

# 2018-2021 Metropolitan Transportation Improvement Plan Amendment

## Oregon Department of Transportation

Key#	14892	Year	1st Fund	Share	2nd Fund	Share	3rd Fund	Share	Total
MPO Project #	ODOT - 212	<i>Planning</i>		\$0		\$0		\$0	\$0
		<i>Design</i>	2018	FIXIT	\$800,000	County	\$300,000	\$0	\$1,100,000
Project Name	US20 at Tumalo environmental assessment	<i>Land Purchase</i>		\$0		\$0		\$0	\$0
		<i>Utility Relocate</i>		\$0		\$0		\$0	\$0
		<i>Construction</i>		\$0		\$0		\$0	\$0
		<i>Other</i>		\$0		\$0		\$0	\$0

### Description

Project Total **\$1,100,000**

Develop solutions, perform traffic analysis and complete design through the Design Acceptance Phase that addresses both short-term and long-term safety and congestion problems.

### Amended

07/19/18-001 FULL, notice sent 6/19/18

**Public Comment Period: June 19, 2018 - July 17, 2018**

Public Comment can be provided via email, mail or in person at the  
Bend MPO Policy Board Meeting on July 17, 2018.

Details of the MTIP process, Policy Board meeting and additional  
information can be found at [www.bendmpo.org/mtip](http://www.bendmpo.org/mtip)

The Oregon Department of Transportation is leading this project with  
partnership with Deschutes County.

Project website is:

[https://www.oregon.gov/odot/projects/pages/project-details.aspx?  
project=14892](https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=14892)

More about the MTIP can be found at: [bendoregon.gov/mtip](http://bendoregon.gov/mtip)

Please contact Bend MPO at (541) 693-2122 or [janderson@bendoregon.gov](mailto:janderson@bendoregon.gov) for any inquiries or comments.

23 CFR § 450.316 requires explicit consideration and response to public comment received during the program development process. Public, staff, agency, and other interested party comments received prior to the adoption hearing are first reviewed by staff. Comments requiring minor revisions are addressed by staff. Such comments might include requests for additional information or clarification of information. Comments on policy issues or specific projects will be considered by the Policy Board at the public hearing. Comment received during the public hearing will be discussed at the public hearing. The Policy Board and staff will determine the most appropriate manner to respond to comments received. If significant changes to the proposed MTIP are recommended as a consequence, a revised final draft document will be resubmitted to the public for an additional review and comment period. Copies are free of charge and, upon request, will be made available in CD, print, and accessible formats. Upon request, in advance of the meeting, through any of the means listed above, every effort will be made to prepare materials in other formats and in languages other than English, and to provide interpreters in American Sign Language and other languages. Assistive listening devices and large-print materials will be available at the meeting upon request. The Central Oregon Intergovernmental Council (COIC), which is the FTA Section 5307(c) applicant, has consulted with the MPO and concurs that the public involvement process adopted by the MPO for the development of the MTIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications, including the provision for public notice and the time established for public review and comment.



# Oregon

Kate Brown, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** May 8, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Consent 16** – Amend the 2018-2021 Statewide Transportation Improvement Program  
U.S. 20 at Tumalo Environmental Assessment Project

### Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for U.S. 20 at Tumalo Environmental Assessment project by \$611,000 and delegate authority to add the Right-of-Way phase for a protective purchase. The total estimated project cost will increase from \$489,000 to \$1,100,000.

Additional funding would come from:

- Reallocating \$311,000 from Region 4 Fix-It program that has an accrued balance from various projects that cost less than originally authorized.
- Add \$300,000 authorized by the Deschutes County Board of Commissioners.

