



Figure 4-4

- Source (indicates if the project is identified in the Statewide Transportation Improvement Program (STIP) or Safety Priority Index System (SPIS) or Madras TSP. If no source is identified, the project was identified as part of the cooperative planning for the TSP.)

The road improvement projects are categorized into short-, mid-, and long-term projects. Short-term projects include those improvements or deficiencies that could be addressed within the next five years. Mid-term projects include those projects that may be addressed within five to 10 years. Long-term projects will continue to be considered during planning projects, but will most likely not be implemented until after 2016 unless a specific development proposal that would cause a significant increase in traffic results in developer-financed improvements. The time-frame for the projects was primarily determined by ODOT.

TABLE 4-1 HIGHWAY PROJECT LIST

No.	Project Name	Project Description	Source
Short Term (0-5 years)			
1	US 97/SW Iris Lane Intersection Improvements	Construct NBLT, SBLT, and SBRT lanes at the US 97/SW Iris Lane intersection.	STIP
2	SW Highland Lane Closures	Close SW Highland Lane on east and west sides of intersection with US 97 in conjunction with improvements at US 97/SW Iris Lane intersection (project 1). Alternate highway access will be provided via SW Iris Lane and SW Ford Lane.	
3	US 97/SW Jericho Lane Intersection Improvements	Construct NBLT, NBRT, SBLT, and SBRT lanes at the US 97/SW Jericho Lane intersection.	STIP
4	Culver Highway 361/US 97/Old Culver Highway Intersection Improvements (See Figure 4-5)	Close Culver Highway 361 on west side of intersection with US 97 in conjunction with intersection improvements at US 97/SW Jericho Lane (project 3). Convert Old Culver Highway on east side of US 97 to a right-out and left-in access.	SPIS List
5	US 97/SW Dover Lane Intersection Improvements	Construct NBLT, NBRT, SBLT, and SBRT lanes at the US 97/SW Dover Lane intersection.	SPIS List
6	US 26/SE Dover Lane Intersection Improvements	Install larger STOP signs, thermal plastic stop bar, and guide signs for Madras and Prineville to improve visibility of intersection and desired routes. Add appropriate channelization for turning vehicles.	SPIS List
7	Old Culver Highway Emergency Detour Route	Upgrade Old Culver Highway as Emergency Detour Route in case of closure of US 97.	
8	NW Gumwood Lane Closure (See Figure 4-6)	Close NW Gumwood Lane access on US 26 just east of Deschutes Drive.	Draft STIP
9	NW Gumwood Lane Closure (See Figure 4-7)	Close NW Gumwood Lane access on US 26 just west of Columbia Drive in conjunction with intersection improvements at US 26/NW Columbia Drive.	Draft STIP
10	US 26/NW Columbia Drive Intersection Improvements (See Figure 4-7)	Close NW Columbia Drive access to US 26 on south side of highway. Realign NW Columbia Drive access to US 26 on north side of highway to intersect at right-angle.	
11	US 97/NE Cherry Lane Intersection Improvements	Realign or close Cherry Lane access to US 97 on the east side of the highway. Add appropriate channelization for vehicles turning west.	Draft STIP
12	Culver Highway 361/SW Gem Lane Improvements (See Figure 4-8)	Provide larger turn radius on Culver Highway 361, realign SW Elbe Drive to the west of the intersection to improve geometry and queue distance from rail crossing.	

