



Deschutes County Board of Commissioners
1300 NW Wall St., Bend, OR 97701-1960
(541) 388-6570 - Fax (541) 385-3202 - www.deschutes.org

MINUTES OF WORK SESSION

DESCHUTES COUNTY BOARD OF COMMISSIONERS

WEDNESDAY, JUNE 10, 2015

Present were Commissioners Anthony DeBone, Tammy Baney and Alan Unger. Also present were Tom Anderson, County Administrator; Erik Kropp, Deputy County Administrator; David Doyle, County Counsel; and, for a portion of the meeting, Chris Doty and George Kolb, Road Department; Wayne Lowry, Finance; and media representative Ted Shorack of the Bulletin.

Chair DeBone opened the meeting at 1:30 p.m.

1. CIP Projects Update.

Commissioner Baney said she attended a big meeting of various agencies and their Road Departments are talking not about making improvements, but cannot even maintain what they have. Deschutes County is fortunate to have been careful with funding and having good management for this work.

Chris Doty gave an overview of the major projects and how they will be funded over time.

Skyliners Road Reconstruction is underway and should be completed this year. They have had to coordinate with the City of Bend (for their water line project), the Forest Service/Western Federal Lands, and local citizens. They have been able to do this work in one construction season.

The Powell Butte Highway/Neff Road/Alfalfa Market Road roundabout is moving forward, but acquisition of rights of way and design issues have delayed it somewhat. They will get better bid prices in the fall anyway and can proceed with construction in the spring. This project is necessary because it is a dangerous intersection with a high crash rate.

Tetherow Bridge replacement is a project that includes input from the Oregon Department of Fish & Wildlife since it involves a river crossing. The area has archeological and historic issues and this has been taken into account through a NEPA and work with the Historic Landmarks Commission. It will be two lanes but not much space can be allowed on the sides.

Fall Creek bridge replacement also meant dealing with archeological issues. This project is in conjunction with the Forest Service and ODOT. There are some geological issues as well.

2. 5-Year CIP Plan Discussion.

Mr. Doty gave an overview of the flow of the plan. They are evaluating the cash flow for five years, and the projects that they hope to address as well as ongoing maintenance. He explained where funding originates and how much can be expected. They should have about \$4 million at the end of the five years if all goes as anticipated. This gives them some capacity for future projects. Some are smaller but would make a difference in use or safety. Canal crossings and bridges will need to be addressed at some point.

They also still handle most of the roads in La Pine and want to help them grow their public works department. Chair DeBone stated that he doesn't think most citizens there really understand so it will take some time.

Mr. Anderson asked if the SDC project list should be updated each year. Mr. Doty said this would be more in line with the TSD update, about every five years.

3. Other Items.

The Board went into Executive Sessions: litigation, real estate and labor negotiations at 2:25 p.m.

The Board came out of executive session at 3:10 p.m.

Mr. Kropp presented Document No. 2015-384, an amendment to the employment agreement with David Doyle.

BANEY: Move approval.

UNGER: Second.

VOTE: BANEY: Yes.

UNGER: Yes.

DEBONE: Chair votes yes.

Commissioner Baney said that citizen John Huddle wants to meet or conference call with the Board and his attorney about La Pine being a UUC. County Counsel has indicated this is not a good idea. It would take a change in State law; Chair DeBone stated he is not interested in pursuing this conversation. Commissioner Unger said that he does not want to hear about conspiracy theories or other ideas from Mr. Huddle, either. Commissioner Baney will advise Mr. Huddle that they do not have questions at this time and he can pursue this as he sees fit.

Commissioner Unger is concerned about going down the Goal 11 road and giving the State the authority to mandate a system but not support it. Chair DeBone feels that many people do not understand the whole picture. There are always going to be those individuals who do not trust the government or any kind of change.

Commissioner Baney said they are being asked to weigh in on Bill 663, regarding public health reform. This Bill has been revamped so much that it is hard to know what it now includes. It mostly addresses e-cigarettes but not the modernization of public health. AOC asked for the Board's input. The e-cigarette issue needs to stand on its own. One major sponsor has withdrawn his name from the Bill already.

She does support taxing e-cigarettes but is not happy they used this way to get there. Chair DeBone would like the County to be neutral, and Commissioner Unger agreed, although he does support taxing e-cigarettes. Chair DeBone stated this is a much bigger issue and deserves a lot more attention.

Chair DeBone asked about the video and the 'top ten' for the State of the Community. Commissioner Baney stated they only have a top five right now, but they are working on it.

Being no other items discussed, the meeting was adjourned at 4:00 p.m.

DATED this 8th Day of July 2015 for the
Deschutes County Board of Commissioners.

Anthony DeBone
Anthony DeBone, Chair

Alan Unger
Alan Unger, Vice Chair

Tammy Baney
Tammy Baney, Commissioner

ATTEST:

Bonnie Baker
Recording Secretary



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WORK SESSION AGENDA

DESCHUTES COUNTY BOARD OF COMMISSIONERS

1:30 P.M., WEDNESDAY, JUNE 10, 2015

1. CIP Projects Update – *Chris Doty*

2. 5-Year CIP Plan Discussion – *Chris Doty*

3. Other Items
 - Executive Session under ORS 192.660(2)(e), real estate transactions – *James Lewis*

PLEASE NOTE: At any time during this meeting, an executive session could be called to address issues relating to ORS 192.660(2) (e), real property negotiations; ORS 192.660(2) (h), litigation; ORS 192.660(2)(d), labor negotiations; or ORS 192.660(2) (b), personnel issues; or other issues under ORS 192.660(2), executive session.

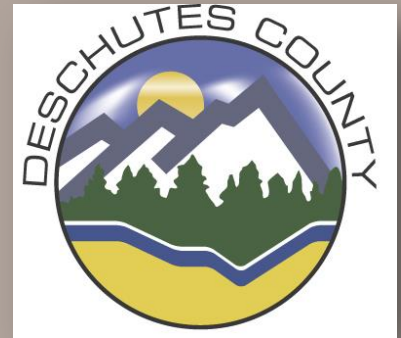
Meeting dates, times and discussion items are subject to change. All meetings are conducted in the Board of Commissioners' meeting rooms at 1300 NW Wall St., Bend, unless otherwise indicated. If you have questions regarding a meeting, please call 388-6572.

Deschutes County encourages persons with disabilities to participate in all programs and activities. This event/location is accessible to people with disabilities. If you need accommodations to make participation possible, please call (541) 388-6571, or send an e-mail to bonnie.baker@deschutes.org.

DESCHUTES COUNTY ROAD DEPARTMENT

CIP PROJECT UPDATES

JUNE 10, 2015



SKYLINERS ROAD RECONSTRUCTION

- **Project:**
 - 8-mile reconstruction
- **Construction Cost:**
 - \$8,000,000
 - \$1M DC Match
- **Construction Schedule:**
 - April 2015 to September 2015
- **Contractor:**
 - High Desert Agg/Paving
- **Project Manager:**
 - FHWA – WFL
 - <http://flh.fhwa.dot.gov/projects/or/skyliners/>

Skyliners Road Improvement Project PROJECT UPDATE

June 5th, 2015



CONSTRUCTION ACTIVITIES

Placement, grading, and compaction of emulsified asphalt treated base material (grading D) started this a.m. at FR 400 heading west. In addition, clearing and grubbing activities continue and are on the east end of the project.



Contractor laying down first section of emulsified asphalt treated base material

Compaction testing of the emulsified asphalt treated base material

UPCOMING WORK

Similar work is anticipated for next week as the contractor moves west through the subdivision. The contractor anticipates hauling and placing emulsified asphalt treated base throughout the week. Clearing and grubbing work may continue this week, if needed, at the east end of the project. Please be aware of road building equipment in the area of the subdivision next week.



