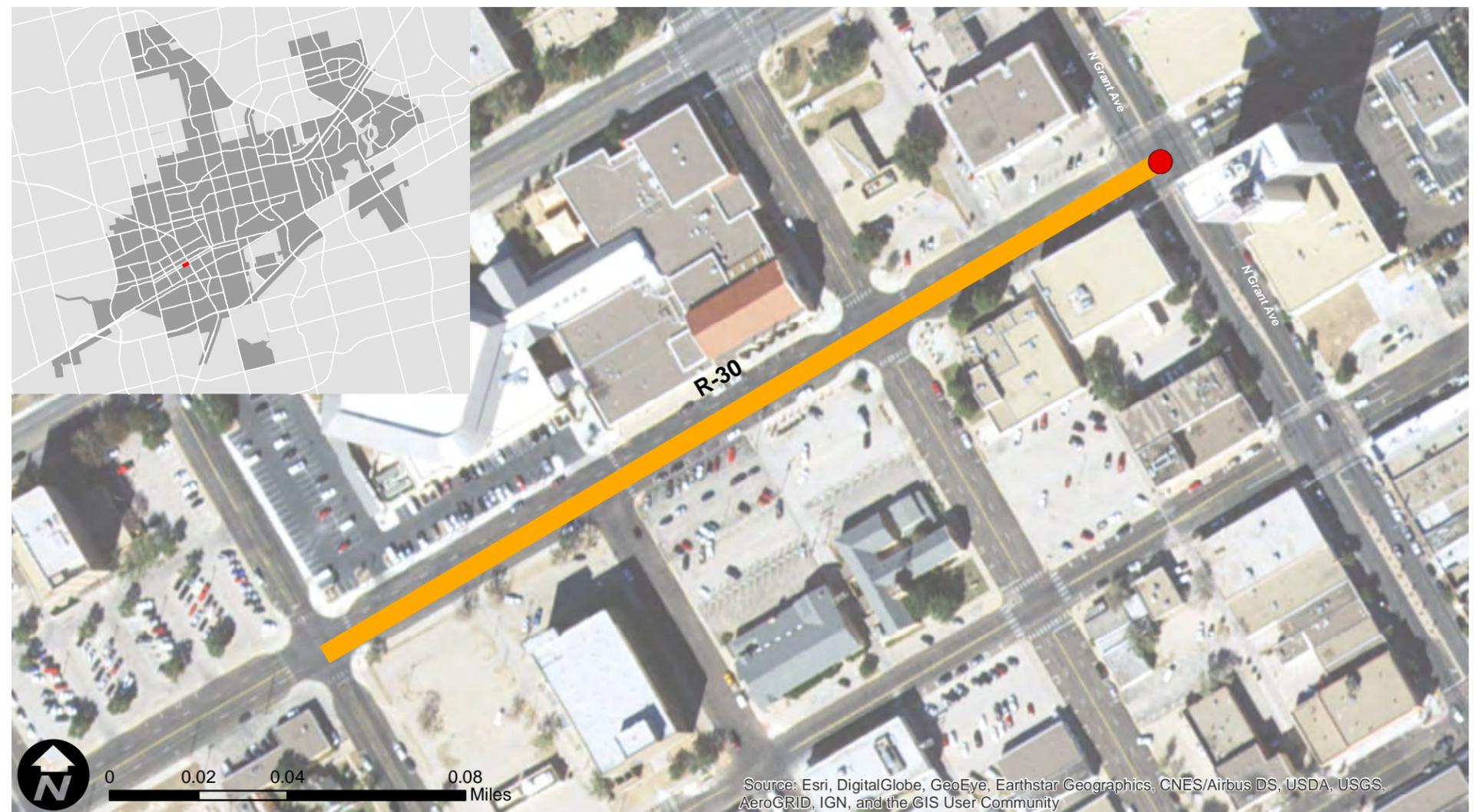
### PROJECT ELEMENTS

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Mill-and Overlay | <input checked="" type="checkbox"/> Intersection Safety Project       |
| <input type="checkbox"/> Full Depth Reconstruction   | <input type="checkbox"/> Intersection Capacity Project                |
| <input checked="" type="checkbox"/> Local Support    | <input checked="" type="checkbox"/> State Enterprise/Opportunity Zone |
| <input type="checkbox"/> Current City Priority       | <input checked="" type="checkbox"/> Underutilized Business Zone       |
| <input type="checkbox"/> Current MPO Priority        |   |

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST YUKON ROAD

**Project ID:** R-51      **Project Type:** New  
**Limit From:** Kate Reed Dr      **Limit To:** W Hwy 191  
**Length:** 1.53 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 16,200,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 8,640,000
ROW Construction	33%	\$ 2,850,000
Engineering/Surveying/Geotechnical	18%	\$ 2,070,000
Construction/Inspection/Testing	8%	\$ 920,000
Contingency	15%	\$ 1,720,000
<b>TOTAL</b>		<b>\$ 16,200,000</b>

### PROJECT SCOPE

This project consists of the extension of East Yukon Road from Kate Reed Drive to West Highway 191.

### PROJECT DESCRIPTION

The roadway segment is 1.53 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$16,200,000, of which 40% will be developer driven. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan and the MPO's Vision 2040 Plan. This project has the potential to be split into two phases of construction:

Phase #	Description	Est. Cost
Phase 1:	Construct a new five-lane undivided road	\$11,320,000
Phase 2:	Widen to a seven-lane undivided road	\$ 4,880,000

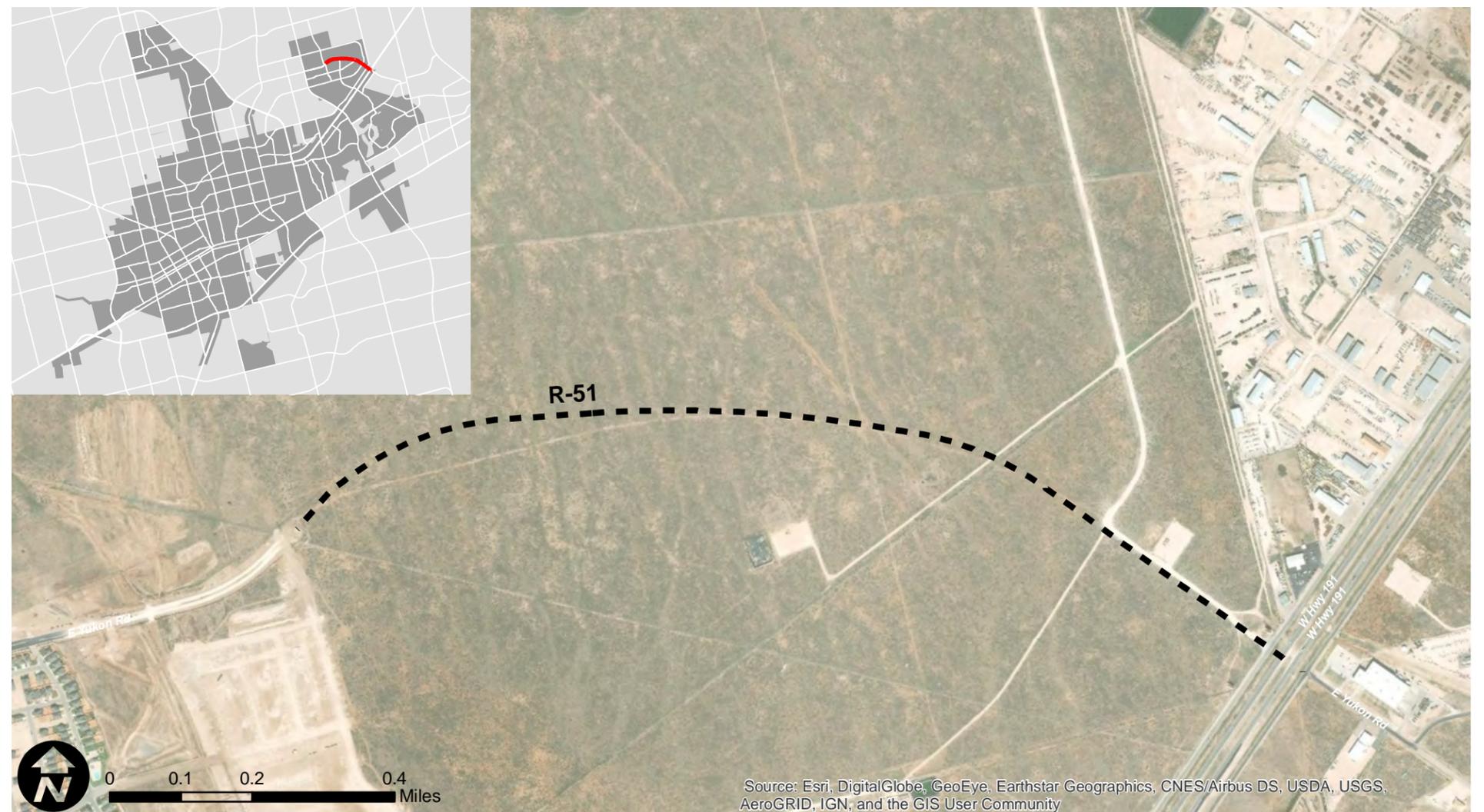
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST 52ND STREET

**Project ID:** R-08      **Project Type:** Rehabilitation  
**Limit From:** Andrews Hwy      **Limit To:** N Grandview Ave  
**Length:** 2.02 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 14,940,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 7,960,000
ROW Construction	33%	\$ 2,630,000
Engineering/Surveying/Geotechnical	18%	\$ 1,910,000
Construction/Inspection/Testing	8%	\$ 850,000
Contingency	15%	\$ 1,590,000
<b>TOTAL</b>		<b>\$ 14,940,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on East 52nd Street from Andrews Highway to North Grandview Avenue.

