Final Technical Memorandum #4: Solutions Analysis and Funding Program

Prepared for
City of Prineville

Oregon Department of Transportation

March 2024

Parametrix

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Prepared by

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March 2024 | 274-2395-121

Citation

Parametrix. 2024. Final Technical Memorandum #4: Solutions Analysis and Funding Program. Prepared for Oregon Department of Transportation by Parametrix, Portland, Oregon. March 2024.

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Acronyms and Abbreviations

AADT	annual average daily traffic
CET	Cascades East Transit
FY	fiscal year
HDM	Oregon Department of Transportation Highway Design Manual
LOS	level of service
M	million
ODOT	Oregon Department of Transportation
OR	Oregon
ROW	right-of-way
SDC	system development charge
TSMO	Transportation System Management and Operations
TSP	transportation system plan
UGB	urban growth boundary
V/C	volume to capacity

1. Introduction

This report identifies and evaluates draft alternatives for the City of Prineville Transportation System Plan (TSP) Update. The draft alternatives consist of transportation improvement projects, strategies, and potential programs to address transportation needs and opportunities in the city. The draft alternatives have been evaluated based on multiple criteria including TSP goals, technical analysis of benefits and trade-offs, and planning-level costs to develop recommendations and priorities for the TSP. Per the Oregon Department of Transportation (ODOT) requirements, this memorandum has been prepared under the supervision of Emily Welter and Cory Clausen, registered Professional Engineers (PEs) in Oregon.

The solutions analysis considered options for all transportation modes in the city, including driving, biking, walking, transit, and freight. These alternatives include investments that can be made to the City's transportation system, such as physical improvements to roads and crossings, strategies for managing traffic and parking, and boosting transit service throughout town. **The proposed solutions in this report were reviewed by the City, ODOT, and the Project Advisory Committee. These potential solutions will be further reviewed by the public to aid in the selection of the preferred solutions which will be documented in *Technical Memo #5: Preferred Plan*.**

2. Issues and Needs Summary

2.1 Motor Vehicle System

2.1.1 U.S. 26/3rd Street

U.S. 26/3rd Street is the main commercial thoroughfare in Prineville. It provides access to highways such as Oregon (OR) 370, OR 126, and OR 380 and to local destinations including businesses and schools. Third Street consistently has the highest annual average daily traffic (AADT) count with the exception of a small spur to the south of its junction with OR 126 and OR 370. Other notable factors for 3rd Street include the following:

- It has the most crashes in Prineville.
- It is the primary commercial corridor in Prineville, and it is the only east-west through arterial.
- From OR 126 to NE Juniper Street, 3rd Street has the highest percentage of households without a motor vehicle.
- The pavement condition is rated as poor by ODOT.
- The only ODOT TripCheck camera in Prineville is at its intersection with NW Harwood Avenue.
- It is designated as a Truck Route and Reduction Review Route to support freight movement.
- From NE Juniper Street to the east city limits, 3rd Street does not meet the suggested pedestrian crossing standard of 500 to 1,000 feet as described in the ODOT *Blueprint for Urban Design* (ODOT 2020).

2.1.2 Safety

Between 2016 and 2020, there were 534 crashes in Prineville. Nearly all the incidents involved only motorists. The primary contributing factor to crashes was a failure to yield/disregarding the signal, which comprised approximately 32% of all crashes. Inattention ranked as the second highest contributing factor to crashes and comprised approximately 17% of all crashes. Crash highlights are listed below:

- Thirteen crashes affected pedestrians and seven crashes affected cyclists.
- Two crashes resulted in fatalities; both occurred on OR 126 just west of the OR 126 junction with 3rd Street. One crash occurred from a failure to yield the right-of-way when entering the intersection of OR 126/3rd Street, and the second crash occurred from a daytime collision with a boulder due to inattention on a curve of OR 126.
- Intersections were the most common locations for crashes. The primary causes of crashes at intersections included angled and turning movements. The second most common location for crashes was on sections of straight roadway. The primary causes of crashes along straight roadways included rear-end collisions or collisions with a fixed object.
- The most crashes occurred on 3rd Street between OR 126 and NE Combs Flat Road.
- Public feedback has also indicated safety concerns where Combs Flat Road turns north at the south city limits.

