

# US 97: Crooked River Bridge to the Redmond Reroute



## Project Components:

- Repave 5 miles of US 97 from the Crooked River Bridge to the Redmond Reroute.
- Widen substandard shoulders.
- Improve intersection safety along US 97 at NW Wimp Way and NW Lower Bridge Way.
- Extend NW 12<sup>th</sup> Street to the north and relocate several private drives on the west side of US 97 between NW Wimp Way and NW Lower Bridge Way.
- Improving pedestrian safety in Terrebonne.

## Why is this Project needed?

US 97 is a critical part of the State's transportation system and is generally classified as an "Expressway". US 97 carries a high volume of freight and tourist traffic to and from the Washington and California borders. It is also an important highway for local commuter traffic. Keeping roads in good condition and providing for safe travel are critical parts of the Oregon Department of Transportation's (ODOT) mission.

### Repaving

Currently this five mile section of US 97 is rutting and beginning to break apart. These conditions allow water and ice to collect on the road surface. This causes slippery road conditions and is a serious safety issue. Potholes and de-lamination (where layers of the pavement begin separating) increase the rate of pavement degradation as well as presenting a safety hazard.

### Shoulder widening

Sections of US 97 in the Project area have shoulder widths less than the highway standard of 8 feet. Widening the shoulders will increase safety by 1) creating a paved, level and stable surface that will allow disabled vehicles to pull off the roadway, 2) provide an emergency zone to avoid head-on collisions or hitting wildlife or debris that might be on the roadway, and 3) provide a recovery area in case a vehicle inadvertently leaves the travel lane.

### Intersection Safety Improvements

On "Expressways" and major freight corridors like US 97, vehicles are generally traveling at high speeds. There are multiple intersections along the stretch of US 97 north of Terrebonne that often cause a mixture of conflicting fast and slow traffic, which is a safety issue for both travelers on US 97 and people entering or exiting the highway.

The **NW 10<sup>th</sup> Street** intersection (and private driveway immediately south) is situated in a poor location for both the residents that must use this access and the 14,000 motorists that pass by daily. Of significant concern are the left turns to and from southbound US 97 at 10<sup>th</sup> Street: given it is at a point where there is a curve on US 97; it is along a grade from the railroad bridge; and speeds are high. This is the only access point for the residences along 10<sup>th</sup> Street.

The **NW Wimp Way** intersection is also in a very unsafe location, given it is at the end of a grade from the railroad bridge, speeds are high, and there is a history of several crashes.

The **NW Lower Bridge Way** intersection is experiencing high volumes of traffic, numerous crashes, and significant delays for vehicles entering and leaving the highway at certain times of the day. It is clear that major changes are required at this intersection, and it is also clear that any major changes at this location will have significant costs and impacts to the long-term transportation plan of the community. The goal for this project is to accomplish some cost effective measures that will serve existing needs for a period of several years until a Refinement Plan for the area can be implemented.

### Relocate multiple private drives

As traffic continues to increase, private drives with direct access to US 97 will become more hazardous to both the residents that use them and highway drivers. ODOT is working to relocate multiple private drives on the west side of US 97 between NW Wimp Way and NW Lower Bridge Way.

### Pedestrian Safety in Terrebonne

Community members in Terrebonne have requested that ODOT and Deschutes County provide pedestrian safety improvements along US 97 as a part of this project. US 97 has 3 lanes (including a center turn lane) in Terrebonne, with a high volume of traffic traveling through, entering, and exiting. There are essentially no curbs or sidewalks, and it is a long distance for pedestrians to cross the highway.

### Current traffic and crash data

Traffic along US 97 and at key intersections, such as NW Lower Bridge Way, is expected to increase by 60 percent over the next 20 years.

From January 2001 thru December 2005, there were 39 reported crashes in the stretch of US 97 from the Crooked River Bridge to just south of Terrebonne. During that time period there were 17 injury crashes with over half of them (10) resulting in severe or moderate injuries.

### **How does ODOT propose to mitigate these problems?**

- Repave 5 miles of US 97.
- Widen substandard shoulders.
- For the driveway just south of NW 10<sup>th</sup> Street the proposal is to close the access point to the highway.
- At NW Wimp Way, the current proposal is closure of this roadway and installing a cul-de-sac at the terminus, including features to allow emergency vehicle access.
- NW Lower Bridge Way improvements being considered include: separate left and right turn movements from NW Lower Bridge Way onto US 97 by adding a right hand turn lane; improve the site distance of vehicles turning from NW Lower Bridge Way onto US 97; relocate the entrance to Terrebonne Estates development (Morning Glory Drive) further west of US 97; eliminate dangerous through movements across US 97 (11<sup>th</sup> St. to/from NW Lower Bridge Way); and close the Barberry Drive road approach to US 97 located just south of the NW Lower Bridge Way intersection.
- Extend NW 12<sup>th</sup> Street to the north in order to relocate several private drives on the west side of US 97 between NW Wimp Way and NW Lower Bridge Way. ODOT has been working with the affected landowners and the residents along NW 12<sup>th</sup> Street in developing the planned extension. Improvements at the intersection of NW 12<sup>th</sup> Street and Lower Bridge Way are also planned.
- Traffic calming and pedestrian safety improvements for Terrebonne include, as funding allows: installing roadside curbs and sidewalks and reducing shoulder widths on both sides of US 97; installing sidewalk and curbing on the north side of 'B' Avenue from US 97 to the Terrebonne School; and improving the existing pedestrian crossing at 'B' Avenue (Smith Rock Way) by reducing the crossing distance, using more prominent cross walk markings and installing additional warning flashers.

The following work was postponed indefinitely because of the lack of funding due in part to the rising oil and construction costs:

- At NW 10<sup>th</sup> Street, the proposal was to construct an undercrossing to the south of its current location in order to eliminate turning left onto and off of the US 97. A design was completed and the cost estimate came in at \$1.8 million.

### **Total Project Cost:**

\$8.0 million

### **Key Project Milestones:**

Final Design, Winter 200/2009

Contract Bid Let, Spring 2009

Construction, Summer 2009

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For more information visit:

[http://www.oregon.gov/ODOT/HWY/REGION4/US97\\_CRBtoRedmond/US97\\_CRBtoRedmondPIP.shtml](http://www.oregon.gov/ODOT/HWY/REGION4/US97_CRBtoRedmond/US97_CRBtoRedmondPIP.shtml)