TRAFFIC GUIDANCE

Please use caution in the construction zones. Minor traffic delays.

PROJECT INFORMATION

Contractor:
HIGH DESERT AGGREGATE
& PAVING INC.
TERREBONNE, OR

Start Date:
APRIL 13, 2015

Completion Date:
AUGUST 10, 2016

Award Amount:
\$7,938,230.60

CONTACT INFORMATION

Contracting Officer:

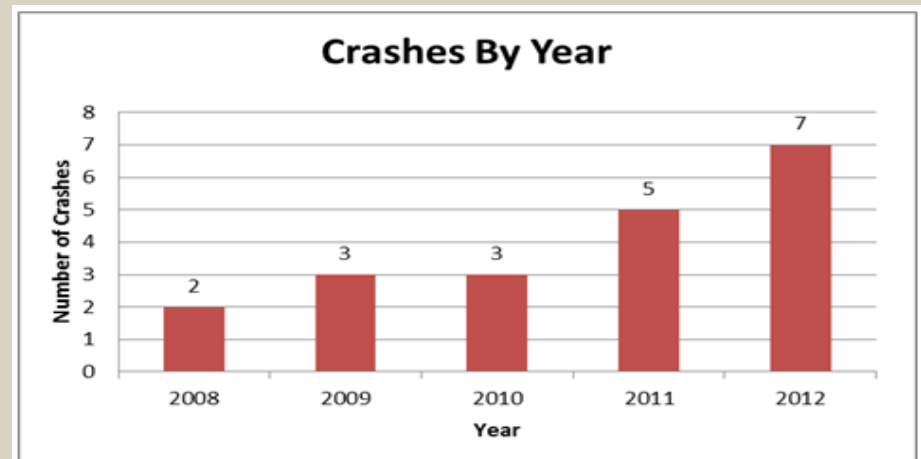
Paul Akehurst
Project Engineer (COTR)

Phone: (541)408-9335
Email: Paul.Akehurst@dot.gov

Office/Mailing Address:
19800 Village Office Ct. Ste 100
Bend, OR 97702

POWELL BUTTE HIGHWAY/NEFF-ALF ROUNDAABOUT

- **Project:**
 - Roundabout
- **Status:**
 - Design at 90%, ROW Acquisition in-process
- **Schedule:**
 - Bid in fall 2015; construct Feb. to June 2016
- **Budget:**
 - \$2.5M (\$900k SDCs)





Parametrix PROFESSIONAL ENGINEERING FIRM 100 N. 10TH AVE., SUITE 100 DEER PARK, IN 46120 (317) 338-7700 WWW.PARAMETRIX.COM		DATE: _____ BY: _____ CHECKED: _____ APPROVED: _____
PROJECT NAME: DESCHUTES COUNTY ROAD DEPARTMENT POWELL BUTTE HIGHWAY RECONSTRUCTION DESCHUTES COUNTY, OR		DRAWING NO.: EX2.0
PROJECT DATE: APRIL 2015		SHEET NO.: 2 OF 3

■ Existing Conditions



90 % REVIEW SUBMITTAL

REV	DATE	BY

REVISIONS

DESIGNED BY: [blank]
CHECKED BY: [blank]
AT FINAL SCALE: [blank]
NOT SCALE ACCORDINGLY

Parametrix
AN ENVIRONMENTAL SCIENCE COMPANY
3000 N. GAVELIN AVENUE, SUITE 100
SALT LAKE CITY, UT 84143
WWW.PARAMETRIX.COM

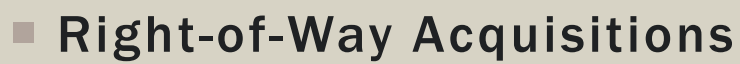
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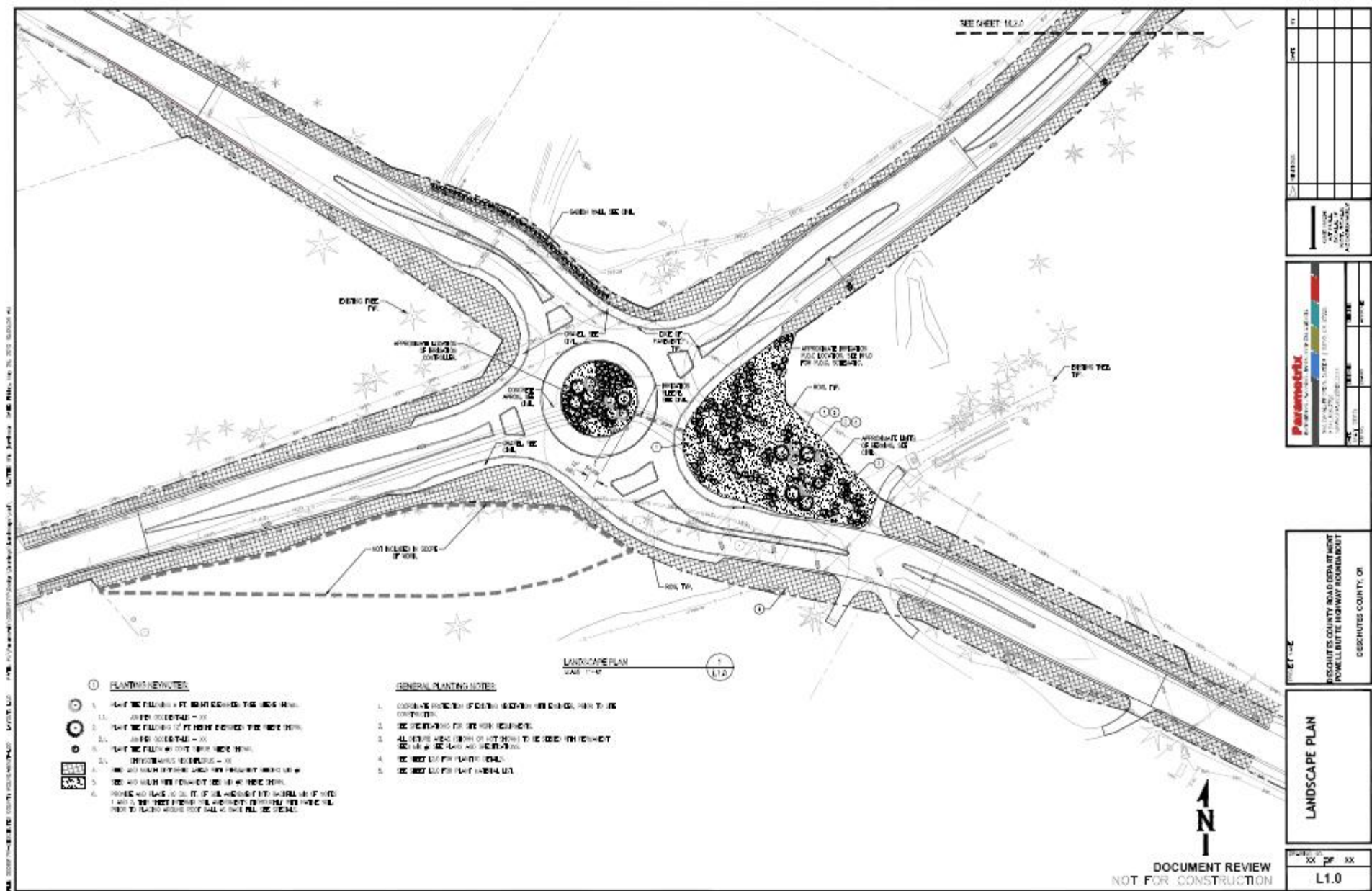
PROJECT NAME
DESCHUTES COUNTY ROAD DEPARTMENT
POWELL BUTTE HIGHWAY ROUNDABOUT
DESCHUTES COUNTY, OR