### **Project to be increased:**

U.S. 20 at Tumalo Environmental Assessment (KN 14892)				
PHASE	YEAR		COST	
	Current	Proposed	Current	Proposed
Preliminary Engineering	2009	2018	\$489,000	\$1,100,000
Right of Way	N/A	N/A	\$0	\$0
Utility Relocation	N/A	N/A	\$0	\$0
Construction	N/A	N/A	\$0	\$0
<b>TOTAL</b>			<b>\$489,000</b>	<b>\$1,100,000</b>

### Background:

The U.S. 20 at Tumalo project was approved by the Oregon Transportation Commission (OTC) as part of the 2008-2011 STIP funded by the Oregon Department of Transportation (ODOT) with a Preliminary Engineering phase only. The project was initiated in 2008 to address safety and congestion in the vicinity of U.S. 20 at Cook Avenue in Tumalo. ODOT and Deschutes County engaged numerous stakeholders including the Tumalo Business Associates, a community advisory committee, and the Tumalo Community Association from 2007 to 2011 through a process that identified and prioritized both short-term and long-term solutions.

With the population growth in Tumalo and surrounding area, the increase of traffic on U.S. 20 creates congestion and backups on side streets, making it difficult for drivers to turn onto the highway from

county streets. There have been a total of twenty one crashes on U.S. 20 between the intersections of 5th Street and Cook Avenue/OB Riley Road over a six year period from January 1, 2009 to December 31, 2014. Of these crashes, fourteen were intersection related.

The primary purpose for this current project phase is to refine a plan for the long term solution that can reduce congestion and enhance safety at the intersection of U.S. 20 at Cook Avenue. To date, three options have been selected for further analysis, which will require additional funds to develop. Deschutes County and ODOT have partnered on funding the project through design acceptance phase (DAP). This project is a high priority in the Deschutes County Transportation System Plan, and Deschutes County Commission committed to providing ODOT with \$300,000 to the existing budget. ODOT also requests to add an additional \$311,000 toward the project. The total request is a \$611,000 increase to the project, which will allow work to continue toward a preferred alternative and completion of DAP.

Development of properties adjacent to the proposed project has begun in the past few months and is currently actively proceeding. Deschutes County has requested that ODOT review whether a protective purchase may be initiated for adjacent properties. ODOT has the acquired approval from Federal Highway Administration (FHWA) to initiate a protective purchase of the right of way anticipated for the project. ODOT requests approval to add the Right-of-Way phase when the amount is known without having to return to the commission. This will transpire when the Cooperative Improvement Agreement is completed with Deschutes County.

**Options:**

With approval, the project will continue to move forward as planned. ODOT, Deschutes County and Stakeholders will determine the preferred solution through a public process. ODOT will then develop plans for a complete DAP package including a preliminary construction estimate. Funding for a construction phase will be sought through a combination of public and private sources, and once acquired ODOT will return to the Commission for approval of a construction phase.

Without approval, ODOT will shelve the project until approval by the Commission can be obtained. At that point ODOT and Deschutes County will re-establish the project to move toward design acceptance and determine the preferred alternative. If the request to allow for protective purchase of property is not approved, the developer could continue constructing improvements on the property needed for right of way, increasing the cost of the project.

**Attachments:**

- Attachment 1 – Location and vicinity maps

**Copies (w/attachment) to:**

Jerri Bohard	Travis Brouwer	Paul Mather	Bob Gebhardt
Jeff Flower	Bob Bryant	McGregor Lynde	Della Mosier
Arlene Santana	Lynn Averbeck	Amanda Sandvig	Katie Parlette
Gary Farnsworth	Bob Townsend		