2.1.2.1 Intersection Crash Analysis

Crashes at intersections were measured against the critical crash rate; this analysis shows whether intersections have more collisions than would be expected for an intersection of that type. Two intersections exceeded the critical crash rate. These intersections were flagged as having a higher degree of risk than others:

- NW Deer Street and NW 2nd Street
- NE Combs Flat Road and SE Lynn Boulevard

Four intersections had an excessive proportion of angled crashes:

- NW Deer Street and NW 2nd Street
- OR 126 and U.S. 26
- NE Combs Flat Road and NE 3rd Street
- NE Combs Flat Road and SE Lynn Boulevard

Two intersections had an excessive proportion of fixed-object crashes:

- OR 126 and S Rimrock Road
- N Main Street and NW 9th Street

One intersection had an excessive proportion of turning crashes:

- OR 126 and OR 370

Three intersections had an excessive proportion of rear-end crashes:

- SW Tom McCall Road and OR 126

- OR 126 and U.S. 26
- SW George Millican Road and OR 126

Three highway segments within Prineville city limits have crash rates higher than the statewide crash rate of similar facilities:

- OR 27
- U.S. 26 east of OR 126
- U.S. 26 west of OR 126

2.1.3 Traffic Volumes

The highest AADT occurs along OR 126 north of O'Neil Highway/OR 370. On average, the 2022 peak-hour intersection volumes are 40% higher than the peak-hour intersection volumes shown in the City of Prineville TSP (2013).

2.1.4 Intersection Operations Analysis

The study intersections were evaluated against mobility targets established by the City, Crook County, and ODOT, depending on the jurisdiction. For the unsignalized intersections, volume-to-capacity (V/C) ratios[1] and delay were reported for the worst movement, and for signalized intersections, the reported V/C ratios and delays represent the overall intersection operations. Five of the 24 intersections exceed the mobility target for either the V/C ratio or level of service (LOS):[2]

1. NW Harwood Avenue/NW 3rd Street (U.S. 26)
2. N Main Street/3rd Street (U.S. 26)
3. Eastbound OR 126/eastbound U.S. 26 (West Y)
4. OR 126/O'Neil Highway (OR 370)
5. SW Tom McCall Road/OR 126

Queue lengths in the 95th percentile exceed the storage length or the space between intersections at 4 of the 24 intersections analyzed:

1. N Main Street/NE 10th Street
2. NW Harwood Avenue/NW 3rd Street (U.S. 26)
3. N Main Street/3rd Street (U.S. 26)
4. Westbound OR 126/westbound U.S. 26.

All of these queue lengths exceed the storage length or the space between intersections by less than 200 feet, or about eight vehicles.

[1] The volume to capacity ratio is a measure of traffic congestion. The higher the V/C ratio, the greater the vehicle congestion and associated delay.

[2] Level of service is a measure of vehicle delay. Levels include A through F, with A being free-flow conditions and F being gridlock.

The project team examined future "no build" traffic conditions as well and found that planned/programmed projects largely improved mobility at intersections performing poorly today. The intersections with mobility issues under the future 2045 no build conditions include:

- West Y
- OR 126/O'Neil Highway (OR 370)
- NW Harwood Avenue/NW 3rd Street (U.S. 26)
- SW Tom McCall Road/OR 126

2.1.5 Two-Lane Highway Capacity Analysis

Tube counts were collected at several locations along major arterials. The counts were analyzed using Highway Capacity Software. All five of the roadway segments that were analyzed operate at LOS A or better.

2.1.6 Bicycle and Pedestrian System

- The sidewalk network is not complete. Multiple local and collector streets are missing sidewalks, which are a typical element required of all new local streets in Prineville. Adding sidewalks to legacy streets can be prohibitively expensive, and alternative approaches, such as expanded shoulders, should be considered during solutions identification. Sidewalk network gaps make it difficult to walk from one neighborhood to another or to reach key destinations such as schools and businesses throughout the city.
- Enhanced mid-block or signalized crossings are located along the length of U.S. 26/3rd Street, which is a barrier to north-south pedestrian and bicycle traffic. Enhanced or signalized crossings are on average 1,200 feet apart. Pedestrian crossings are on average 330 feet apart, which meets the ODOT *Blueprint for Urban Design* (2020) standards for crossing frequencies in the "Traditional Downtown/CBD" context, but this spacing still presents hazards for pedestrians.
- The intersection of U.S. 26 and OR 126 is a major barrier for pedestrians and cyclists; very few facilities are present. The facilities that do exist provide a narrow shoulder for cyclists and pedestrians; this can result in high stress due to proximal fast-moving traffic. New bicycle and pedestrian facilities would likely spur greater active transportation demand through this intersection.
- There are neighborhoods along Rimrock Road west of the Crooked River and south of OR 126 that lack a safe pedestrian and bike connection to downtown, though there are routes through the Meadow Lakes Golf Course that provide access across the Crooked River. Additionally, the Tom McCall area and neighborhoods north of U.S. 26/3rd Street are not connected to the rest of Prineville with pedestrian and bike facilities due to the significant grade differential and geographic limitations.
- Marked or enhanced crossing infrastructure on OR 126, OR 370, and U.S. 26 west of the intersection of U.S. 26 and OR 126 is nearly nonexistent. One crossing exists at the roundabout at SW Tom McCall Road and OR 126.
- Combs Flat Road/OR 380 possesses only one crossing south of U.S. 26/NE 3rd Street to the Prineville city limits.
- A rectangular rapid flashing beacon is present on U.S. 26/NE 3rd Street near NE Mason Drive.