No.	Project Name	Project Description	Source
13	US 97 Truck Bypass Study (See Figure 4-9)	Conduct pre-NEPA analysis and environmental assessments on alternative alignments of future US 97 by-pass to divert truck traffic from downtown Madras.	Madras TSP
14	US 97 Passing Lanes - South of SW Dover Lane	Provide passing lanes south of SW Dover Lane and connect to SW Eureka Lane.	US 97 Corridor Strategy
15	US 97 Passing Lanes - South of SW Norris Lane to Deschutes County Line	Provide passing lanes south of SW Norris Lane (south of bridge) to SW Park Lane.	US 97 Corridor Strategy
16	US 97 Passing Lane - From SW Ford Lane to SW Highland Lane	Provide passing lanes on US 97 from SW Ford Lane to SW Highland Lane.	US 97 Corridor Strategy
17	Culver Highway 361/SW Jericho Lane Safety Improvements	Identify safety issues and provide appropriate mitigations.	STIP
18	US 97/US 26 South Interchange Study	Prepare Interchange Area Management Plan (IAMP) for the future interchange at the US 97/US 26 south intersection with the proposed US 97 truck bypass.	
Mid-Term (5-10 years)			
19	NE Bean Drive/US 97 Intersection (See Figure 4-10)	Construct a new channelized intersection on US 97 in conjunction with the extension of NE Bean Drive and the new NE Meadowlark Lane connection (projects 67 and 70) and the closure of NE Meadowlark Lane and NE Brown Drive (projects 20 and 21).	
20	US 97/NE Meadowlark Lane Closure (See Figure 4-11)	Close the northern NE Meadowlark Lane access to US 97 on the east and west sides of the highway in conjunction with construction of a new intersection to the south at NE Bean Drive extension (see projects 67 and 70).	
21	US 97/NE Brown Drive Closure (See Figure 4-11)	Close the NE Brown Drive access to US 97.	
22	US 97/NE Cora Drive Closure (See Figure 4-12)	Close the NE Cora Drive access to US 97.	
23	US 97/NE Clark Drive Intersection Improvements (See Figure 4-12)	Realign NE Clark Drive to intersect US 97 at right-angle and provide appropriate channelization for turning vehicles.	
24	US 97/US 26 North Capacity Improvements	Add dual westbound left-turn lanes and a NBRT lane overlap at the US 97/US 26 intersection.	
25	Culver Highway 361/SW Bear Drive Safety Improvements	Evaluate the Culver Highway 361/SW Bear Drive intersection to identify safety issues and provide appropriate mitigations.	
26	SW Eureka Lane Closure (See Figure 4-13)	Close SW Eureka Lane access to US 97 on the west side of the highway.	
27	US 97/SW Bear Drive Intersection Improvements (See Figure 4-13)	Realign SW Bear Drive on the west side of US 97 to intersect at right-angles with the highway. Realign and extend SW Bear Drive on the east side of US 97 to intersect at right-angles with the highway, in line with the intersection of SW Bear Drive on the west side of highway.	
28	SW Falcon Lane Closures	Close SW Falcon Lane access to US 97 on east side of highway. Alternate access will be provided via SW Ford Lane and SW Bear Drive.	
29	US 97/SW Ford Lane Intersection Improvements	Add appropriate intersection channelization to accommodate turning vehicles at the intersection of US 97/SW Ford Lane.	

No.	Project Name	Project Description	Source
30	Culver Highway 361/SW Iris Lane/SW Elbe Drive Intersection Improvements (See Figure 4-14)	Realign SW Elbe Drive to intersect at right-angle to Culver Highway 361, south of SW Iris Lane. Construct a roundabout at Culver Highway 361/SW Iris Lane intersection.	
31	SW Norris Lane Closure	Close SW Norris Lane access to US 97 on east and west sides of highway. Alternate highway access will be provided via SW Monroe Lane, SW Park Lane and Old Culver Highway.	
32	SW Opal Lane Closures	Close SW Opal Lane access to US 97 on east side of highway. Alternate highway access will be provided via SW Park Lane and Old Culver Highway.	
33	US 20 Safety Improvements	Conduct safety audit of the highway section within the county.	
Long-Term (10-20 years)			
34	US 26/NW Fir Lane Intersection Improvements	Provide SBRT and NBRT slip lanes at the US 26/NW Fir Lane intersection.	
35	US 26/NW Boise Drive Intersection Improvements (See Figure 4-15)	Close NW Elm Lane access to US 26 on east side of highway. Convert NW Boise Drive to one T-intersection. Close NW Boise Drive access to US 26 on south side of highway.	
36	US 26/NW Dogwood Lane Intersection Improvements	Provide NBLT, NBRT, SBLT, and NBRT slip lanes at US 26/NW Dogwood Lane intersection.	
37	US 26/S Adams Drive Intersection Improvements (See Figure 4-16)	Realign S Adams Drive access to US 26 on south side of highway to intersect US 26 at a right-angle. Close S Adams Drive access to US 26 on north side of highway.	
38	Culver Highway 361/SW Deschutes Drive Intersection Improvements	Realign SW Deschutes Drive to intersect Culver Highway 361 at right-angle.	
39	US 97/NE Quale Road Intersection Improvements (See Figure 4-17)	Realign NE Quale Road to intersect US 97 at right-angle and add appropriate channelization for turning vehicles.	
40	US 97/Old US 97 Intersection Improvements (See Figure 4-17)	Realign Old US 97 to intersect US 97 at right-angle and add appropriate channelization for turning vehicles.	
41	US 97/US 293 Highway Intersection Improvements	Provide proper channelization at the intersection to accommodate turning vehicles.	
42	US 26/US 97 North Interchange Study	Evaluate the need for an interchange at the north intersection of US 26/US 97.	
43	US 97 Widening	Widen US 97 to four lanes from Madras to Deschutes County line. Provide appropriate channelization at intersections with major collectors.	