### LEGEND

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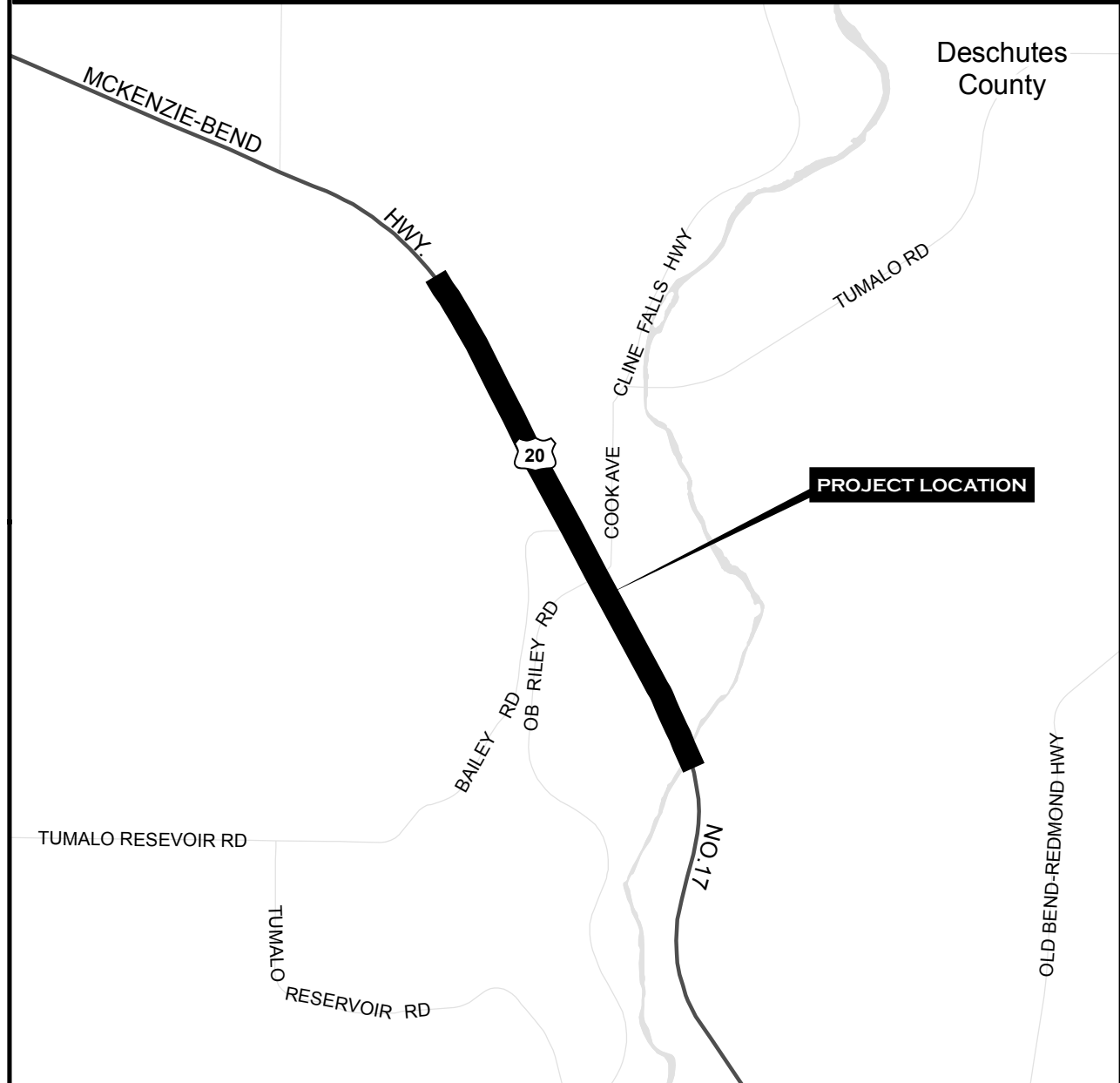
PRODUCED BY ODOT - GIS UNIT  
(503) 986-3154 - MARCH 2018  
GIS No. 23-52

# STIP PROJECT LOCATION

## ODOT REGION 4



### Central Oregon Area Commission on Transportation



#### LEGEND

- PROJECT LOCATION
- HYDRO
- LOCAL ROADS
- STATE HIGHWAY CLASSIFICATION
  - INTERSTATE
  - STATEWIDE
  - REGIONAL / DISTRICT
- BOUNDARIES
  - ODOT REGION
  - COUNTY

### US-20 AT TUMALO KEY NO. 14892

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GIS No. 23-52

## US 20 at Tumalo

Last updated: March 2018

### Current Status

ODOT and Deschutes County have partnered together to provide additional funding to continue project development. This next phase of work will include refinement of the current concepts beginning in the Fall of 2018. This will include a vigorous public outreach process anticipated in Spring 2019 which will ultimately lead towards a preferred solution that will be taken to a 30% design. This will allow us to be shelf ready when and if construction funding is identified.