### PROJECT DESCRIPTION

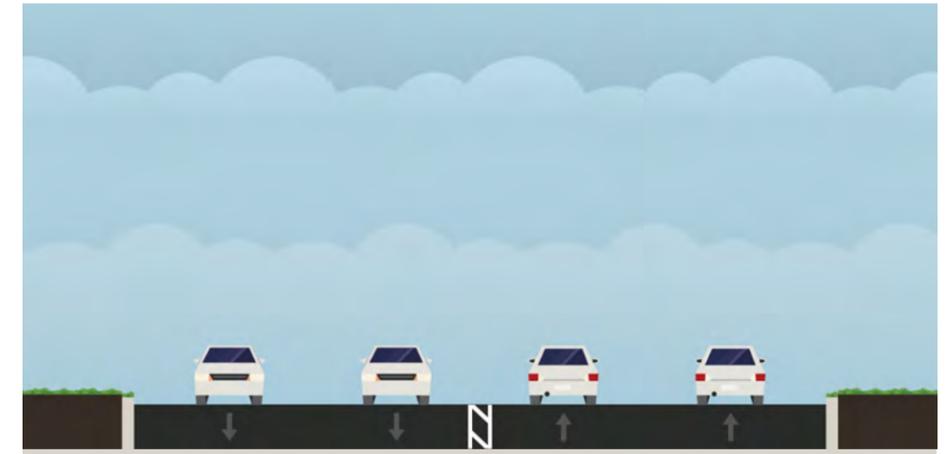
The roadway segment is 2.02 miles long and is designed to maintain its four-lane undivided cross section. The planning level cost estimation for this project is \$14,940,000. This project is located in a State Enterprise Zone. This project has the potential to be split into three phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	Andrews Highway to North Dixie Boulevard	\$ 4,480,000
Phase 2:	North Dixie Boulevard to Dawn Avenue	\$ 6,420,000
Phase 3:	Dawn Avenue to North Grandview Avenue	\$ 4,040,000

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## WEST MURPHY STREET

**Project ID:** R-32      **Project Type:** Rehabilitation  
**Limit From:** S Crane Ave      **Limit To:** S Grant Ave  
**Length:** 0.39 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 1,500,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 800,000
ROW Construction	33%	\$ 260,000
Engineering/Surveying/Geotechnical	18%	\$ 190,000
Construction/Inspection/Testing	8%	\$ 90,000
Contingency	15%	\$ 160,000
<b>TOTAL</b>		<b>\$ 1,500,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on West Murphy Street from South Crane Avenue to South Grant Avenue.

### PROJECT DESCRIPTION

The roadway segment is 0.39 miles long and is designed to maintain its three-lane undivided cross section. The planning level cost estimation for this project is \$1,500,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project is located in an Underutilized Business Zone and a State Enterprise Zone.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST MURPHY STREET

**Project ID:** R-93      **Project Type:** Rehabilitation  
**Limit From:** S Dixie Blvd      **Limit To:** S Grandview Ave  
**Length:** 0.79 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 1,700,000**

### PROJECT SCOPE

This project consists of mill-and-overlay maintenance on East Murphy Street from South Dixie Boulevard to South Grandview Avenue.

### PROJECT DESCRIPTION

The roadway segment is 0.79 miles long and is designed to be a five-lane undivided cross section. The planning level cost estimation for this project is \$1,700,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project is located in an Underutilized Business Zone and a State Enterprise Zone.

### PROJECT ELEMENTS

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Mill-and Overlay      | <input type="checkbox"/> Intersection Safety Project                  |
| <input type="checkbox"/> Full Depth Reconstruction        | <input type="checkbox"/> Intersection Capacity Project                |
| <input checked="" type="checkbox"/> Local Support         | <input checked="" type="checkbox"/> State Enterprise/Opportunity Zone |
| <input checked="" type="checkbox"/> Current City Priority | <input checked="" type="checkbox"/> Underutilized Business Zone       |
| <input type="checkbox"/> Current MPO Priority             |   |

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## SOUTH JOHN BEN SHEPPERD PKWY BLVD

**Project ID:** R-101      **Project Type:** Widening  
**Limit From:** IH 20      **Limit To:** FM 3503  
**Length:** 2.50 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 26,970,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 14,110,000
ROW Construction	33%	\$ 4,660,000
Engineering/Surveying/Geotechnical	18%	\$ 3,380,000
Construction/Inspection/Testing	8%	\$ 1,500,000
Contingency	15%	\$ 2,820,000
Intersection Improvements	-	\$ 500,000
<b>TOTAL</b>		<b>\$ 26,970,000</b>

### PROJECT SCOPE

This project consists of the widening of S John Ben Shepperd Parkway Boulevard from Interstate Highway 20 to Farm-to-Market Road 3503. This project also involves capacity improvements at the intersection of S John Ben Shepperd Parkway Boulevard and FM 3503.

### PROJECT DESCRIPTION

The roadway segment is 2.50 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$26,970,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project has the potential to be split into two phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	Widen to a five-lane undivided road	\$19,010,000
Phase 2:	Widen to a seven-lane undivided road	\$ 7,960,000

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## SOUTH DIXIE BOULEVARD

**Project ID:** R-63      **Project Type:** New  
**Limit From:** End      **Limit To:** W McCormick St  
**Length:** 0.22 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 2,340,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 1,250,000
ROW Construction	33%	\$ 410,000
Engineering/Surveying/Geotechnical	18%	\$ 300,000
Construction/Inspection/Testing	8%	\$ 130,000
Contingency	15%	\$ 250,000
<b>TOTAL</b>		<b>\$ 2,340,000</b>

### PROJECT SCOPE

This project consists of the extension of South Dixie Boulevard to West McCormick Street.

### PROJECT DESCRIPTION

The roadway segment is 0.22 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$2,340,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project has the potential to be split into two phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	Widen to a five-lane undivided road	\$ 1,630,000
Phase 2:	Widen to a seven-lane undivided road	\$ 710,000

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## NORTH DIXIE BOULEVARD

**Project ID:** R-05      **Project Type:** Rehabilitation  
**Limit From:** E 52nd St      **Limit To:** E 49th St  
**Length:** 0.19 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 1,080,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 570,000
ROW Construction	33%	\$ 190,000
Engineering/Surveying/Geotechnical	18%	\$ 140,000
Construction/Inspection/Testing	8%	\$ 60,000
Contingency	15%	\$ 120,000
<b>TOTAL</b>		<b>\$ 1,080,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on North Dixie Boulevard from East 52nd Street to East 49th Street.

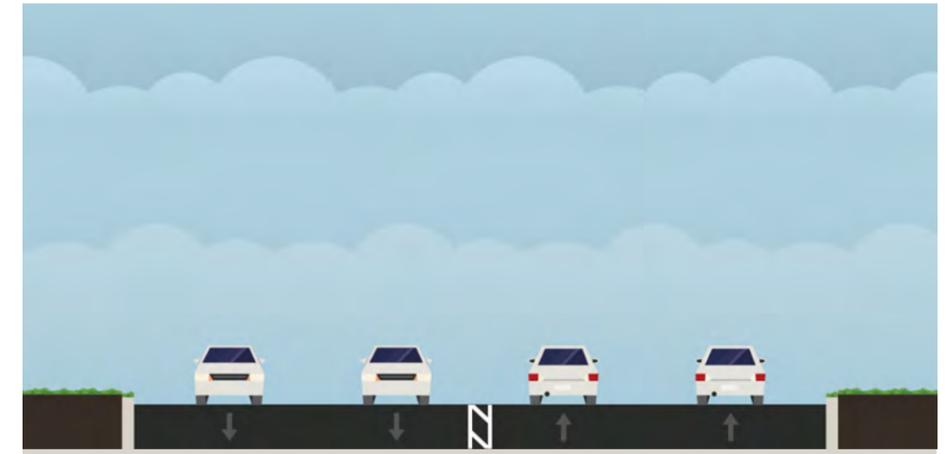
### PROJECT DESCRIPTION

The roadway segment is 0.19 miles long and is designed to maintain its four-lane undivided cross section. The planning level cost estimation for this project is \$1,080,000. This project is located in a State Enterprise Zone.