STIP: Statewide Transportation Improvement Program

SPIS List: 2001 – 2003 Safety Priority Index System

NBLT: Northbound Left Turn

SBLT: Southbound Left Turn

NBRT: Northbound Right Turn

SBRT: Southbound Right Turn

(NW Hickory Lane, project #51) because it currently is in poor condition and it provides one of the few, widely spaced east – west connections in the area.

Table 4-2 provides the following information:

- Project number (referenced to Figures 4-1 through 4-4)
- Project name
- Project description (briefly describes the project)
- Project category (categorizes the project based on the major issue that it addresses).
- Cost Estimate (provides a preliminary cost estimate based on 2005 material prices, but not including right-of-way or structure cost)

The project description in Table 4-2 indicates that some projects are in conjunction with associated highway access closures or intersection improvements. However, the county road projects and highway projects will not necessarily be completed at the same time. Each project will be completed when and if funding becomes available.

The projects were categorized into short-, mid- and long-term based on the timeframe for associated highway projects, safety, and the amount of traffic served by the road.

TABLE 4-2 COUNTY ROAD PROJECTS

No.	Project Name	Project Description	Category	Cost Estimate
Short Term (0-5 years)				
44	SW Columbia Drive Improvements	Upgrade SW Columbia Drive between SW Highland Drive and SW Iris Lane to accommodate re-routed traffic from Highland Drive/US 97 closure (project 2).	Operation	\$2,100,000
45	SW Deschutes Drive Improvements (south of SW Highland Drive)	Upgrade SW Deschutes Drive to minor collector road standards between SW Highland Drive and SW Iris Lane to accommodate re-routed traffic from Highland Drive/US 97 closure (project 2).	Operation	\$2,100,000
46	Crooked River Ranch Secondary Access Study	Conduct alternatives analysis and engineering feasibility study to identify possible secondary emergency access to Crooked River Ranch.	Connectivity	\$150,000
Mid-Term (5-10 years)				
47	SW Eureka Lane Extension (See Figure 4-13)	Construct a frontage road parallel to and east of US 97 from SW Eureka Lane to connect with future SW Bear Drive extension to provide alternative access to US 97 (projects 26 and 27).	Connectivity, Operation	\$1,000,000
48	SW Bear Drive Improvements (See Figure 4-13)	Upgrade SW Bear Drive between SW Eureka Lane and SW Ford Drive to accommodate re-routed traffic from access closures on US 97 (projects 26, 27, and 28).	Operation	\$2,100,000
49	SW Deschutes Drive Connection	Acquire right-of-way and construct SW Deschutes Drive to minor collector road standards from SW Ford Lane to SW Highland Lane to provide an additional north-south road connection west of US 97.	Connectivity, Operation	\$3,000,000