2.1.7 Transit

Transit needs in and around Prineville were recently identified in the Cascades East Transit *2040 Transit Development Plan* (CET 2020). Notable improvements from this plan that will affect Prineville are listed below. These planned improvements should be considered in developing pedestrian and bicycle solutions that provide first/last mile access to transit and solve identified transit needs.

- Community Connector Route 26
  - → Re-route to serve the Redmond Airport and Central Oregon Community College.
  - → Combine Route 26 with Route 24 to create a one-seat ride (ride that does not require a transfer) to Bend.
  - → Increase peak period trip frequency and add an evening trip.
  - → Add midday service as a shopping or medical shuttle trip.
  - → Increase local circulation in Prineville via local Dial-A-Ride and/or Community Connector vehicles.
  - → Add weekend service.
- Add new, midday shopping or medical shuttle service from Prineville to Redmond.
- Add a small-scale transit center or mobility hub near the Thriftway or Ray's.
- Expand maintenance facilities to include storage for two vehicles.
- Amend the development code to include the following:
  - → Require coordination between Prineville and Cascades East Transit development during application review for sites adjacent to transit stops.
  - → Enhance development standards to promote connections between buildings and transit stops.
  - → Add parking-related requirements to enhance pedestrian and bicycle connections, increase rideshare access, and reduce car parking spaces related to transit access.

3. Introduction to the Solutions

The following sections review solutions for identified transportation needs and issues. In some cases, there are alternatives for addressing a given need; alternatives represent different approaches to solving a transportation issue. Where there are alternatives, the project team includes a preliminary recommendation for which alternative to advance based on the evaluation (see Table 14 in Section 8.1).

This analysis supports updating the 2013 TSP. In each section below, the 2013 TSP projects are carried forward as part of this TSP update. Some 2013 TSP projects have been constructed, some may no longer be needed based on updated analysis, some may still address a need but have suggested modifications, or some may be carried forward as-is for inclusion in the updated TSP. The sections below include analysis of the prior TSP projects as appropriate. Finally, new projects or programs that address needs are included as well.

Project costs for projects derived from the 2013 TSP have been inflated to 2023 dollars based on construction inflation figures derived from the Federal Reserve (inflation between January 2013 and January 2023).[3] New costs have been developed for some new projects based on recent project costs for similar projects in Oregon.

3.1 Evaluation Framework

Table 1 shows the criteria that informed development of projects and programs and that were used in the evaluation; these are based on the updated goals and objectives developed previously. Each project was evaluated and the results are indicated using the following symbols:

● Project meets or fully addresses the criterion

◖ Project partially meets or addresses the criterion

○ Project does not meet or has negative impacts with respect to the criterion

N/A Not applicable

Table 1. Project and Program Evaluation Criteria

Goal	Criterion	How is it measured?
Goal #1: Ensure a safe, efficient, and accessible transportation system for all users.	Project enhances transportation options, access, or mobility for vulnerable populations.	▪ Qualitative assessment of effects on multimodal access or improved mobility options for low-income residents, elderly populations, youth, or people living with disabilities
	Project addresses a known safety issue identified during TSP development.	▪ Qualitative assessment
Goal #2: Build a complete system of walking and cycling routes that connect neighborhoods to schools, parks, jobs, and other key places.	Project provides new or enhanced connection for people walking, cycling, or using a mobility device and/or provides connection to a previously unserved destination such as a grocery store, neighborhood, school, or recreation site.	▪ Improvement in pedestrian or bicycle level of traffic stress ▪ Qualitative assessment
Goal #3: Build and maintain the transportation system to support economic development in the region.	Project cost-effectively addresses a transportation need or issue.	▪ Qualitative assessment of the degree to which an alternative or project addresses desired outcomes relative to cost ▪ Cost information for projects will be provided without a rating
Goal #4: Improve system performance by balancing mobility and access along main travel routes, including on state highways.	Project addresses transportation system performance on key state or local highways in town and/or improves the local network so as to reduce pressure on state highways.	▪ Assessment based on traffic analysis and the travel model to determine performance (LOS or V/C ratio) of different alternatives