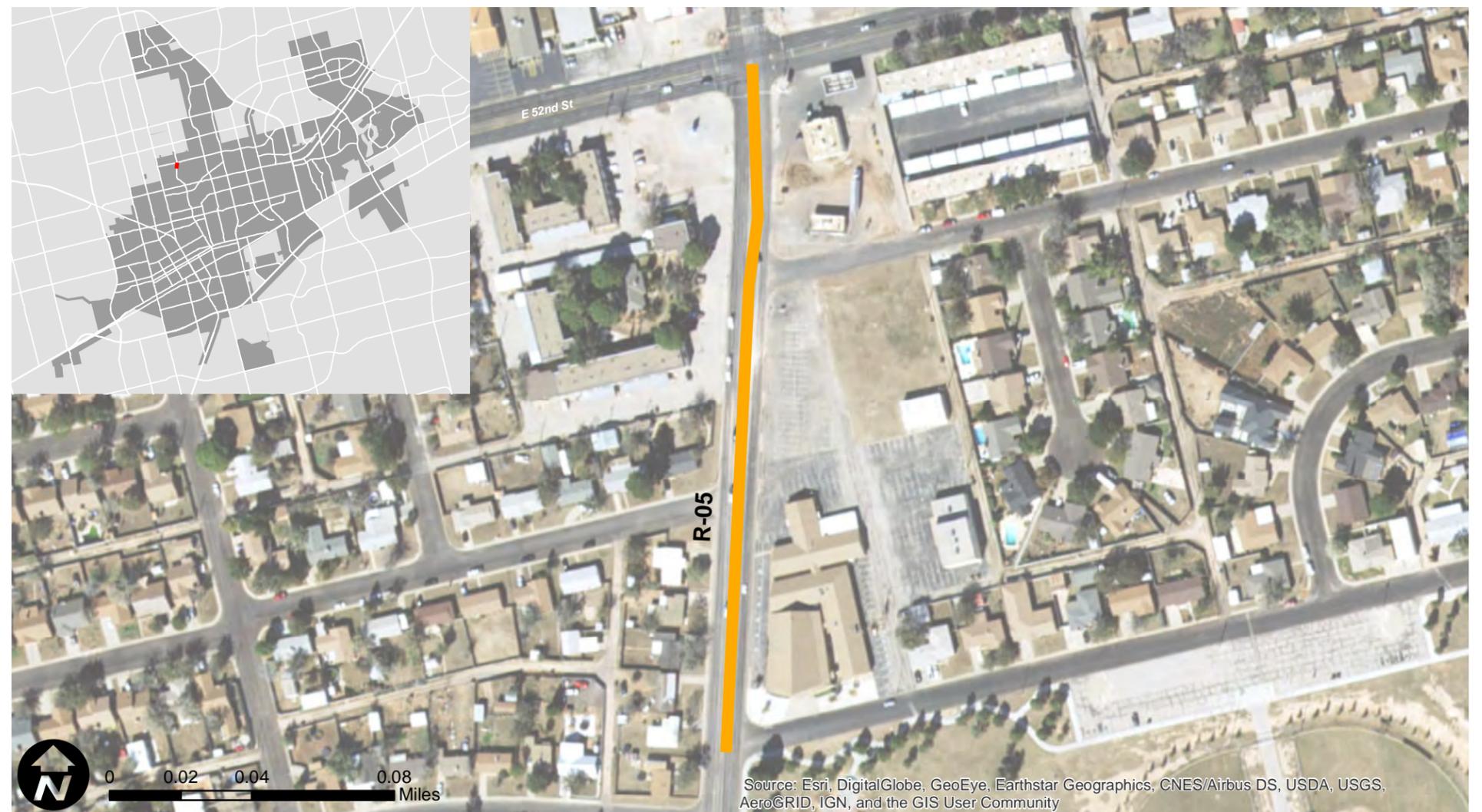
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST 52ND STREET

**Project ID:** R-09      **Project Type:** Rehabilitation  
**Limit From:** N Grandview Ave      **Limit To:** N JBS Pkwy Blvd  
**Length:** 1.08 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 8,020,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 4,280,000
ROW Construction	33%	\$ 1,410,000
Engineering/Surveying/Geotechnical	18%	\$ 1,020,000
Construction/Inspection/Testing	8%	\$ 460,000
Contingency	15%	\$ 850,000
<b>TOTAL</b>		<b>\$ 8,020,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on East 52nd Street from North Grandview Avenue to North John Ben Shepperd Parkway Boulevard.

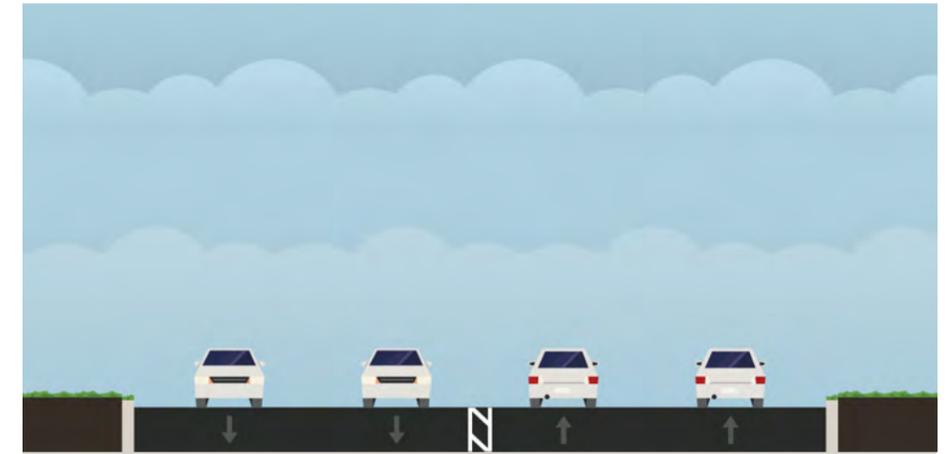
### PROJECT DESCRIPTION

The roadway segment is 1.08 miles long and is designed to maintain its four-lane undivided cross section. The planning level cost estimation for this project is \$8,020,000.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST 56TH STREET

**Project ID:** R-77      **Project Type:** Widening  
**Limit From:** E Loop 338      **Limit To:** N Faudree Rd  
**Length:** 1.82 miles      **Priority Level:** Medium

**ESTIMATED COST: \$ 19,280,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 10,290,000
ROW Construction	33%	\$ 3,390,000
Engineering/Surveying/Geotechnical	18%	\$ 2,460,000
Construction/Inspection/Testing	8%	\$ 1,090,000
Contingency	15%	\$ 2,050,000
<b>TOTAL</b>		<b>\$ 19,280,000</b>

### PROJECT SCOPE

This project consists of the widening of East 56th Street from East Loop 338 to North Faudree Road.

### PROJECT DESCRIPTION

The roadway segment is 1.82 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$19,280,000. It is also currently identified as an unfunded project in the MPO's Vision 2040 Plan. This project has the potential to be split into two phases of construction:

Phase #	Description	Est. Cost
Phase 1:	Widen to a five-lane undivided road	\$13,490,000
Phase 2:	Widen to a seven-lane undivided road	\$ 5,790,000

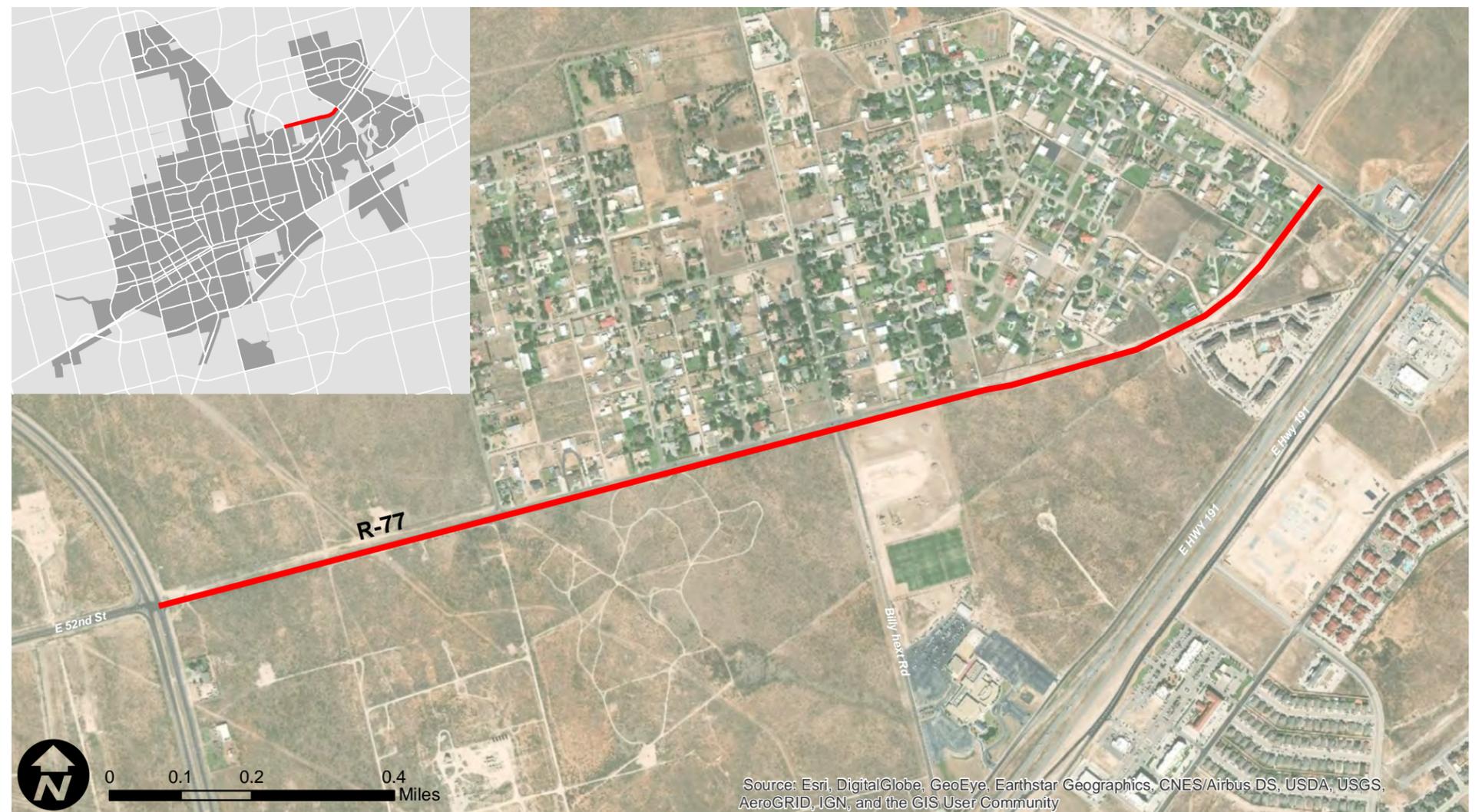
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## NORTH GRANDVIEW AVENUE