### Why this project is needed

This project will develop solutions that address short and long-term safety goals and congestion problems while meeting the needs of the many stakeholders that use this section of US 20.

US 20 is a critical part of the state's transportation system and is an important freight route that supplies goods and services to central and eastern Oregon. It is also an important highway for local commuting traffic and the surrounding community. Keeping highways safe and traffic moving are critical to the mission of the Oregon Department of Transportation.

#### Safety

There have been a total of 21 crashes on US 20 between the intersections of 5th Street and Cook Avenue/OB Riley Road over a six year period between 2009 and 2014. Of these crashes, 14 were intersection related. Nine of the crashes resulted in injuries, of which two involved severe injuries. The majority crashes at the intersection s were left turning and thirty percent crossing maneuvers, with the major cause being failure to yield right-of-way.

#### Congestion

The population growth in Tumalo and the surrounding area and the increase of traffic on US 20 are increasing congestion and backups on side streets and making it difficult for drivers to turn onto the highway from local streets. By 2019, traffic volumes are expected to increase to 15,200, nearly double counts taken in 2000.

### How ODOT is proposing to address these problems

A long-term solution is needed to address safety and operations on US 20 through Tumalo, while maintaining connectivity and mobility of the community. ODOT worked with stakeholders including the Federal Highway Administration, Deschutes County, emergency service providers, freight industry and property and business owners in the Tumalo area to develop three options that meet the long-term purpose of the project. Concepts and their primary features include:

#### **Multi-lane roundabout**

- Two-lane roundabout at US 97/Cook/O.B. Riley
- East/West Truck Bypass lanes to Cook/O.B. Riley
- Four-lane US 20 with raised median
- O.B. Riley connection to Bailey Rd

#### **Option I-3**

- Undercrossing of Cook Ave/O.B. Riley at US 97 to maintain free flow highway traffic
- Four-lane US 20 with raised median
- O.B. Riley entrance to US20 / US 20 exit to Cook Ave

#### **Option C4**

- overcrossing of Cook Ave/O.B. Riley at US 97 to maintain free flow highway traffic
- Four-lane US 20 with raised median
- Bailey Road entrance to US20 / US 20 exit to Cook Ave

#### *Past safety improvements*

ODOT, in partnership with Deschutes County, implemented several short term solutions to help improve the US 20 Tumalo corridor. These include:

- Speed studies conducted in 2005, 2007 and 2009. In 2005, the speed through Tumalo was reduced to 50mph, and in 2007, the speed was reduced to 45mph
- Advance speed zone signs installed east and west of Tumalo to alert drivers of the speed reduction ahead.
- Realignment of O.B. Riley Road and created a 4-way intersection.
- Striping modifications to make it safer for northbound traffic on O.B. Riley Road to turn right and prevent eastbound traffic on US 20 from changing lanes in the intersection.
- Advance intersection signs with street names to improve awareness of upcoming intersections.
- Enlarged stop signs for Bailey Road and 7th Street to improve driver compliance.
- Stop bars realignment to improve visibility of vehicles on the side streets.
- Left hand turn refuge on US 20 at the intersection of Bailey Road and 7th Street.
- Raised curb median at US 20 and 7th Street/Bailey Road.

#### *Estimated construction costs*

\$10-15 million depending on concept

## **Contacts**

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Abbey Driscoll, Community Liaison | (541) 388-6064 | [Abbey.Driscoll@odot.state.or.us](mailto:Abbey.Driscoll@odot.state.or.us)

# ODOT Region 4 Project Information

For more information about this and other highway projects, visit:

[www.oregon.gov/ODOT/Projects/Pages/default.aspx](http://www.oregon.gov/ODOT/Projects/Pages/default.aspx)