[3] https://fred.stlouisfed.org/tags/series?t=construction%3Binflation

Goal	Criterion	How is it measured?
Goal 5. Minimize the impacts of the transportation system on the natural and built environment.	Project minimizes significant right-of-way and/or residential, commercial, or industrial displacements, and/or impacts to known environmental resources.	▪ Compare proposed alternatives or cross sections to available right of way and street width, as well as available natural resource information ▪ Qualitative assessment of impacts to existing structures or known environmental resources.

LOS = level of service; V/C = volume to capacity

4. Roadway/Highway Solutions

4.1 Intersection Operations

The project team conducted traffic analysis to understand roadway system performance in Prineville both today and in the future (2045). Table 2 lists roadway operational deficiencies that were identified (see the *Prineville TSP Update Future Conditions* memos) and includes potential solutions, as well as the timeframe in which the issue may need to be addressed. See Appendix A for detailed traffic analysis results.

4.1.1.1 West Y and O'Neil Highway/OR 370 Alternatives

Table 3 includes descriptions of four alternatives for improving mobility at the west end of Prineville at the OR 126 and U.S. 26 "West Y" interchange and at the O'Neil Highway/OR 370 intersection with OR 126.

Table 2. Roadway Operational Deficiencies

Study Intersection	Existing Conditions V/C	Future No-Build Conditions V/C	Discussion and Potential Solutions	Cost Opinion	Improvement Timeframe
NW Harwood Avenue & NW 3rd Street/U.S. 26	1.60	1.49	Future No-Build conditions improve slightly at this intersection compared to today due to the assumed completion of the Combs Flat Road extension, which redistributes traffic within Prineville. However, the intersection is forecast to still exceed mobility standards. Potential solutions include the following: ▪ Revise intersection approaches. Modify northbound and southbound approaches from existing through-left and right turn to through-right and left turn. Modeled future-year V/C for this solution is 0.70, meeting ODOT mobility targets.	<$100,000 (signal modifications and striping)	Near
N Main Street & 3rd Street/U.S. 26	1.15	0.82	Street north of 3rd Street is forecast to experience a significant decrease in traffic due to the planned Combs Flat Road extension. No further improvements are suggested at this intersection.	N/A	No solution proposed assuming Combs Flat Road extension north of 3rd Street moves forward
SW Tom McCall Road & OR 126	1.02	1.22	This intersection was improved recently with a roundabout, as well other access management changes on OR 126 in the vicinity. Both current and future operations are expected to exceed mobility standards. Potential solutions include the following: ▪ Add slip lanes to increase capacity at the roundabout: slip lanes would increase capacity at the roundabout. With slip lanes added to all legs of the roundabout, modeled future-year V/C for this solution is 0.91, which does not meet ODOT mobility standards. ▪ Two-lane Roundabout: Expand the existing roundabout to two lanes. This would be a substantial capital investment and reconstruction of the existing facility that was improved in 2015. Modeled future-year V/C for this solution is 0.71, meeting ODOT mobility targets (see Appendix A for traffic analysis details). ▪ Consider adopting alternate mobility standards.	Slip lanes: $1M to $3M Two-lane Roundabout: $5M to $7M	Medium

Study Intersection	Existing Conditions V/C	Future No-Build Conditions V/C	Discussion and Potential Solutions	Cost Opinion	Improvement Timeframe
EB OR 126 & EB U.S. 26	0.92	1.09	Alternatives for these intersections are discussed as part of the West Y and O'Neil Highway/OR 370 Alternatives section below.		
OR 126 & O'Neil Highway/OR 370	1.59	2.07			

M = million; ODOT = Oregon Department of Transportation; V/C = volume to capacity ratio;