**Project ID:** R-07      **Project Type:** Rehabilitation  
**Limit From:** Independence Dr      **Limit To:** E 42nd St  
**Length:** 0.97 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 10,780,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 5,480,000
ROW Construction	33%	\$ 1,810,000
Engineering/Surveying/Geotechnical	18%	\$ 1,310,000
Construction/Inspection/Testing	8%	\$ 580,000
Contingency	15%	\$ 1,100,000
Intersection Improvements	-	\$ 500,000
<b>TOTAL</b>		<b>\$ 10,780,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on North Grandview Avenue from Independence Drive to East 42nd Street.

### PROJECT DESCRIPTION

The roadway segment is 0.97 miles long and is designed to maintain its seven-lane undivided cross section. The planning level cost estimation for this project is \$10,780,000.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## WEST 22ND STREET

**Project ID:** R-19      **Project Type:** Rehabilitation  
**Limit From:** N County Rd W      **Limit To:** Golder Ave  
**Length:** 0.50 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 600,000**

### PROJECT SCOPE

This project consists of mill-and-overlay maintenance on West 22nd Street from North County Road West to Golder Avenue.

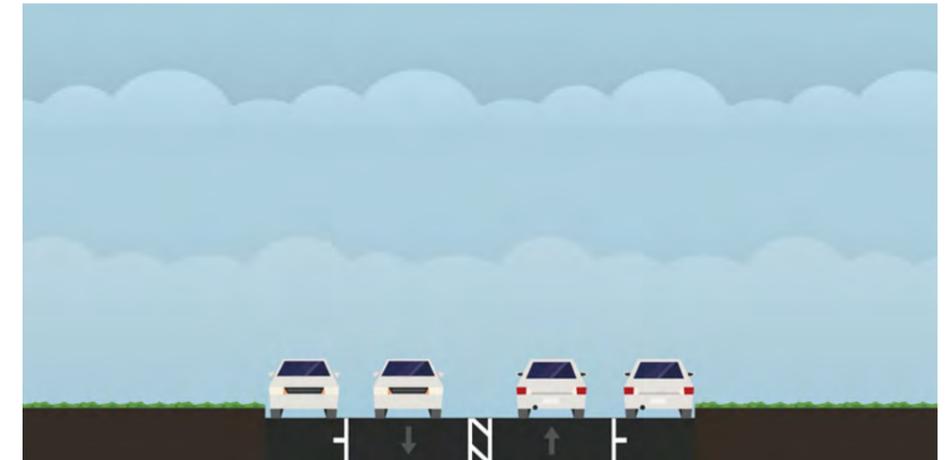
### PROJECT DESCRIPTION

The roadway segment is 0.50 miles long and is designed to maintain its two-lane undivided cross section with on-street parking on both sides. The planning level cost estimation for this project is \$600,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process.

### PROJECT ELEMENTS

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Mill-and Overlay | <input type="checkbox"/> Intersection Safety Project       |
| <input type="checkbox"/> Full Depth Reconstruction   | <input type="checkbox"/> Intersection Capacity Project     |
| <input checked="" type="checkbox"/> Local Support    | <input type="checkbox"/> State Enterprise/Opportunity Zone |
| <input type="checkbox"/> Current City Priority       | <input type="checkbox"/> Underutilized Business Zone       |
| <input type="checkbox"/> Current MPO Priority        |  |

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## NORTH JOHN BEN SHEPPERD PKWY BLVD

**Project ID:** R-87      **Project Type:** Redesign  
**Limit From:** NE Loop 338      **Limit To:** E Hwy 80  
**Length:** 3.80 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 4,550,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 1,240,000
ROW Construction	33%	\$ 1,990,000
Engineering/Surveying/Geotechnical	18%	\$ 580,000
Construction/Inspection/Testing	8%	\$ 260,000
Contingency	15%	\$ 480,000
<b>TOTAL</b>		<b>\$ 4,550,000</b>

### PROJECT SCOPE

This project consists of the redesign of North John Ben Shepperd Parkway Boulevard from Northeast Loop 338 to East Highway 80 for access management purposes.

### PROJECT DESCRIPTION

The roadway segment is 3.80 miles long and is designed to be a six-lane divided cross section. The planning level cost estimation for this project is \$4,550,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. This project is located in a State Enterprise Zone.

### PROJECT ELEMENTS

- |  |   |
|--|---|
| <input type="checkbox"/> Mill-and Overlay          | <input type="checkbox"/> Intersection Safety Project                  |
| <input type="checkbox"/> Full Depth Reconstruction | <input type="checkbox"/> Intersection Capacity Project                |
| <input checked="" type="checkbox"/> Local Support  | <input checked="" type="checkbox"/> State Enterprise/Opportunity Zone |
| <input type="checkbox"/> Current City Priority     | <input type="checkbox"/> Underutilized Business Zone                  |
| <input type="checkbox"/> Current MPO Priority      |   |

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST RIDGE ROAD

**Project ID:** R-12

**Project Type:** Rehabilitation

**Limit From:** Billy Hext Rd

**Limit To:** N Faudree Rd

**Length:** 1.13 miles

**Priority Level:** Low

**ESTIMATED COST: \$ 2,200,000**

### PROJECT SCOPE

This project consists of mill-and-overlay maintenance on East Ridge Road from Billy Hext Road to North Faudree Road.

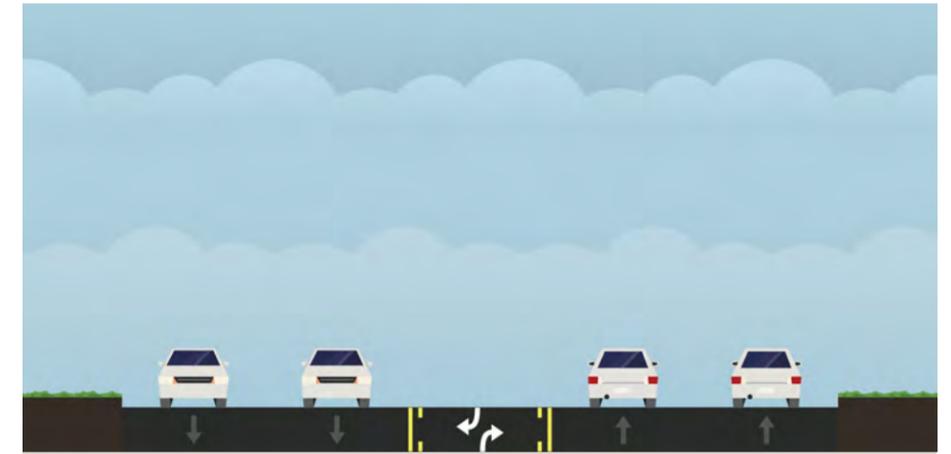
### PROJECT DESCRIPTION

The roadway segment is 1.13 miles long and is designed to maintain its five-lane undivided cross section. The planning level cost estimation for this project is \$2,200,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process.

### PROJECT ELEMENTS

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Mill-and Overlay | <input type="checkbox"/> Intersection Safety Project       |
| <input type="checkbox"/> Full Depth Reconstruction   | <input type="checkbox"/> Intersection Capacity Project     |
| <input checked="" type="checkbox"/> Local Support    | <input type="checkbox"/> State Enterprise/Opportunity Zone |
| <input type="checkbox"/> Current City Priority       | <input type="checkbox"/> Underutilized Business Zone       |
| <input type="checkbox"/> Current MPO Priority        |  |

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## NORTH DIXIE BOULEVARD

**Project ID:** R-72      **Project Type:** Widening  
**Limit From:** E 67th St      **Limit To:** E 61st St  
**Length:** 0.42 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 4,410,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 2,350,000
ROW Construction	33%	\$ 780,000
Engineering/Surveying/Geotechnical	18%	\$ 560,000
Construction/Inspection/Testing	8%	\$ 250,000
Contingency	15%	\$ 470,000
<b>TOTAL</b>		<b>\$ 4,410,000</b>

### PROJECT SCOPE

This project consists of the widening of North Dixie Boulevard from East 67th Street to East 61st Street.

### PROJECT DESCRIPTION

The roadway segment is 0.42 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$4,410,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process.

