



US 97 Crooked River Bridge to Redmond Reroute Project Project Update January 2008

Last updated: January 18, 2008

Key Project Milestones:

Preliminary design – Winter 2007/2008

Final Design – Fall 2008

Contract Bid Let – Spring 2009

Construction – Summer 2009

Schedule Update

Progress is being made on completion of the preliminary design with the addition of comments received regarding the project features. The schedule has changed slightly in that the preliminary design will not be completed until soon after the first of the year. The preliminary design is important in determining the “footprint”, or boundaries of the project. This helps determine whether or not additional right-of-way other than what the Oregon Department of Transportation (ODOT) and Deschutes County currently own will need to be purchased. This is a critical determination because acquiring right-of-way can take up to a year, and needs to be completed before the contract can be put out for bid and construction can take place. A small amount of additional right-of-way may be needed in the NW Lower Bridge Way area to accommodate moving the intersection of Morning Glory Drive and NW Lower Bridge Way further west, and in reconfiguring the intersection of NW Lower Bridge Way with US 97.

Once the preliminary design is complete, there can still be changes in roadway design features, like alignment, drainage structures or pedestrian crossings, as long as the changes stay within the footprint.

Reconstructing US 97 between Wimp Way and Lower Bridge Way

Investigations have shown that this portion of US 97 in the project area will have to be reconstructed. The sub-grade that supports the road surface is giving way and needs to be replaced. To minimize traffic impacts, US 97 will be widened in this stretch and traffic will be diverted to the new section while the old roadway is reconstructed.

[Planned improvement at NW Lower Bridge Way](#)

The following improvements are planned at NW Lower Bridge Way to improve safety and help relieve the current congestion: add a separate right hand turn lane onto US 97 from Lower Bridge Way; increase the length of the south bound right turn lane on US 97 to improve the site distance for vehicles turning onto and off of US 97 and NW Lower Bridge Way; relocate the entrance to Terrebonne Estates (Morning Glory Drive) further west of its current location to reduce congestion at the intersection of NW Lower Bridge Way and US 97; eliminate dangerous “through” movements across US 97 (11th St. to/from Lower Bridge Way); and close the Barberry Lane approach (600 feet south of NW Lower Bridge Way) to US 97 to minimize traffic conflicts for vehicles turning on and off US 97.

ODOT proposes to Deschutes County Commission to close two access points to US 97

The Region 4 Manager for ODOT sent letters to the Deschutes County Commission requesting that Wimp Way and Barberry Drive where they connect to US 97 be closed. Wimp Way in particular has a history of crashes.

If approved, Wimp Way would be closed within two months after improvements at Lower Bridge Way are completed. A cul-du-sac and a gate that would allow emergency services access would be constructed at the current intersection. For Barberry Drive, the existing gate that blocks entry into the Morning Glory neighborhood will be moved to block access to US 97. Residents currently using Barberry Drive to access US 97 will be redirected through the Morning Glory neighborhood and onto Lower Bridge Way. Again, the gate will be made accessible to emergency services.

Plans to extend NW 12th Street

In order to close several private drives on the west side of US 97 between NW Wimp Way and NW Lower Bridge Way, ODOT is planning to extend NW 12th Street to the north. As traffic continues to increase on US 97, these private drives will become more hazardous for both the residents who use them and drivers on US 97. ODOT will work with all affected landowners and the residents along NW 12th Street in developing the planned extension. Improvements where 12th Street intersects with NW Lower Bridge Way are planned. Survey crews can be expected in the area over the next several weeks.

Survey work around NW 10th Street

Survey crews have been working in the area collecting information that will be used in developing a preliminary design for an undercrossing just south of the current NW 10th Street intersection. If an undercrossing is constructed, left hand turn movement onto and off of US 97 would be prohibited.

Pedestrian Study in Terrebonne

A pedestrian study in Terrebonne was conducted in October to better understand where people are crossing US 97. This information can be helpful in determining where to locate pedestrian crossings. Two cameras were placed in Terrebonne, one at Central looking south, and the other at B Avenue (Smith Rock Way) looking north. The counts were over a 24-hour period. The camera counts were augmented with manual counts looking at the section of US 97 between 11th Street (south) and B Avenue.

A total of 87 pedestrians were counted. Most (52 percent) of the pedestrians crossed in two locations, at the Terrebonne Mini Market and at Thriftway, while only nine percent of the pedestrians crossed at the designated crosswalk on the north side of the intersection of US 97 and B Avenue. The remaining pedestrians crossed US97 at varied locations. This fact makes it challenging to place a crosswalk of any type in a location that is likely to be used by a large percentage of pedestrians.

Pedestrian Safety in Terrebonne

At a meeting in Terrebonne in September, attendees asked that we look into moving the current crosswalk to C Avenue and US 97 or have crosswalks at both B and C Avenues. This is one of the reasons the pedestrian study was conducted.

There has not been a decision made on where to locate one or more crosswalks or if and where to put a pedestrian activated flasher. In order to ensure effectiveness of crosswalk improvements, it may be best to install the sidewalks and curbing, and then conduct a subsequent pedestrian study to aid in finalizing crosswalk location(s).

A number of options are being explored. One option is to put a raised median between B and C Avenues in the center of US 97, which would provide a mid-point “safe area” or “refuge” for pedestrians crossing the highway.

Another option we are evaluating is pedestrian activated warning devices. A challenge in installing pedestrian activated warning devices in Terrebonne is where to locate them because the crossings are spread out through the community. The warning systems are effective at changing motorist behavior but not necessarily pedestrian behavior. Motorists, with adequate forewarning, will stop for pedestrians but pedestrians are not as likely to change their behavior by changing where they cross.

Solar Powered School Crossing Flashers

The school crossing flashers no longer needed in Brothers, Oregon will be placed in Terrebonne. The flashers will be installed near the B Avenue crosswalk, and would operate during certain times of the school day. ODOT has been talking with the Terrebonne Community School and will work with school officials to determine the appropriate hours of operation. This installation does not preclude additional pedestrian safety measures in the future but will help in the interim period.



School crossing flasher near Brothers, Oregon.

Project Website

The Project website is being updated as new information becomes available. Once the preliminary design is complete, drafts of the new NW Lower Bridge Way intersection with US 97 and the sidewalk and curbing improvements in Terrebonne will be posted. The address for the Project website follows:

http://www.oregon.gov/ODOT/HWY/REGION4/US97_CRBtoRedmond/US97_CRBtoRedmondPIP.shtml

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