| 0.0 | 0.0 | $\bigcirc$ | Start of route |
| :---: | :---: | :---: | :---: |
| 0.0 | 0.1 | $\leftarrow$ | L |
| 0.1 | 0.0 | N | Sharp R onto North Bank Path |
| 0.1 | 0.0 | $\boldsymbol{\gamma}$ | Keep R onto North Bank Path |
| 0.1 | 0.0 | 1 | Sharp L onto North Bank Path |
| 0.1 | 0.0 | ค | Make a U－turn onto North Bank Path |
| 0.2 | 0.0 | 「 | Keep R |
| 0.2 | 0.0 | $\rightarrow$ | R onto Peter DeFazio Bridge |
| 0.2 | 0.1 | $\boldsymbol{\gamma}$ | Keep R |
| 0.3 | 0.0 | N | Sharp R |
| 0.3 | 0.1 | 「 | Keep R |
| 0.5 | 0.2 | $\uparrow$ | Continue onto East 4th Avenue |
| 0.6 | 0.8 | 1 | Sharp L onto Pearl Street |
| 1.5 | 0.3 | $\rightarrow$ | R onto East 15th Avenue |
| 1.7 | 0.1 | $\uparrow$ | At roundabout，take exit 2 onto West 15th Avenue |
| 1.8 | 0.0 | $\uparrow$ | At roundabout，take exit 2 onto West 15th Avenue |
| 1.8 | 0.0 | 1 | Sharp L onto West 15th Avenue |
| 1.9 | 0.2 | $\uparrow$ | At roundabout，take exit 4 onto West 15th Avenue |
| 2.0 | 0.1 | $\uparrow$ | At roundabout，take exit 2 onto West 15th Avenue |
| 2.1 | 0.0 | $\rightarrow$ | R onto Fern Ridge Path |
| 2.2 | 0.2 | 1 | Slight L onto Fern Ridge Path |
| 2.4 | 0.4 | $\rightarrow$ | R onto Fern Ridge Path |
| 2.7 | 0.2 | 5 | Slight L onto West 16th Alley |
| 2.9 | 0.5 | $\uparrow$ | Continue onto Fern Ridge Path |
| 3.4 | 0.1 | $\boldsymbol{\gamma}$ | Keep R onto Fern Ridge Path |
| 3.5 | 0.2 | 1 | Sharp L onto Fern Ridge Path |
| 3.7 | 0.2 | $\rightarrow$ | R onto Fern Ridge Path |
| 3.8 | 0.1 | $\boldsymbol{7}$ | Keep R onto Fern Ridge Path |
| 3.9 | 0.4 | 1 | Sharp L onto Fern Ridge Path |
| 4.3 | 0.1 | 「 | Keep R onto Fern Ridge Path |
| 4.4 | 0.0 | N | Sharp R onto Fern Ridge Path |


| 4.4 | 0.1 | ค | Make a U－turn onto Fern Ridge Path |
| :---: | :---: | :---: | :---: |
| 4.5 | 0.0 | $\rightarrow$ | R onto Fern Ridge Path |
| 4.5 | 0.2 | $\leftarrow$ | L onto Fern Ridge Path |
| 4.8 | 0.4 | N | Sharp R onto Fern Ridge Path |
| 5.1 | 0.0 | $\boldsymbol{\Gamma}$ | Keep R onto Fern Ridge Path |
| 5.2 | 0.4 | N | Sharp R onto Fern Ridge Path |
| 5.6 | 0.3 | 5 | Keep L onto Fern Ridge Path |
| 5.9 | 0.3 | N | Sharp R onto Fern Ridge Path |
| 6.2 | 0.1 | $\boldsymbol{r}$ | Keep R onto Fern Ridge Path |
| 6.3 | 0.1 | 1 | Sharp L onto Fern Ridge Path |
| 6.4 | 0.1 | 5 | Keep L onto Fern Ridge Path |
| 6.5 | 0.2 | $\boldsymbol{r}$ | Keep R onto Fern Ridge Path |
| 6.7 | 0.0 | 1 | Sharp L onto Fern Ridge Path |
| 6.7 | 0.2 | ค | Make a U－turn onto Fern Ridge Path |
| 6.9 | 0.1 | $\leftarrow$ | L onto Terry Street |
| 7.0 | 0.5 | $\rightarrow$ | R onto Fern Ridge Path |
| 7.5 | 0.4 | 「 | Keep R onto Fern Ridge Path |
| 7.9 | 0.2 | M | Sharp R onto Fern Ridge Path |
| 8.0 | 0.8 | $\leftarrow$ | L onto Fern Ridge Path |
| 8.8 | 0.2 | 5 | Keep L onto Fern Ridge Path |
| 9.0 | 0.0 | N | Sharp R onto Fern Ridge Path |
| 9.0 | 0.1 | ค | Make a U－turn onto Fern Ridge Path |
| 9.0 | 0.0 | $\rightarrow$ | R onto Green Hill Road |
| 9.0 | 1.3 | $\leftarrow$ | L onto Royal Avenue |
| 10.4 | 1.5 | $\rightarrow$ | R onto Fir Butte Road |
| 11.8 | 1.3 | 5 | Keep L onto Fir Butte Road |
| 13.1 | 0.9 | $\leftarrow$ | L onto Clear Lake Road |
| 13.9 | 0.9 | $\leftarrow$ | L onto Snyder Road |
| 14.8 | 0.3 | $\rightarrow$ | R onto Alvadore Road |
| 15.1 | 0.9 | $\leftarrow$ | L onto Orchard Road |
| 16.0 | 6.3 | $\leftarrow$ | L onto Clear Lake Road |
| 22.3 | 0.7 | $\rightarrow$ | R onto Mapleton－Junction City Highway，OR 36 |
| 23.0 | 0.1 | 『 | Keep R |