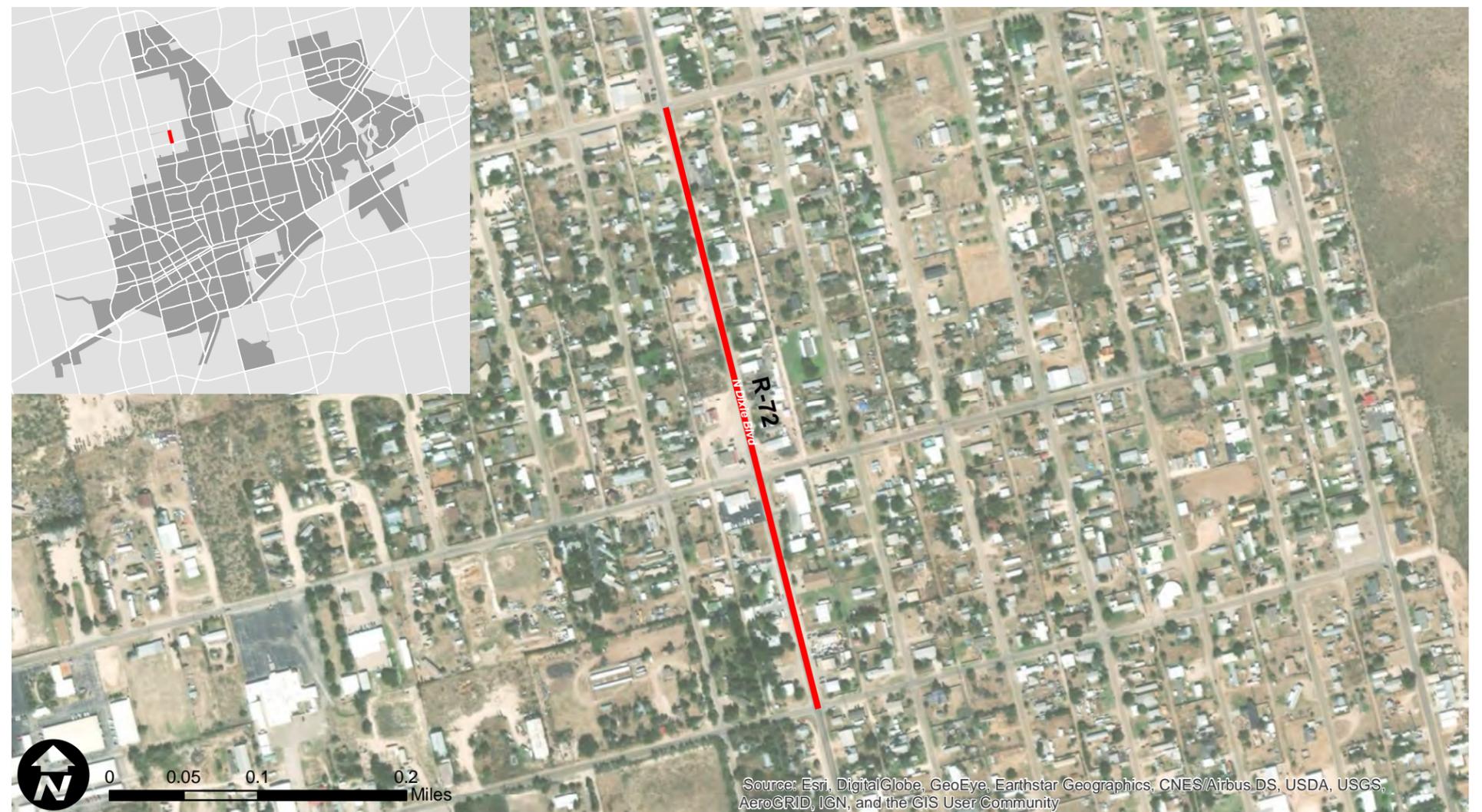
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## EAST YUKON ROAD

**Project ID:** R-70      **Project Type:** Widening  
**Limit From:** Andrews Hwy      **Limit To:** N Grandview Ave  
**Length:** 2.02 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 21,370,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 11,400,000
ROW Construction	33%	\$ 3,760,000
Engineering/Surveying/Geotechnical	18%	\$ 2,730,000
Construction/Inspection/Testing	8%	\$ 1,210,000
Contingency	15%	\$ 2,270,000
Intersections	-	\$ 500,000
<b>TOTAL</b>		<b>\$ 21,870,000</b>

### PROJECT SCOPE

This project consists of the widening of East Yukon Road from Andrews Highway to North Grandview Avenue. This project also involves capacity improvements at the intersection of East Yukon Road and North Grandview Ave.

### PROJECT DESCRIPTION

The roadway segment is 2.02 miles long and is designed to be a seven-lane undivided cross section. The planning level cost estimation for this project is \$21,370,000. It is also currently identified as an unfunded project in the MPO's Vision 2040 Plan. This project has the potential to be split into two phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	Andrews Highway to Dawn Avenue	\$14,820,000
Phase 2:	Dawn Avenue to North Grandview Avenue	\$ 7,050,000

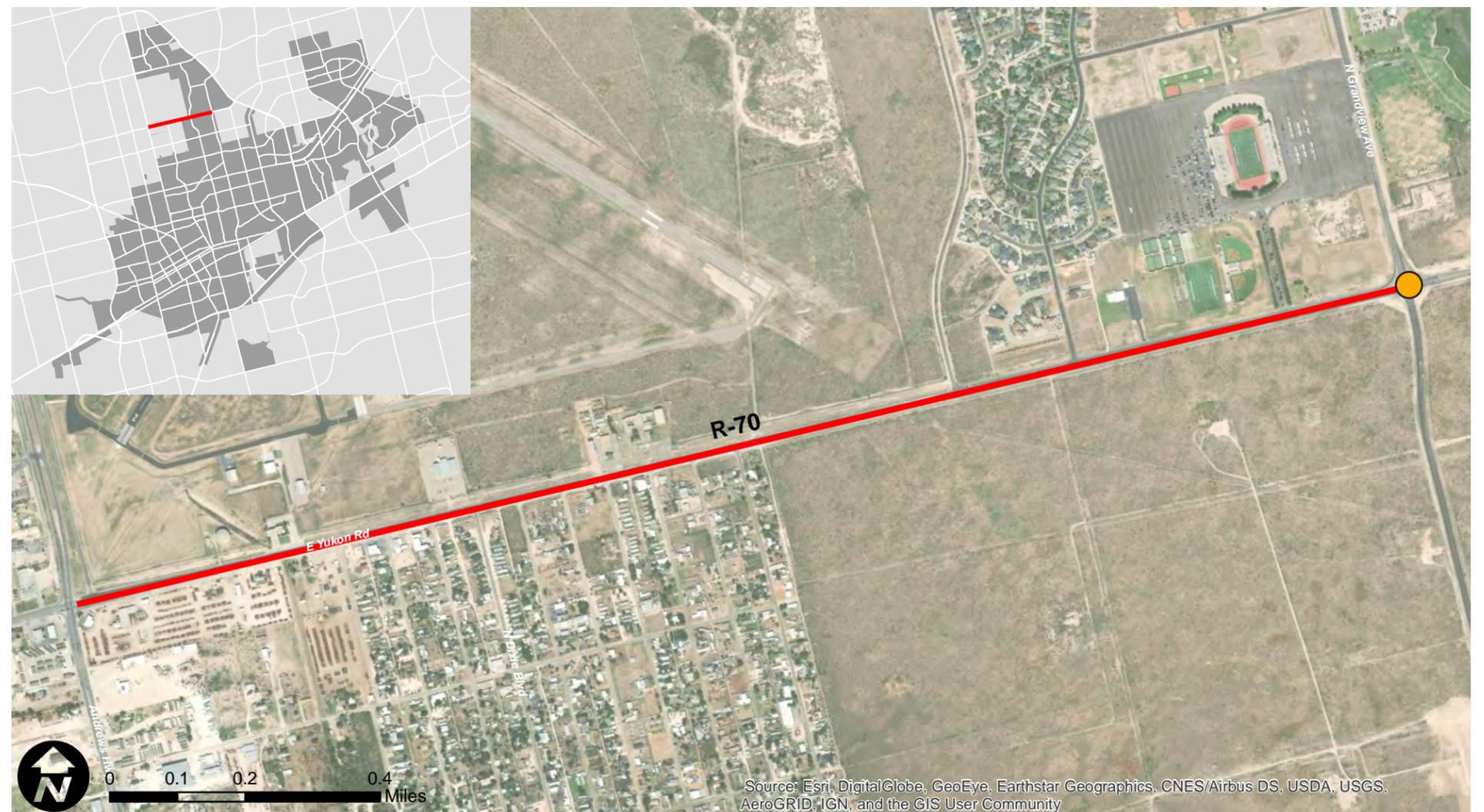
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## GOLDER AVENUE

**Project ID:** R-74      **Project Type:** Widening  
**Limit From:** W 50th St      **Limit To:** W 42nd St  
**Length:** 0.62 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 4,590,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 2,440,000
ROW Construction	33%	\$ 810,000
Engineering/Surveying/Geotechnical	18%	\$ 590,000
Construction/Inspection/Testing	8%	\$ 260,000
Contingency	15%	\$ 490,000
<b>TOTAL</b>		<b>\$ 4,590,000</b>

### PROJECT SCOPE

This project consists of the widening of Golder Avenue from West 50th Street to West 42nd Street.