PROPOSED ROUNDABOUT

DRAWING NO. 1 OF 3
EX1.0

■ Proposed Layout

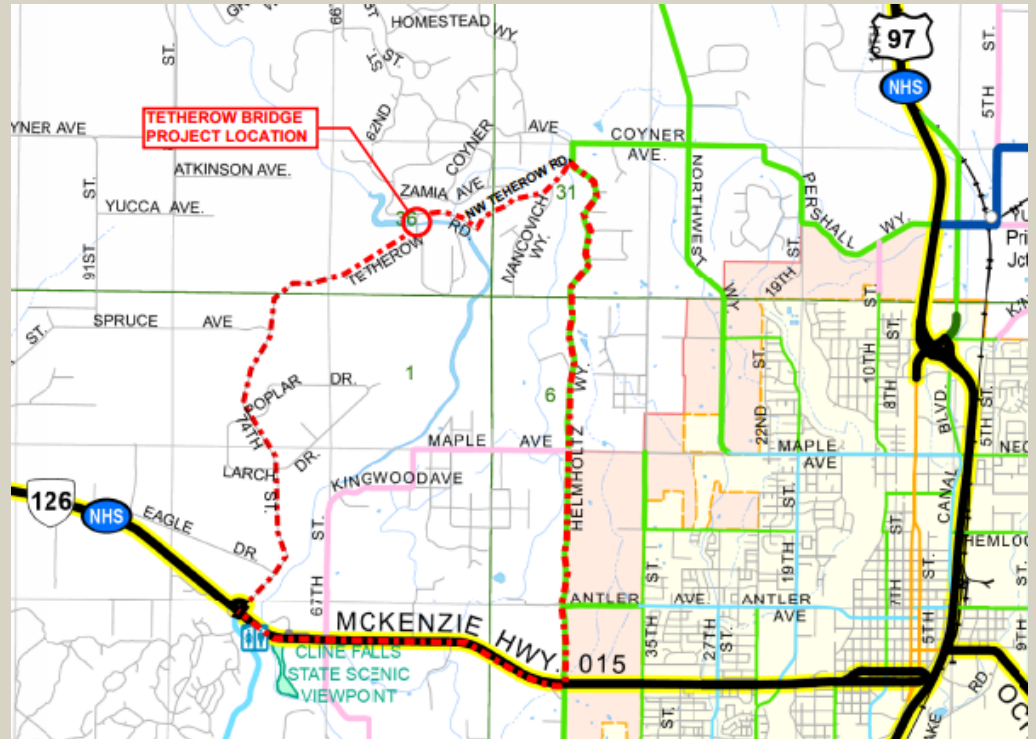


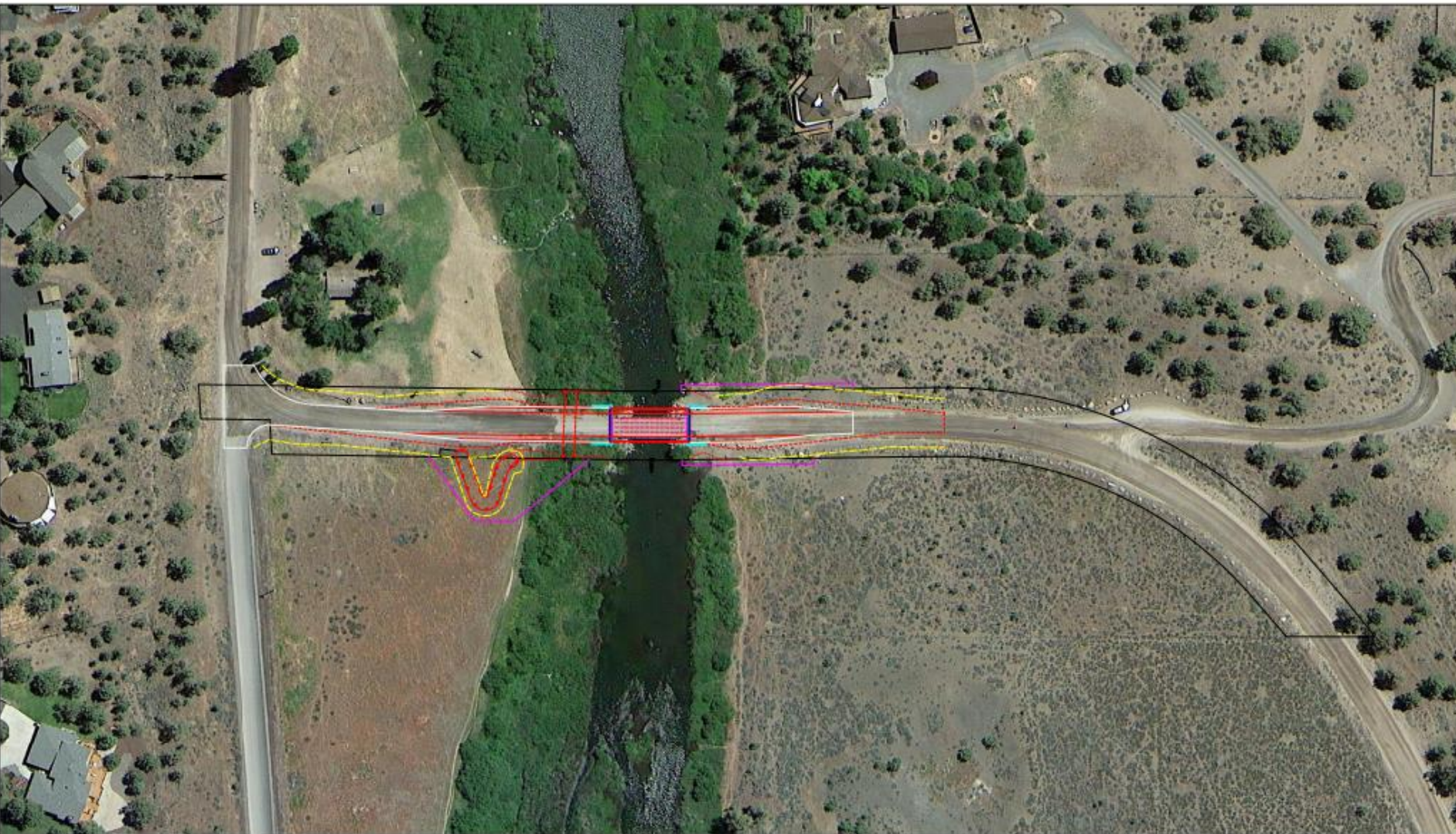


■ Landscape Plan

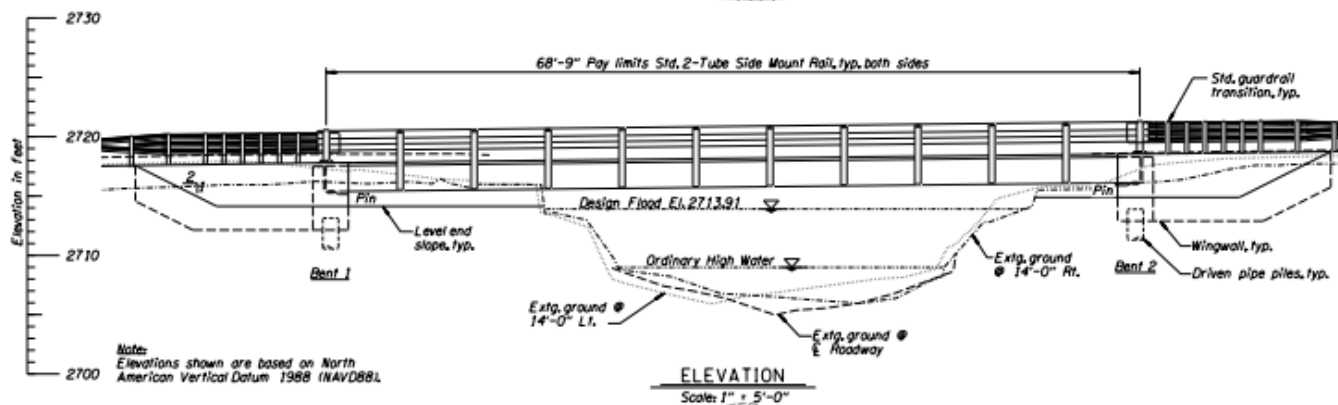
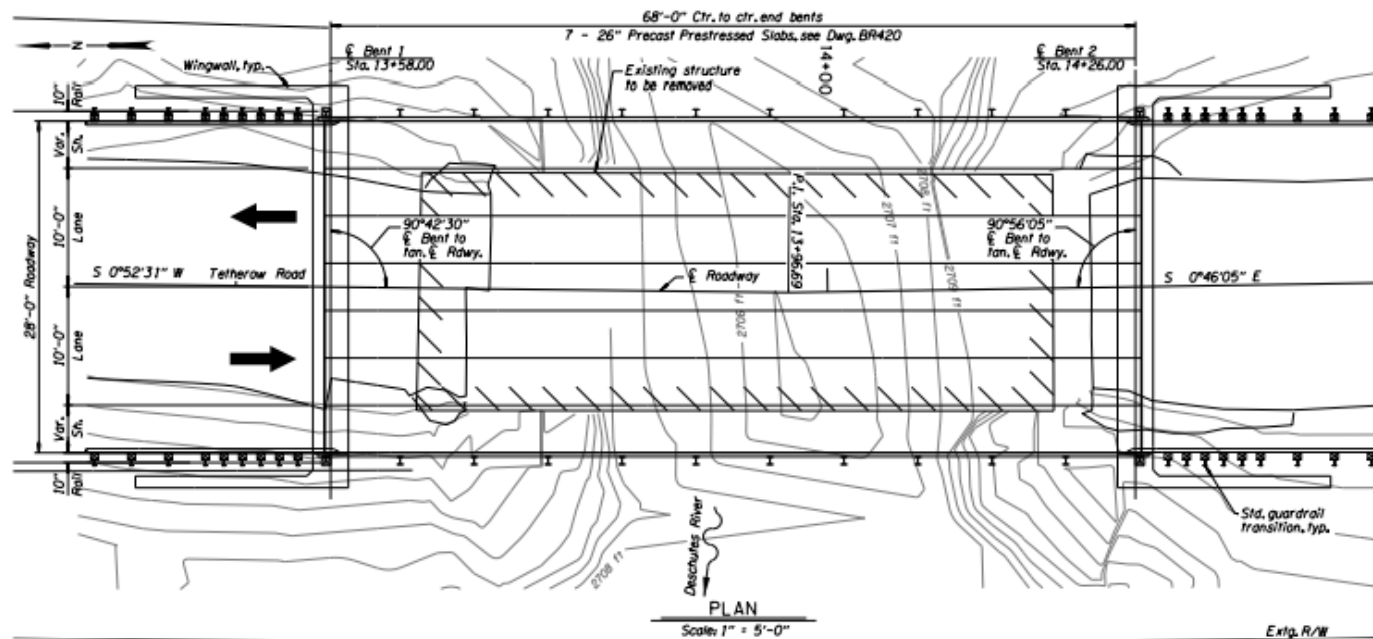
TETHEROW BRIDGE REPLACEMENT

- **Project:**
 - Replace structurally insufficient single lane bridge.
- **Status:**
 - 90% +/- Design
- **Budget:**
 - \$2.5M
 - \$ 250,000 DC Match
- **Project Manager:**
 - ODOT (local bridge program)
- **Schedule:**
 - Summer 2016 (tentative)





■ Aerial