| 23.1 | 0.0 | $\leftarrow$ | L |
| :---: | :---: | :---: | :---: |
| 23.1 | 0.4 | 「 | Slight R onto Mapleton－ Junction City Highway，OR 36 |
| 23.5 | 0.7 | $\leftarrow$ | L onto Goldson Road |
| 24.3 | 0.8 | $\uparrow$ | Continue onto Goldson Road |
| 25.1 | 2.0 | N | Sharp R onto Hall Road |
| 27.1 | 1.0 | $\leftarrow$ | L onto Siegman－Smyth Road |
| 28.1 | 1.5 | $\boldsymbol{\Gamma}$ | Slight R onto Smyth Road |
| 29.6 | 1.8 | N | Sharp R onto High Pass Road |
| 31.5 | 1.0 | $\leftarrow$ | L onto Territorial Highway |
| 32.5 | 2.2 | $\rightarrow$ | R onto Cox Butte Road |
| 34.6 | 1.5 | $\rightarrow$ | R onto Washburn Lane |
| 36.1 | 0.5 | $\leftarrow$ | L onto High Pass Road |
| 36.6 | 2.9 | $\rightarrow$ | R onto Dorsey Lane |
| 39.5 | 0.1 | 1 | Keep L |
| 39.6 | 1.9 | $\uparrow$ | Continue onto Alvadore Road |
| 41.6 | 0.2 | 「 | Keep R onto Alvadore Road |
| 41.8 | 0.0 | N | Sharp R onto Alvadore Road |
| 41.8 | 1.5 | $\leftarrow$ | L onto Meadowview Road |
| 43.3 | 1.0 | 「 | Keep R onto Meadowview Road |
| 44.3 | 0.0 | N | Sharp R onto Meadowview Road |
| 44.3 | 0.0 | ค | Make a U－turn onto Meadowview Road |
| 44.4 | 1.9 | $\rightarrow$ | R onto Green Hill Road |
| 46.2 | 0.7 | $\leftarrow$ | L onto Awbrey Lane |
| 46.9 | 0.7 | 1 | Keep L onto Awbrey Lane |
| 47.6 | 0.0 | N | Sharp R onto Awbrey Lane |
| 47.6 | 0.0 | ค | Make a U－turn onto Awbrey Lane |
| 47.6 | 1.0 | $\rightarrow$ | R onto Link Road |
| 48.6 | 1.5 | $\leftarrow$ | L onto Irvington Drive |
| 50.1 | 0.8 | $\uparrow$ | Continue onto Wilkes Drive |
| 50.9 | 0.1 | $\rightarrow$ | R onto Alameda Street |
| 51.0 | 0.0 | $\rightarrow$ | R onto River Loop 1 |
| 51.0 | 0.4 | 1 | Keep L onto River Loop 1 |
| 51.4 | 0.2 | 1 | Keep L onto River Loop 1 |


| 51.6 | 0.1 | $\leftarrow$ | L onto Dibblee Lane |
| :---: | :---: | :---: | :--- |
| 51.8 | 0.1 | $\rightarrow$ | R onto Banton Avenue |
| 51.8 | 0.1 | $\leftarrow$ | L onto Silver Meadows Drive |
| 51.9 | 0.1 | $\rightarrow$ | R onto Miles Way |
| 52.1 | 0.2 | $\leftarrow$ | L onto Taito Street |
| 52.3 | 0.7 | $\leftarrow$ | L |
| 53.0 | 0.5 | $\rightarrow$ | R |
| 53.5 | 0.6 | $\leftarrow$ | L |
| 54.1 | 0.2 | $\mathbf{\nearrow}$ | Keep R |
| 54.2 | 3.4 | $\leftarrow$ | L onto East Bank Path |
| 57.6 | 0.0 | $\mathbf{\Lambda}$ | Sharp L |
| 57.6 | 0.1 | $\mathbf{M}$ | Sharp R onto North Bank Path |
| 57.7 | 0.1 | $\mathbf{4}$ | Sharp L onto North Bank Path |
| 57.8 | 0.1 | $\mathbf{~}$ | Keep R onto North Bank Path |
| 57.9 | 0.1 | $\mathbf{\Lambda}$ | Sharp L onto North Bank Path |
| 57.9 | 0.0 | $\leftarrow$ | L |
| 58.0 | 0.0 | $\leftarrow$ | L |
| 58.0 | 0.0 | $\rightarrow$ | R |
| 58.0 | 0.0 | $\rightarrow$ | R onto North Bank Path |
| 58.1 | 0.1 | $\mathbf{~}$ | Keep R |
| 58.1 | 0.0 | $\mathbf{~}$ | Keep L |
| 58.1 | 0.0 | $\boldsymbol{\rightarrow}$ | R |
| 58.2 | 0.0 | $\boldsymbol{Q}$ | End of route |
|  |  |  |  |