### PROJECT DESCRIPTION

The roadway segment is 0.62 miles long and is designed to be a five-lane undivided cross section. The planning level cost estimation for this project is \$4,590,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process. It is also currently identified as an unfunded project in the City's Capital Improvements Plan. This project is located in a State Enterprise Zone.

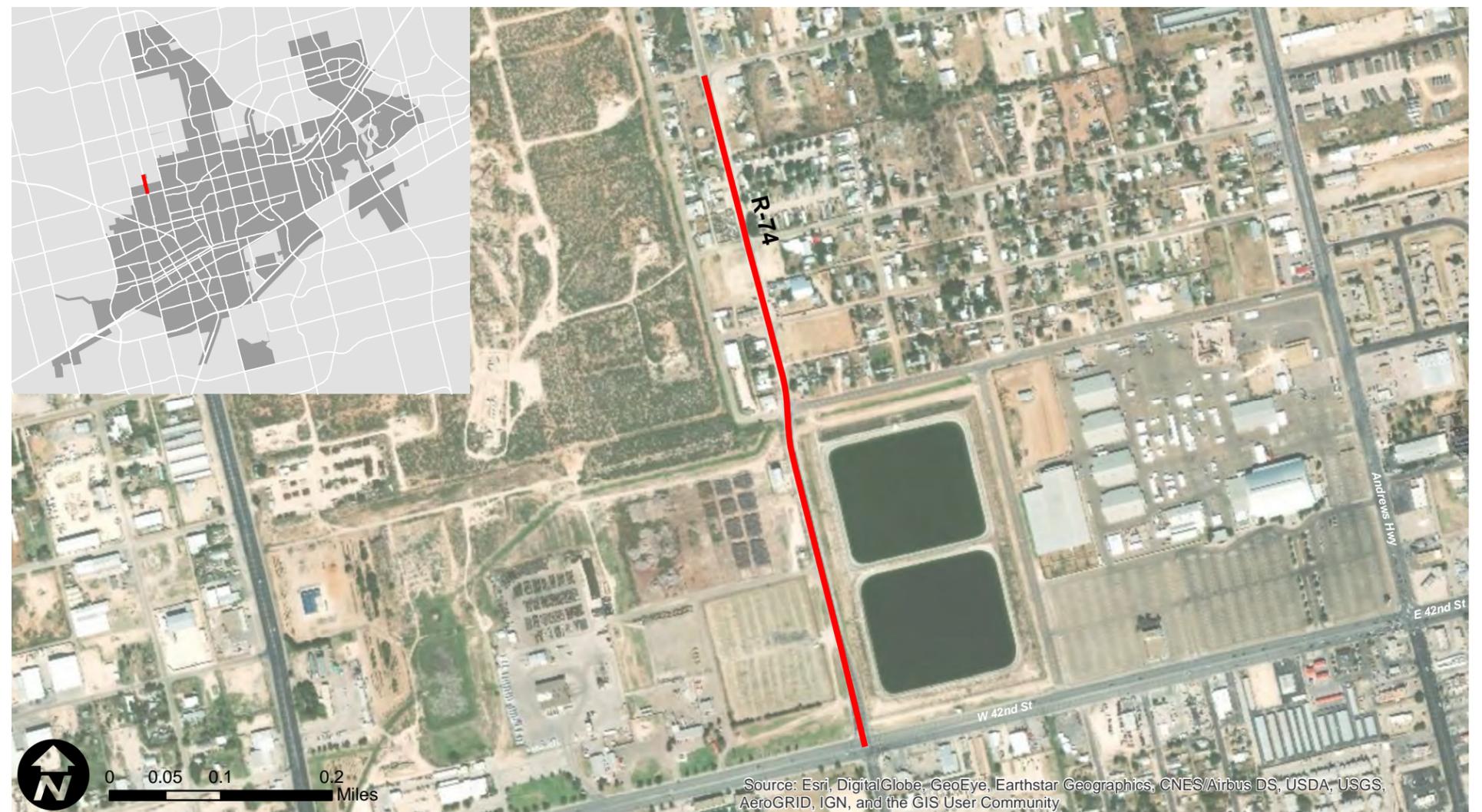
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## WEST 16TH STREET

**Project ID:** R-24      **Project Type:** Rehabilitation  
**Limit From:** NW Loop 338      **Limit To:** Harless Ave  
**Length:** 0.37 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 2,740,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 1,460,000
ROW Construction	33%	\$ 480,000
Engineering/Surveying/Geotechnical	18%	\$ 350,000
Construction/Inspection/Testing	8%	\$ 160,000
Contingency	15%	\$ 290,000
<b>TOTAL</b>		<b>\$ 2,740,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on West 16th Street from Northwest Loop 338 to Harless Avenue.

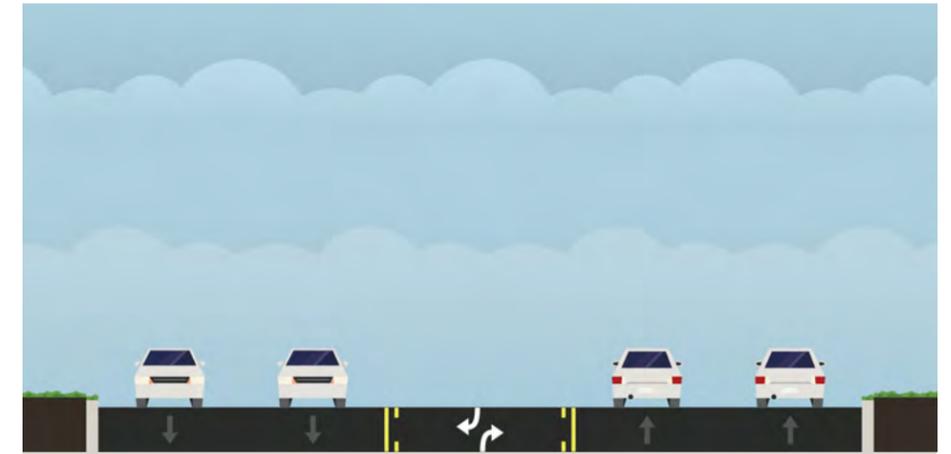
### PROJECT DESCRIPTION

The roadway segment is 0.37 miles long and is designed to maintain its five-lane undivided cross section. The planning level cost estimation for this project is \$2,740,000.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## DAWN AVENUE

**Project ID:** R-10      **Project Type:** Rehabilitation  
**Limit From:** E 42nd St      **Limit To:** Loma Dr  
**Length:** 0.38 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 1,470,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 780,000
ROW Construction	33%	\$ 260,000
Engineering/Surveying/Geotechnical	18%	\$ 190,000
Construction/Inspection/Testing	8%	\$ 80,000
Contingency	15%	\$ 160,000
<b>TOTAL</b>		<b>\$ 1,470,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on Dawn Avenue from East 42nd Street to Loma Drive.

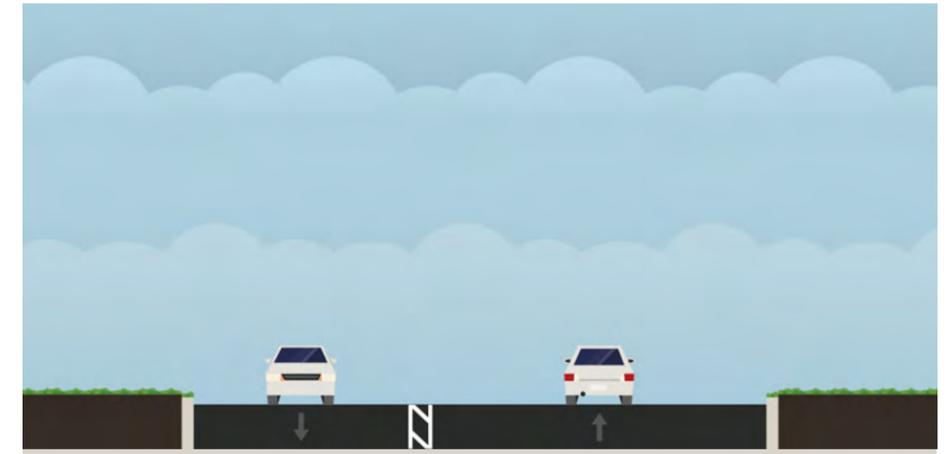
### PROJECT DESCRIPTION

The roadway segment is 0.38 miles long and is designed to maintain its two-lane undivided cross section. The planning level cost estimation for this project is \$1,470,000.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## MAPLE AVENUE

**Project ID:** R-13      **Project Type:** Rehabilitation  
**Limit From:** E 10th St      **Limit To:** N JBS Pkwy Blvd  
**Length:** 3.36 miles      **Priority Level:** Low

**ESTIMATED COST: \$ 18,710,000**

	Allowances (%)	Amount (\$)
Construction Cost	-	\$ 9,980,000
ROW Construction	33%	\$ 3,290,000
Engineering/Surveying/Geotechnical	18%	\$ 2,390,000
Construction/Inspection/Testing	8%	\$ 1,060,000
Contingency	15%	\$ 1,990,000
<b>TOTAL</b>		<b>\$ 18,710,000</b>

### PROJECT SCOPE

This project consists of full-depth reconstruction maintenance on Maple Avenue from East 10th Street to North John Ben Shepperd Parkway Boulevard.