■ Plan/Profile

FALL CREEK BRIDGE REPLACEMENT

(CASCADE LAKES HIGHWAY – SPARKS LK)

- Project: Bridge Replacement
- Status: Design in-process
- Budget: \$2.5M (\$225k DC Match)
- Schedule: 2017+
- Project Manager: FHWA-WFL

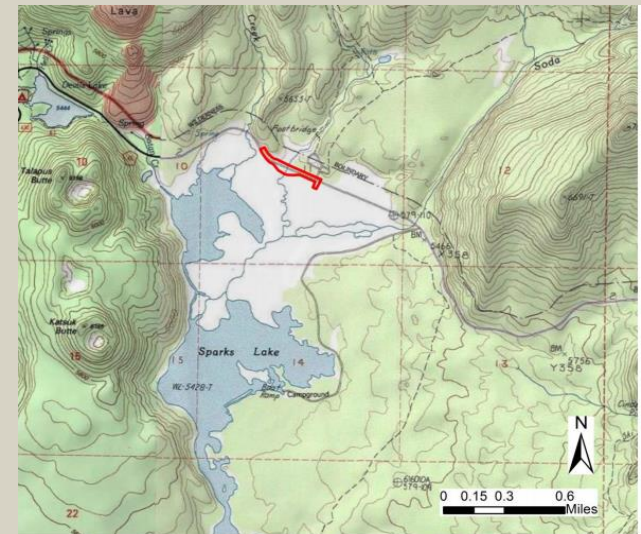


Figure 1. The project area (outlined in red) in relation to Sparks Lake and other topographic features (USGS 7.5 min. Broken Top, 1988).

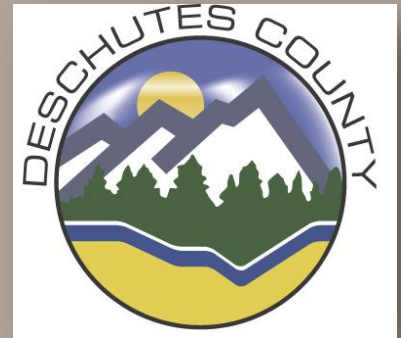


Figure 3. Locations of the 25 exploratory probes. The yellow probes produced positive results.