### PROJECT DESCRIPTION

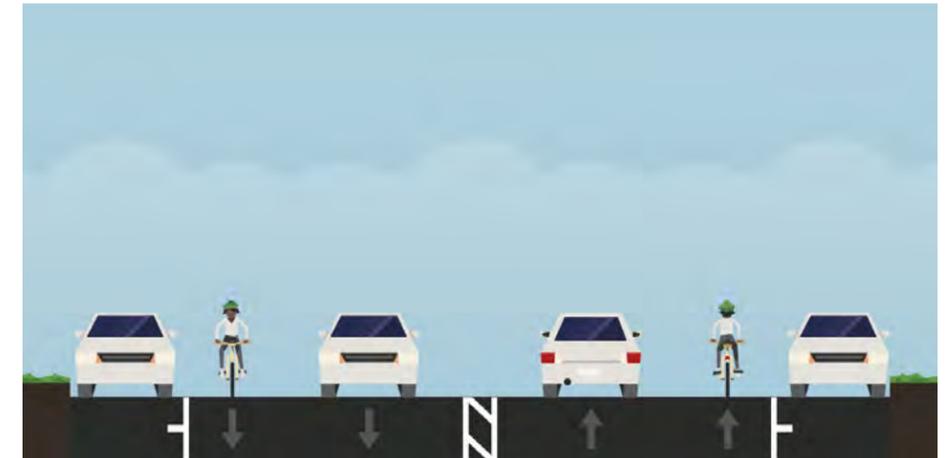
The roadway segment is 3.36 miles long and is designed to maintain its two-lane undivided cross section with five-foot bicycle lanes and on-street parking on both sides. The planning level cost estimation for this project is \$18,710,000. This project is located in a State Enterprise Zone. This project has the potential to be split into three phases of construction:

Phase #	Limits	Est. Cost
Phase 1:	East 10th Street to West University Boulevard	\$ 5,050,000
Phase 2:	West University Blvd to North Grandview Ave	\$ 7,670,000
Phase 3:	N Grandview Ave to N JBS Parkway Blvd	\$ 5,990,000

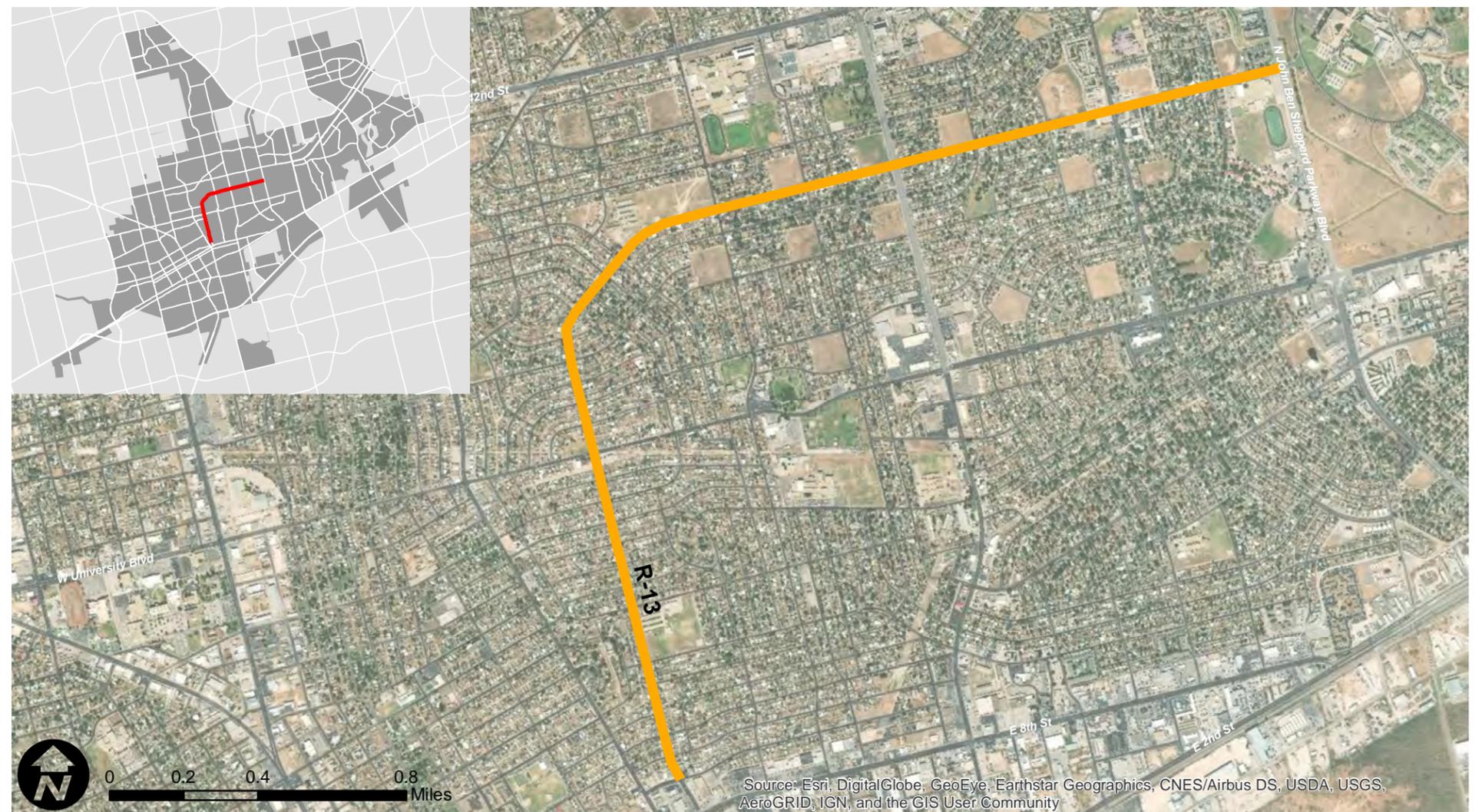
### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### FINAL CROSS SECTION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## KERMIT HIGHWAY ROUNDABOUT

**Project ID:** I-01      **Project Type:** Roundabout  
**Limit From:** Kermit Hwy      **Limit To:** N Grant Ave  
**Length:** -      **Priority Level:** High

**ESTIMATED COST: \$ 4,800,000**

	Allowances (%)	Amount (\$)
Grant Avenue Roundabout	-	\$ 3,500,000
Texas Avenue Roundabout	-	\$ 1,000,000
Texas Avenue Extension	-	\$ 300,000
<b>TOTAL</b>		<b>\$ 4,800,000</b>

### PROJECT SCOPE

This project consists of the reconfiguration of the intersection of North Grant Avenue, Andrews Highway, and Kermit Highway into a six-point roundabout. It also includes the reconfiguration of North Texas Avenue to connect into the roundabout.

### PROJECT DESCRIPTION

The planning level cost estimation for this project is \$4,800,000. This project received local support through a comment from the Wikimap survey conducted at the beginning of the project identification process.

### PROJECT ELEMENTS

- Mill-and Overlay
- Full Depth Reconstruction
- Local Support
- Current City Priority
- Current MPO Priority
- Intersection Safety Project
- Intersection Capacity Project
- State Enterprise/Opportunity Zone
- Underutilized Business Zone

### PROPOSED CONFIGURATION



### PROJECT LOCATION



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# ODESSA, TEXAS CIP PROJECT LIST

## LOOP 338

**Project ID:** R-100      **Project Type:** Redesign  
**Limit From:** Begin      **Limit To:** End  
**Length:** 34.12 miles      **Priority Level:** Low

**ESTIMATED COST: TBD**

### PROJECT SCOPE

This project consists of the redesign of the entirety of Loop 338. This project also involves a capacity analysis at the North Grandview Avenue interchange, and safety analyses at the East University Boulevard, East Highway 20, West University Boulevard, and West 42nd Street interchanges.

### PROJECT DESCRIPTION

This project is meant to be worked with in conjunction with the Texas Department of Transportation. The funding should come partially from the City and partially from the state to redesign the interchanges for increased safety and efficiency with other local highways.