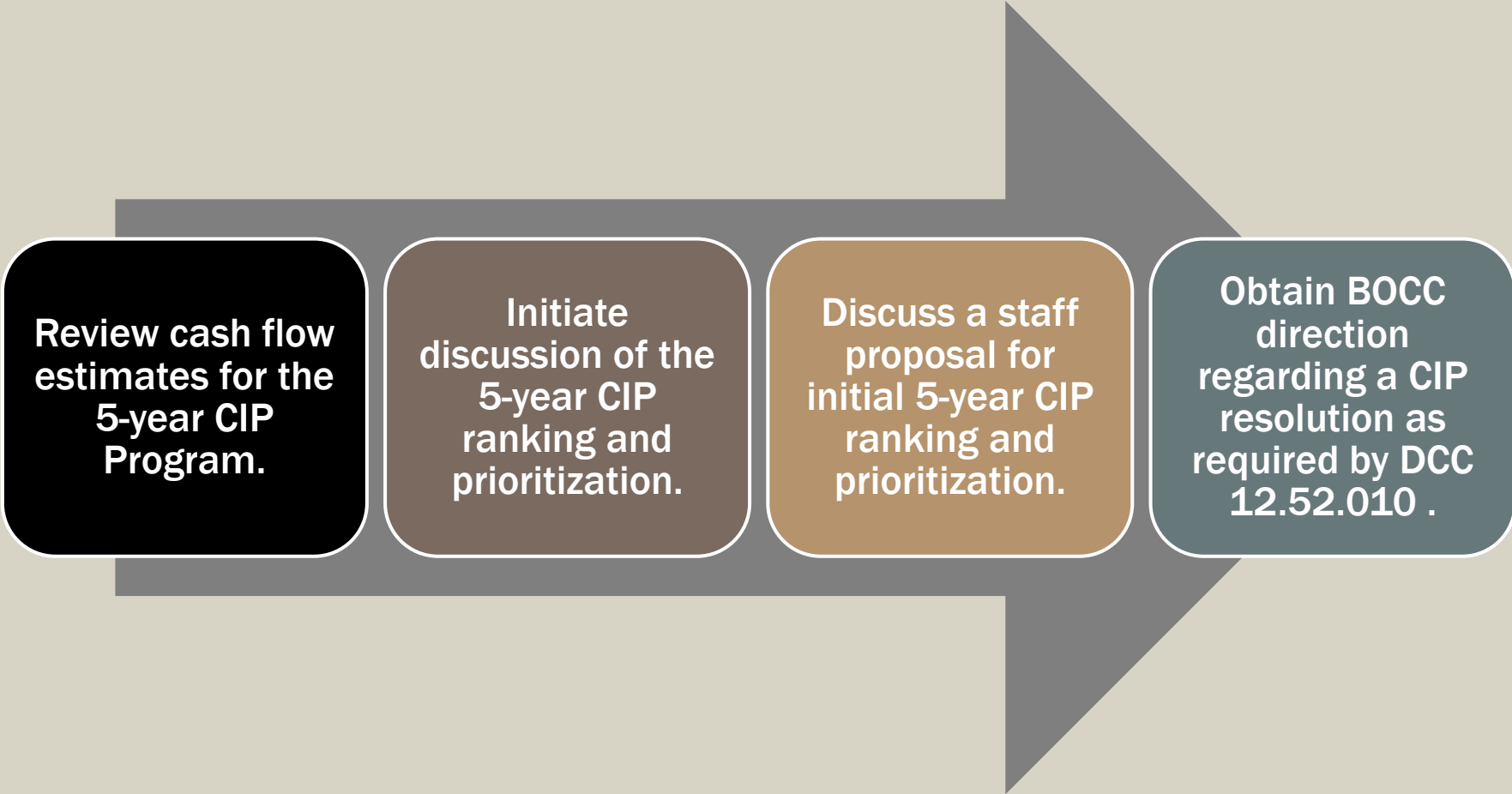
DESCHUTES COUNTY ROAD DEPARTMENT

CIP PROGRAM/PRIORITIES

JUNE 10, 2015



PURPOSE/OBJECTIVE OF DISCUSSION



Review cash flow estimates for the 5-year CIP Program.

Initiate discussion of the 5-year CIP ranking and prioritization.

Discuss a staff proposal for initial 5-year CIP ranking and prioritization.

Obtain BOCC direction regarding a CIP resolution as required by DCC 12.52.010 .

FY 16 BUDGET HIGHLIGHTS

CIP PROJECTS

Projects	Current	FY Obligation				
		2016	2017	2018	2019	2020
Skyliners Road Reconstruction (10.27% local match portion) FLAP to fund 89.73%	\$ 942,000					
Tetherow Bridge Replacement Project (10.27% local match portion) ODOT Local Bridge Program to fund 89.73%		\$ 250,000				
Fall Creek Bridge (10.27% local match portion) FLAP to fund 89.73%	\$ 225,000					
Powell Butte Highway/Neff Road-Alfalfa Mkt Road Intersection Improvements	\$ 1,000,000	\$ 1,500,000				
La Pine Downtown Stormwater Improvements at Huntington Road/Third Street	\$ 262,000					
George Millican Road (CC) Reconstruction Contribution (50% via General Fund)		\$ 250,000				
Burgess Road/Day Road Turn Lane Improvements		\$ 500,000	\$ 150,000			
Huntington Road/Deer Run Paving Improvements			\$ 1,800,000			
Old Bend-Redmond Corridor Improvements (intersection improvements at Helmholtz, Tumalo, 61st-Quarry)				\$ 1,650,000	\$ 1,650,000	
Rickard Road Paving Improvements					\$ 800,000	
NW 17th Street and NE Negus Ave FDR-widening-bridge						\$ 1,500,000
Traffic Safety Improvements (annual) Various intersections - ARTS grant match in FY 16	\$ 35,000	\$ 150,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
TOTAL BY YEAR	\$ 2,464,000	\$ 2,650,000	\$ 2,000,000	\$ 1,700,000	\$ 2,500,000	\$ 1,550,000

CIP PROGRAM CASH FLOW

DC Road Department CIP Cash Flow Estimates

Cash Flow (Existing Resources plus PILT/SRS at current rate and availability for CIP use)						
	Current, \$	2016	2017	2018	2019	2020
Existing Reserves (end current FY)		\$ 5,000,000	\$ 5,938,000	\$ 5,488,000	\$ 5,238,000	\$ 4,138,000
PILT/SRS (available for projects)		\$ 1,250,000	\$ 1,050,000	\$ 950,000	\$ 900,000	\$ 800,000
Total CIP		\$ 6,250,000	\$ 6,988,000	\$ 6,438,000	\$ 6,138,000	\$ 4,938,000
SDC Reserves		\$ 1,588,000				
SDC Projections		\$ 750,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Total SDC		\$ 2,338,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Cumulative Total for CIP Program		\$ 8,588,000	\$ 7,488,000	\$ 6,938,000	\$ 6,638,000	\$ 5,438,000
Total CIP Projects in FY	\$ 2,464,000	\$ 2,650,000	\$ 2,000,000	\$ 1,700,000	\$ 2,500,000	\$ 1,550,000
Net Cash (CIP Reserve)		\$ 5,938,000	\$ 5,488,000	\$ 5,238,000	\$ 4,138,000	\$ 3,888,000
SDC Expense in FY		\$ 1,000,000	\$ 1,000,000	\$ 350,000	\$ 500,000	\$ 400,000
SDC Reserve		\$ 1,338,000	\$ 838,000	\$ 988,000	\$ 988,000	\$ 1,088,000
CIP Reserve (non-SDC)		\$ 4,600,000	\$ 4,650,000	\$ 4,250,000	\$ 3,150,000	\$ 2,800,000



EXTRA SLIDES



STAFF PROPOSAL: PRIORITY CIP PROJECTS

■ High priority projects in CIP:

Road Name	Proposed Treatment	Project cost	SDC Eligible cost	Non-SDC Funding
POWELL BU. HWY./NEFF-ALFALFA MKT. ROAD 1	Install Roundabout	\$ 2,000,000	\$ 900,000	\$ 1,100,000
POWELL BU. HWY/BUTLER MARKET ROAD	Install Roundabout	\$ 900,000	\$ 900,000	\$ -
Regional TDM Program *	Commute Options Program	\$ 160,000	\$ -	\$ 160,000
U.S. 97/LOWER BRIDGE WAY	Grade separate from U.S. 97	\$ -	\$ -	\$ -
U.S. 20/COOK AVE/O.B. RILEY RD.	Overpass with jughandles	\$ -	\$ -	\$ -
HUNNELL ROAD (Cooley to Rodgers)	New Road	\$ 752,500	\$ 752,500	\$ -
DEER RUN LANE (Pinecrest to Huntington) 3	Reconstruction/ pave	\$ 314,820	\$ 56,668	\$ 258,152
FOSTER ROAD (S Cent to LRR)	Reconstruction/ pave	\$ 3,125,000	\$ 562,500	\$ 2,562,500
HUNNELL ROAD (Rodgers to Tumalo)	Reconstruction/ pave	\$ 2,525,000	\$ 454,500	\$ 2,070,500
HUNTINGTON ROAD (Riverview N to S) 3	Reconstruction/ pave	\$ 1,448,575	\$ 260,744	\$ 1,187,832
RICKARD ROAD (Groff to Hwy 20) 5	Reconstruction/ pave	\$ 772,000	\$ 138,960	\$ 633,040
S CANAL BLVD. (Quarry to Helm) 4	Add Center Turn Lane	\$ 508,875	\$ 91,598	\$ 417,278
HELMHOLTZ (Elkhorn to Maple)	Travel Lane each direction/center turn lane	\$ 6,132,500	\$ 1,103,850	\$ 5,028,650
BURGESS ROAD (Day to Huntington) 2	Center turn lane/widen bridge	\$ 1,084,594	\$ 195,227	\$ 889,367
7th Street (US 20 to Cook)	5' sidewalk both sides	\$ 10,625	\$ -	\$ 10,625
Tumalo Trail (multi-use)	10' Multi-use trail	\$ 160,000	\$ -	\$ 160,000
11th Street (Central to US 97)	5' sidewalks on both sides	\$ 81,250	\$ -	\$ 81,250
TOTAL HIGH PRIORITY		\$ 19,975,739	\$ 5,416,545	\$ 14,559,193

= Staff Rec. Priority

20-YEAR CIP PROJECT LIST

- Approved project list per Ord 2012-005 and Res. 2013-020.

- High-Medium-Low ranking.

Deschutes County Transportation CIP and SDC Project List
RESOLUTION 2013-020

EXHIBIT B

Road Name	From	To	Proposed Treatment	Current Functional Class	Existing Road Section (ft.)	County Standard Section (ft.)	Construction Cost	Engineering & Administration	Project Cost	SDC Cost, the SDV Page	Priority	
County Improvement Projects (Intersection only)												
Intersection	POWELL BUTTE HWY/NEPALPA HWY ROAD	Arterial/Arterial Area	Install Roundabout	Arterial/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	High	
	POWELL BUTTE HWY/BUTLER MARKET ROAD	Arterial/Arterial Area	Install Roundabout	Arterial/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	High	
	BURGESS RD AT OAK RD	Rural - South County Area	Add turn lanes to Burgess Road	Arterial/Collector			\$ 250,000	\$ 50,000	\$ 300,000	\$ 300,000	Medium	
	OLD REDMOND-BEND HWY AT TUMALO RD	Rural - Turbine Area	Add turn lanes to Old Redmond-Bend Hwy and improve intersection sight distance	Arterial/Collector			\$ 200,000	\$ 50,000	\$ 250,000	\$ 250,000	Medium	
	BADGER ROAD AND CINDER BUTTE ROAD	Rural - Deschutes River Woods	Install Roundabout	Arterial/Collector			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	Medium	
	CANAL/BLUESHULCHILL	Rural - Redmond Area	Install Roundabout	Arterial/Collector			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	Medium	
	DEITCH/FRYER MARKET ROAD	Arterial/Arterial Area	Install Roundabout	Arterial/Collector			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	Medium	
	SOUTH CENTURY/SPRING RIVER ROAD	Rural - South County Area	Install Roundabout	Collector/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	Medium	
	HUNTINGTON RD AT SOUTH CENTURY DRIVE	Rural - South County Area	Install Roundabout	Collector			\$ 250,000	\$ 50,000	\$ 300,000	\$ 300,000	Low	
	COVER RD AT NORTHWEST WAY	Rural - North County Area	Add turn lanes to Northwest Way	Collector			\$ 200,000	\$ 50,000	\$ 250,000	\$ 250,000	Low	
									Subtotal	\$ 7,080,200	\$ 7,080,200	
Transportation System Management (TSM) and Transportation Demand Management (TDM) Projects												
Project	Regional TDM Program	Countywide	Countywide	Countywide	Countywide	Countywide	\$ 8,000	\$ 160,000	\$ -	\$ -	High	
Project	Regional TDM Program	Countywide	Countywide	Countywide	Countywide	Countywide	\$ 45,000	\$ 45,000	\$ -	\$ -	Medium	
									Subtotal	\$ 206,000	\$ -	
State Highway Improvement Projects (ODOT Projects with County participation)												
Highway	U.S. 97	11TH AVE - ONEILL HWY	add travel lanes each direction	Principal Arterial			\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	High	
U.S. 97	South Century - La Pine Rec	add travel lanes each direction	Principal Arterial				\$ 25,000,000	\$ -	\$ 25,000,000	\$ -	High	
U.S. 20	MARK'S BEARD TO RAILWAY	add travel lanes each direction	Principal Arterial				\$ 20,000,000	\$ -	\$ 20,000,000	\$ -	High	
U.S. 97	La Pine Rec - CRANFISH	add travel lanes each direction	Principal Arterial				\$ 11,800,000	\$ -	\$ 11,800,000	\$ -	Medium	
U.S. 20	COUGH MARKET - GERKING MARKET	add travel lanes each direction	Principal Arterial				\$ 4,900,000	\$ -	\$ 4,900,000	\$ -	Medium	
U.S. 20	REYNOLDS - YONKEY	add travel lanes each direction	Principal Arterial				\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	Medium	
U.S. 30	CR 100 - COLEY	add travel lanes each direction	Principal Arterial				\$ 2,400,000	\$ -	\$ 2,400,000	\$ -	Medium	
OR 126	QUAIL TREE DR - 21M. EXIST	add travel lanes each direction	Principal Arterial				\$ 7,800,000	\$ -	\$ 7,800,000	\$ -	Medium	
OR 126	CLINT FALLS HWY - HELMULF	add travel lanes each direction	Principal Arterial				\$ 9,000,000	\$ -	\$ 9,000,000	\$ -	Medium	
OR 126	SHERMAN - CROOK CO	add travel lanes each direction	Principal Arterial				\$ 5,100,000	\$ -	\$ 5,100,000	\$ -	Medium	
OR 270	U.S. 97 TO 12 MILE WEST	overpass, geometric improvements	Principal Arterial				\$ 25,100,000	\$ -	\$ 25,100,000	\$ -	Low	
									Subtotal	\$ 126,100,000	\$ -	
State Highway Intersection Improvement Projects (ODOT Projects with County participation)												
Intersection	U.S. 97/LOWER BRIDGE HWY	Rural/Terrace Area	Grade separation from U.S. 97	Principal Arterial/Arterial			\$ 21,000,000	\$ -	\$ 21,000,000	\$ 2,700	High	
Intersection	U.S. 20/CROOK AND O.B. RILEY RD	Rural - Turbine Area	Overpass with left-turn lanes	Principal Arterial/Collector			\$ 15,000,000	\$ -	\$ 15,000,000	\$ 418,800	High	
Intersection	U.S. 270/CROOK JUNCTION INTERCHANGE PHASE I	Rural/South County Area	grade separation, realignment	Principal Arterial			\$ 30,000,000	\$ -	\$ 30,000,000	\$ 410,000	Medium	
Intersection	U.S. 270/MARION/ONEILL HWY	Rural/Terrace Area	Grade Separation	Principal Arterial/Collector			\$ 6,500,000	\$ -	\$ 6,500,000	\$ 248,500	Medium	
Intersection	CR 100/11TH AVE	Rural/Redmond Area	Traffic Signal	Principal Arterial/Collector			\$ 2,500,000	\$ -	\$ 2,500,000	\$ 31,750	Medium	
Intersection	U.S. 270/MARION ROAD INTERCHANGE	Rural/Redmond Area	grade separation	Principal Arterial			\$ 18,000,000	\$ -	\$ 18,000,000	\$ 418,000	Low	
Intersection	U.S. 270/CRANFISH	Rural/South County Area	Disconnected from U.S. 97	Principal Arterial/Collector			\$ 2,500,000	\$ -	\$ 2,500,000	\$ 31,750	Low	
Intersection	U.S. 20/HAMBY/VALLEY	Rural/Bend Area	Install Roundabout	Principal Arterial/Collector			\$ 1,000,000	\$ -	\$ 1,000,000	\$ 27,000	Low	
Intersection	U.S. 20/POWELL BUTTE HWY	Rural/Bend Area	Install Roundabout	Principal Arterial/Collector			\$ 1,000,000	\$ -	\$ 1,000,000	\$ 27,000	Low	
Intersection	CR 100/CR 100	Rural/South County Area	Defective Interchange	Principal Arterial			\$ 15,000,000	\$ -	\$ 15,000,000	\$ 213,000	Low	
									Subtotal	\$ 116,000,000	\$ 1,119,800	
New Road Segments (urban and rural)(may include intersections)												
Length (mi)	0.75	MANUEL ROAD	COOLEY ROAD	ROOSEVELT ROAD	New Road	Collector	30	\$ 600,000	\$ 150,000	\$ 750,000	\$ 750,000	High
0.66	COOLEY ROAD	18TH STREET	DEITCH/FRYER MARKET ROAD	New Road	Arterial	22	\$ 272,750	\$ 130,483	\$ 403,233	\$ 403,233	Low	
0.2	CROOKED RIVER DR	WILCOX DR	SOUTH ROCK WAY	New Road	Collector	30	\$ 188,400	\$ 39,600	\$ 228,000	\$ 228,000	Low	
1.8	NEW ROAD	UNIVERSITY RD	CR 100	New Road	Collector	30	\$ 1,188,000	\$ 237,600	\$ 1,425,600	\$ 1,425,600	Low	
0.2	BRITTA EXTENSION	END OF BRITTA	HWY 20/ROBAL RD	New Road	Collector	30	\$ 300,000	\$ 75,000	\$ 375,000	\$ 375,000	Low	
									Subtotal	\$ 3,485,913	\$ 3,485,913	