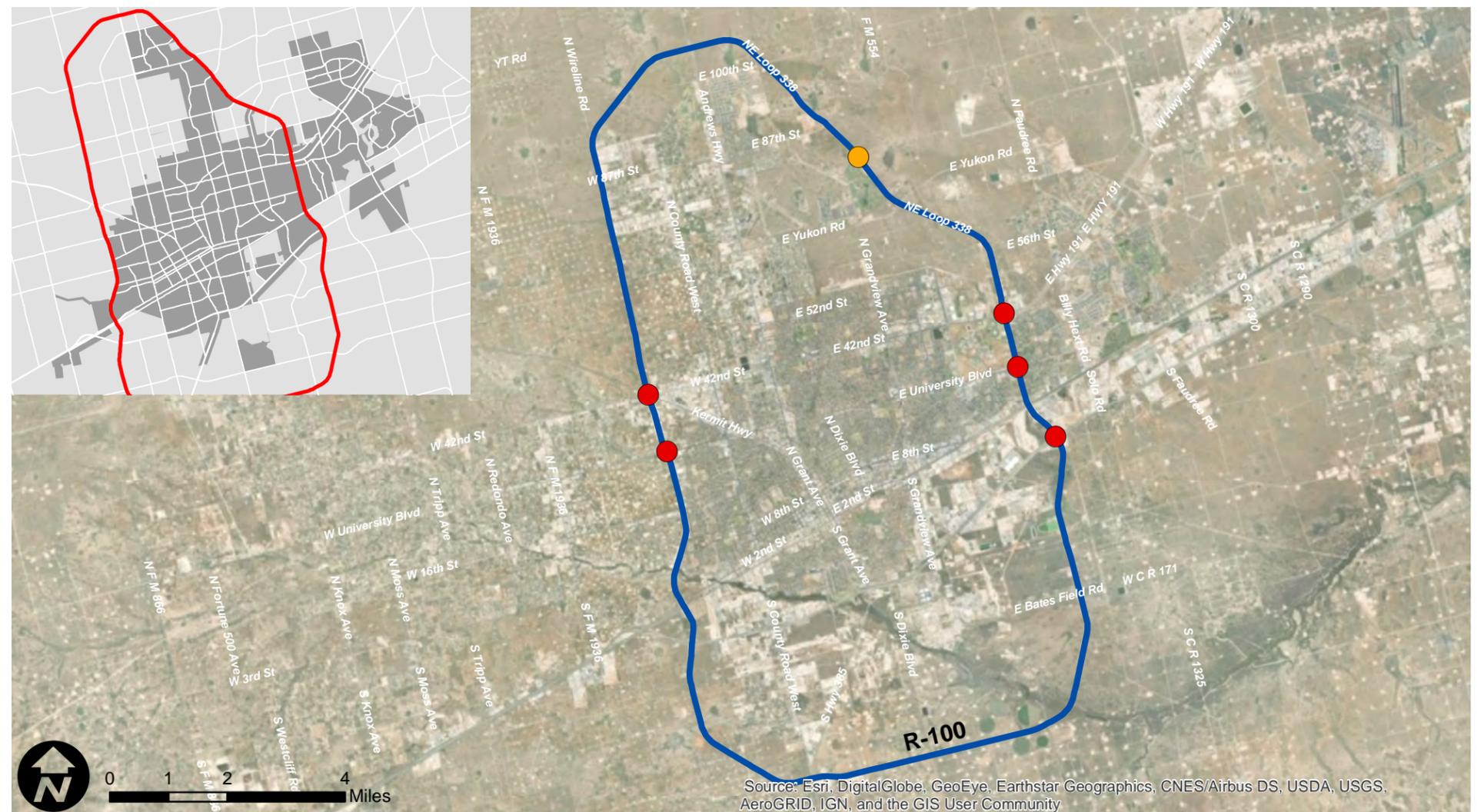
### PROJECT ELEMENTS

- |  |   |
|--|---|
| <input type="checkbox"/> Mill-and Overlay          | <input checked="" type="checkbox"/> Intersection Safety Project   |
| <input type="checkbox"/> Full Depth Reconstruction | <input checked="" type="checkbox"/> Intersection Capacity Project |
| <input checked="" type="checkbox"/> Local Support  | <input type="checkbox"/> State Enterprise/Opportunity Zone        |
| <input type="checkbox"/> Current City Priority     | <input type="checkbox"/> Underutilized Business Zone              |
| <input type="checkbox"/> Current MPO Priority      |   |

### FINAL CROSS SECTION

**CROSS SECTION  
TO BE DETERMINED**

### PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## NEW SIGNALIZED INTERSECTIONS

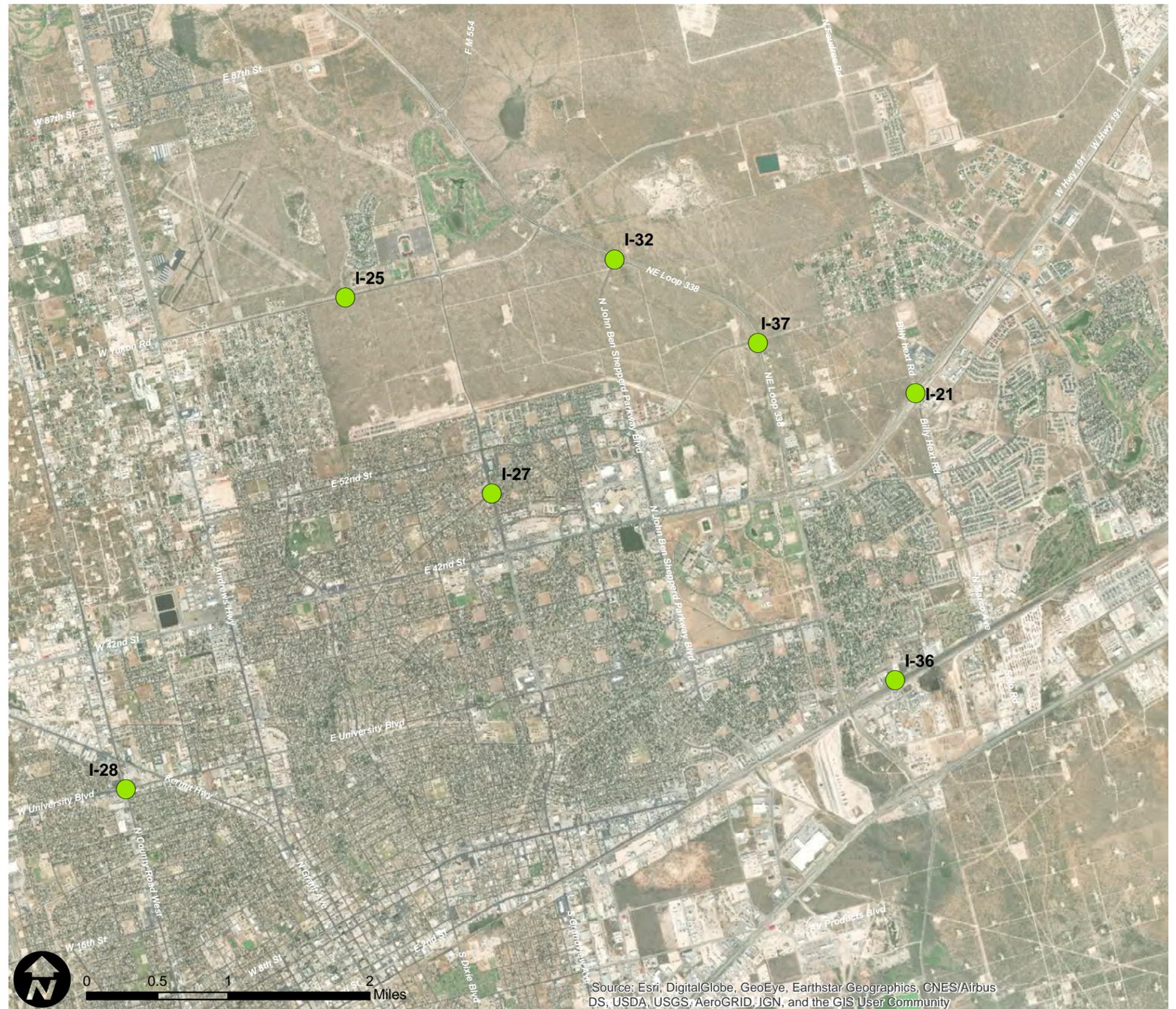
This project consists of the new installation of one traffic signal at one of the following intersections each year as part of the CIP. It is up to the discretion of the City to choose which location each year, as the local context and timing of other roadway project may affect the future need. The location of these projects were identified using the Wikimap survey.

**ESTIMATED COST:** \$ 400,000 per signal

### NEW SIGNALIZED INTERSECTION LOCATIONS

- I-21** East Highway 191 & Billy Hext Road (TxDOT)
- I-25** East Yukon Road & Dawn Avenue
- I-27** Lyndale Road & North Grandview Avenue
- I-28** East 8th Street & Royalty Avenue
- I-32** Northeast Loop 338 & N John Ben Shepperd Pkwy Blvd
- I-36** Eastridge Road & Rocky Lane Road
- I-37** East 52nd Street & Northeast Loop 338 (TxDOT)

## PROJECT LOCATION





# ODESSA, TEXAS CIP PROJECT LIST

## SAFETY & CAPACITY INTERSECTIONS

This project consists of the analysis of either safety or capacity for the following intersections. It is up to the discretion of the City to choose which location each year, as the local context and timing of other roadway project may affect the future need. The location of these projects were identified using the Wikimap survey, the intersection safety analysis (described in the Existing Conditions section), and were not located along CIP roadway projects. Intersection projects that were located along roadway projects were incorporated into the overall cost of the respective project.

**ESTIMATED COST:** \$ 500,000 per intersection

### CAPACITY INTERSECTION LOCATIONS

**I-31** West 42nd Street & Northwest Loop 338 (TxDOT)

### SAFETY INTERSECTION LOCATIONS

- I-01** East 8th Street & Maple Avenue
- I-02** East 10th Street & North Dixie Boulevard
- I-08** East 8th Street & North Dixie Boulevard
- I-10** West University Boulevard & Andrews Highway
- I-19** East 2nd Street & East 8th Street
- I-22** East 87th Street & Andrews Highway (TxDOT)
- I-35** East Highway 80 & Country Club Road

## PROJECT LOCATION