8/23/2013

Resolution 2013-020

Page 1

EXHIBIT B										
Road Name	From	To	Proposed Treatment	Current Functional Class	Existing Road Section (ft.)	County Road Section (ft.)	Construction Cost	Engineering & Administration	Project Cost	SDC Cost
County Improvement Projects (Intersection only)										
POWELL BUTTE HWY/NEPALPA HWY ROAD			Install Roundabout	Arterial/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000
POWELL BUTTE HWY/BUTLER MARKET ROAD			Install Roundabout	Arterial/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000
BURGESS RD AT OAK RD			Add turn lanes to Burgess Road	Arterial/Collector			\$ 250,000	\$ 50,000	\$ 300,000	\$ 300,000
OLD REDMOND-BEND HWY AT TUMALO RD			Add turn lanes to Old Redmond-Bend Hwy and improve intersection sight distance	Arterial/Collector			\$ 200,000	\$ 50,000	\$ 250,000	\$ 250,000
BADGER ROAD AND CINDER BUTTE ROAD			Install Roundabout	Arterial/Collector			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000
DEITCH/FRYER MARKET ROAD			Install Roundabout	Arterial/Collector			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000
SOUTH CENTURY/SPRING RIVER ROAD			Install Roundabout	Collector/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000
HUNTINGTON RD AT SOUTH CENTURY DRIVE			Install Roundabout	Collector			\$ 250,000	\$ 50,000	\$ 300,000	\$ 300,000
COVER RD AT NORTHWEST WAY			Add turn lanes to Northwest Way	Collector			\$ 200,000	\$ 50,000	\$ 250,000	\$ 250,000
							Subtotal		\$ 7,080,000	\$ 7,080,000
Transportation System Management (TSM) and Transportation Demand Management (TDM) Projects										
Project	Regional TDM Program	Countywide	Countywide	Countywide	Countywide	Countywide	\$ 8,000	\$ 160,000	\$ 168,000	\$ -
Project	Regional TDM Program	Countywide	Countywide	Countywide	Countywide	Countywide	\$ 45,000	\$ 45,000	\$ 90,000	\$ -
							Subtotal		\$ 258,000	\$ -
State Highway Improvement Projects (ODOT Projects with County participation)										
Highway	U.S. 97	11TH AVE - ONEILL HWY	add travel lanes each direction	Principal Arterial			\$ 5,000,000	\$ -	\$ 5,000,000	\$ -
Highway	U.S. 97	South Century - La Pine Rec	add travel lanes each direction	Principal Arterial			\$ 25,000,000	\$ -	\$ 25,000,000	\$ -
Highway	U.S. 20	MARK'S BEARD TO RAILWAY	add travel lanes each direction	Principal Arterial			\$ 20,000,000	\$ -	\$ 20,000,000	\$ -
Highway	U.S. 97	La Pine Rec - CRANFISH	add travel lanes each direction	Principal Arterial			\$ 11,800,000	\$ -	\$ 11,800,000	\$ -
Highway	U.S. 20	COUGH MARKET - GERKING MARKET	add travel lanes each direction	Principal Arterial			\$ 4,900,000	\$ -	\$ 4,900,000	\$ -
Highway	U.S. 20	REYNOLDS - YONKEY	add travel lanes each direction	Principal Arterial			\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
Highway	OR 126	CR 100 - COLEY	add travel lanes each direction	Principal Arterial			\$ 2,400,000	\$ -	\$ 2,400,000	\$ -
Highway	OR 126	QUAIL TREE DR - 21M. EXIST	add travel lanes each direction	Principal Arterial			\$ 7,800,000	\$ -	\$ 7,800,000	\$ -
Highway	OR 126	CLINT FALLS HWY - HELMULF	add travel lanes each direction	Principal Arterial			\$ 9,000,000	\$ -	\$ 9,000,000	\$ -
Highway	OR 126	SHERMAN - CROOK CO	add travel lanes each direction	Principal Arterial			\$ 5,100,000	\$ -	\$ 5,100,000	\$ -
Highway	OR 270	U.S. 97 TO 12 MILE WEST	overpass, geometric improvements	Principal Arterial			\$ 25,100,000	\$ -	\$ 25,100,000	\$ -
							Subtotal		\$ 126,100,000	\$ -
State Highway Intersection Improvement Projects (ODOT Projects with County participation)										
Intersection	U.S. 97/LOWER BRIDGE HWY		Grade Separation from U.S. 97	Principal Arterial/Arterial			\$ 21,000,000	\$ -	\$ 21,000,000	\$ 2,700
Intersection	U.S. 20/CROOK AND O.B. RILEY RD		Overpass with left-turn lanes	Principal Arterial/Collector			\$ 15,000,000	\$ -	\$ 15,000,000	\$ 418,800
Intersection	U.S. 270/CROOK JUNCTION INTERCHANGE PHASE I		grade separation, realignment	Principal Arterial			\$ 30,000,000	\$ -	\$ 30,000,000	\$ 410,000
Intersection	U.S. 270/MARION/ONEILL HWY		Grade Separation	Principal Arterial/Collector			\$ 6,500,000	\$ -	\$ 6,500,000	\$ 248,500
Intersection	CR 100/11TH AVE		Traffic Signal	Principal Arterial/Collector			\$ 2,500,000	\$ -	\$ 2,500,000	\$ 31,750
Intersection	U.S. 270/MARION ROAD INTERCHANGE		grade separation	Principal Arterial			\$ 18,000,000	\$ -	\$ 18,000,000	\$ 418,000
Intersection	U.S. 270/CRANFISH		Disconnected from U.S. 97	Principal Arterial/Collector			\$ 2,500,000	\$ -	\$ 2,500,000	\$ 31,750
Intersection	U.S. 20/HAMBY/VALLEY		Install Roundabout	Principal Arterial/Collector			\$ 1,000,000	\$ -	\$ 1,000,000	\$ 27,000
Intersection	U.S. 20/POWELL BUTTE HWY		Install Roundabout	Principal Arterial/Collector			\$ 1,000,000	\$ -	\$ 1,000,000	\$ 27,000
Intersection	CR 100/CR 100		Defective Interchange	Principal Arterial			\$ 15,000,000	\$ -	\$ 15,000,000	\$ 213,000
							Subtotal		\$ 116,000,000	\$ 1,119,800
New Road Segments (urban and rural)(may include intersections)										
Length (mi)	0.75	MANUEL ROAD	COOLEY ROAD	ROOSEVELT ROAD	New Road	Collector	30	\$ 600,000	\$ 150,000	\$ 750,000
Length (mi)	0.66	COOLEY ROAD	18TH STREET	DEITCH/FRYER MARKET ROAD	New Road	Arterial	22	\$ 272,750	\$ 130,483	\$ 403,233
Length (mi)	0.2	CROOKED RIVER DR	WILCOX DR	SOUTH ROCK WAY	New Road	Collector	30	\$ 188,400	\$ 39,600	\$ 228,000
Length (mi)	1.8	NEW ROAD	UNIVERSITY RD	CR 100	New Road	Collector	30	\$ 1,188,000	\$ 237,600	\$ 1,425,600
Length (mi)	0.2	BRITTA EXTENSION	END OF BRITTA	HWY 20/ROBAL RD	New Road	Collector	30	\$ 300,000	\$ 75,000	\$ 375,000
							Subtotal		\$ 3,485,913	\$ 3,485,913

Deschutes County Transportation CIP and SDC Project List

EXHIBIT B

Road Name	From	To	Proposed Treatment	Current Functional Class	Existing Road Section (ft.)	County Road Section (ft.)	Construction Cost	Engineering & Administration	Project Cost	SDC Cost	Priority
County Improvement Projects (Intersection only)											
POWELL BUTTE HWY/NEPALPA HWY ROAD			Install Roundabout	Arterial/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	High
POWELL BUTTE HWY/BUTLER MARKET ROAD			Install Roundabout	Arterial/Arterial			\$ 720,000	\$ 180,000	\$ 900,000	\$ 900,000	High
BURGESS RD AT OAK RD			Add turn lanes to Burgess Road	Arterial/Collector			\$ 250,000	\$ 50,000	\$ 300,000	\$ 300,000	Medium

REC #1: POWELL BUTTE HWY/NEFF-ALFALFA

Project #1: Powell Butte Highway/Neff Road-Alfalfa Market Road intersection improvements (east Bend area).

- a. **Description:** Installation of a roundabout or other intersection improvements.
- b. **Justification:** The intersection experiences the highest crash rate in the County system at approximately twice the rate of what would normally be expected based on location and volume. Previously installed traffic safety countermeasures have not positively influenced the crash rate at the high speed intersection.
- c. **Cost estimate:** \$2,500,000
- d. **Other issues:** An initial feasibility has been conducted for the purposes of identifying possible solutions including roundabout installation and offsetting both legs of the intersection to create two T-intersections. This project will require significant outreach and public discussion. Staff has gathered appropriate information to begin the outreach and design process immediately.

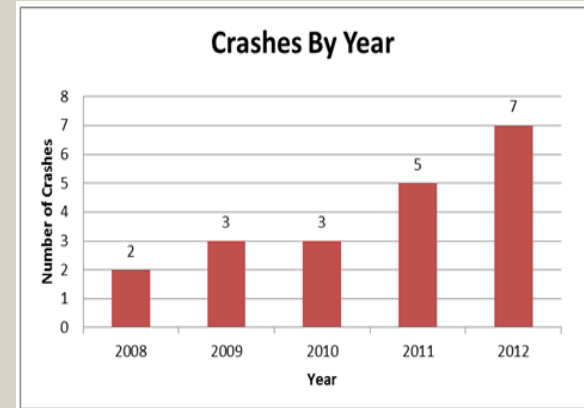


Table 3. Powell Butte Highway/Neff Road Intersection Crash History (2008-2012)

Year	Collision Type					Crash Severity			Total
	Turning Movement	Angle	Fixed Object	Animal	Other	Non-Injury	Injury	Fatality	
2008	0	1	1	0	0	2	0	0	2
2009	0	2	1	0	0	1	2	0	3
2010	2	0	0	0	1	2	1	0	3
2011	2	2	1	0	0	3	2	0	5
2012	1	5	0	1	1	3	4	0	7
Total	5	10	3	1	2	15	5	0	20

REC #1: POWELL BUTTE HWY/NEFF-ALFALFA, CONT.

Customer inquiry:

I heard a concept last year that I would like to hear more of, a roundabout at the Powell Butte - Alfalfa intersection. I know they can be lightning rods for critics, but it seems the usual complaints can be alleviated by making them large enough. I have a hard time picturing a light working well here, and leaving it alone will only continue it's legacy as one of the dangerous places to drive. I have lived in the neighborhood for 35 years, driven through it for 27, responded many times as a paramedic for 20. All too soon my daughters will be driving through it themselves.

I know there are many stakeholders in a project like this, most important the traffic engineers. I would be willing to help were I can. Let me know.

Table 4. Expected and Observed Annual Crash Frequency

Crash Category	Fatal and Injury	Property Damage Only (PDO)	Total
Expected Annual Crash Frequency	0.9	1.2	2.1
Observed Annual Crash Frequency	1.0	3.0	4.0



REC #2: TURN LANE/REALIGNMENT AT BURGESS/DAY (LA PINE)

Project #2: Intersection improvements at Burgess Road/Day Road (La Pine area)

- a. **Description:** Installation of a center turn lane in Burgess Road and realignment of Pine Forest Drive to address offset alignment issues at the intersection. May include installation of right-turn deceleration lanes on Burgess Road.
- b. **Justification:** Turn lane warrants are met and the intersection experiences congestion and a higher than normal crash rate due to traffic volume and driver perception.
- c. **Cost estimate:** \$650,000
- d. **Other issues:** Staff has not initiated any pre-design or feasibility work. Potential driveway conflicts may require additional resources to resolve.



REC #3: HUNTINGTON ROAD/DEER RUN PAVING (LA PINE)

Project #3: Huntington Road paving (MP 5.39 to 7.68), north La Pine area

- a. **Description:** The project will pave and modernize the existing 2.4 mile unpaved section of Huntington Road which is currently bypassed by Riverview Drive. Project includes paving of Deer Run Lane (Pinecrest to Huntington) to provide local system access to a rural subdivision currently served via US 97. The Project may include turn lanes at the north and south connections to Riverview Drive.
- b. **Justification:** As a high volume collector facility, Huntington Road provides a parallel north-south route to US 97 connecting La Pine to Sunriver. The existing 2.4-mile unpaved section requires above normal levels of gravel road maintenance. Lack of paving forces traffic to bypass the unpaved section via Riverview Drive – a curvilinear facility not designed to accommodate collector level traffic volumes. This project is frequently requested by residents and has been touted by the La Pine Rural Fire Protection District as a project that will improve public safety response times.
- c. **Cost estimate:** \$1,800,000
- d. **Other issues:** The project has previously been designed however is not shovel-ready due to the need to acquire right-of-way or easement from the BLM at the southerly connection to Riverview Drive.



REC #4: S CANAL BLVD/HELMHOLTZ LEFT TURN LANE (REDMOND)

Project #4: Left turn lane on S. Canal Boulevard at Helmholtz Way (south Redmond area)

- a. **Description:** Installation of a left turn lane in S. Canal Boulevard at Helmholtz Way.
- b. **Justification:** This intersection is high volume arterial-collector intersection with limited sight distance to the north. Installation of a left turn lane will improve safety and operations.
- c. **Cost estimate:** \$650,000
- d. **Other issues:** Staff has not initiated any pre-design or feasibility work.



REC #5: RICKARD ROAD PAVING: GROFF TO US 20

Project #5: Rickard Road paving (MP 4.31 to 7.01), east Bend area.

- a. **Description:** Project will complete the 2.7 mile unpaved portion of Rickard Road from Groff Road to US 20. Once complete, this segment will provide a complete paved collector facility connecting Knott Road to US 20.
- b. **Justification:** This is a system improvement that will improve an unpaved collector facility. Similar to Huntington Road, this is a higher volume gravel section that requires above normal maintenance activity.
- c. **Cost estimate:** \$800,000