Table 3. West Y/O'Neil Highway Intersection Improvement Alternatives

Alternative	Benefit	Impact and Feasibility	Pedestrian/Bicycle Accommodation	TSP Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit/ Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation
1: O'Neil Intersection Near-Term Improvements Restripe westbound OR 126 across the Crooked River bridge to a single lane at the approach to the O'Neil Highway intersection.	▪ Partially addresses safety issues at this intersection. With the current two-westbound-lane configuration, vehicles turning right from OR 126 to O'Neil Highway can block view of vehicles turning left from O'Neil Highway onto eastbound OR 126. ▪ Would marginally decrease delay for vehicles turning from the O'Neil Highway onto OR 126.	▪ Minimal construction, could be achieved with striping and vertical delineators. ▪ Would have negligible impacts on intersection mobility based on traffic analysis.	N/A	◖	◖	◖	●	●	●	Recommended.
2: Signalization Realign West Y to a signalized intersection, signalized intersection at O'Neil Highway and OR 126.	▪ Simplifies the traffic scheme at these locations to reduce driver confusion. ▪ Increases safety by reducing conflict points as compared to current design. ▪ Improves traffic mobility at the O'Neil Highway intersection for the existing worst movement.	▪ This alternative is unlikely to meet traffic mobility standards. Based on current and forecast volumes and prior evaluations of similar options, this alternative is anticipated to perform worse than No-Build with respect to vehicle delay. ▪ A signal at O'Neil Highway/OR 126 would be problematic for freight because of grades at this location. Westbound OR 126 vehicles would start from a dead stop, increasing intersection delay. Similarly, the downhill grade eastbound at this location presents issues for safe stopping of freight vehicles. ▪ Approach grades, speeds, and rural nature of the O'Neil Highway intersection would likely contribute to poor safety performance of a signal at this location.	Pedestrians and cyclists could be routed along the realigned roadways either with on-road facilities (e.g., sidewalks and buffered bike lanes) or a separated path on the south side of the road to the existing separated crossings at the Crooked River Bridge.	◖	●	◖	○	○	●	Not recommended. Not likely to provide much benefit.
3: Realignment and Rechannelization Realign West Y and O'Neil Highway intersections to include separated, protected left turns and merging.	▪ Simplifies the traffic scheme at these locations to reduce driver confusion. ▪ Greatly improves traffic mobility at the O'Neil Highway intersection. ▪ Works within existing ROW.	▪ This alternative is likely to provide marginal benefits to traffic mobility. ▪ Lower-cost alternative. ▪ Can likely be accomplished without major impacts to private property or structures.	Pedestrians and cyclists could be routed along the realigned roadways either with on-road facilities (e.g., sidewalks and buffered bike lanes) or a separated path on the south side of the road to the existing separated crossings at the Crooked River Bridge.	◖	◖	◖	◖	◖	●	Not recommended. While it provides some benefits, they are not substantial.

Alternative	Benefit	Impact and Feasibility	Pedestrian/Bicycle Accommodation	TSP Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit/ Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation
4: Grade Separation Develop a grade-separated interchange at the West Y; grade-separate the O'Neil Highway/OR 126 intersection.	▪ Preserves much of the existing West Y roadway arrangement. ▪ Grade separation would increase interchange and O'Neil Highway intersection mobility relative to No-Build. ▪ Increases safety, especially at the O'Neil Highway intersection.	▪ Very costly alternative. ▪ While this alternative would improve traffic mobility and safety, it would be prohibitively expensive and has unknown environmental impacts to consider.	Pedestrians and cyclists could be routed along the realigned roadways either with on-road facilities (e.g., sidewalks and buffered bike lanes) or a separated path on the south side of the road to the existing separated crossings at the Crooked River Bridge. The undercrossing at the O'Neil Highway intersection would provide the added benefit of facilitating ped/bike crossings at this location.	◖	●	●	○	◖	○	Not recommended. Very costly and impactful relative to the mobility and safety benefits. Not likely feasible from a design perspective.
5: Roundabout Develop a single lane or multi-lane roundabout at the West Y; implement intersections improvements at the O'Neil Highway and OR 126 intersection.	▪ Simplifies the traffic scheme at these locations to reduce driver confusion. ▪ Greatly improves traffic mobility at the O'Neil Highway intersection. ▪ Increases safety, especially at the O'Neil Highway intersection. ▪ Potentially frees up ROW for repurposing to other uses.	▪ Moderate-cost alternative. ▪ Can likely be accomplished without major impacts to private property or structures. ▪ Estimated costs are highly dependent on whether modifications to the Crooked River Bridge are required. Estimate ranges from $10M to $25M+. ▪ Potential for scaled/incremental improvement, e.g., establishment of a single lane roundabout that could be expanded in the future if needed. ▪ Modeled V/C ratio: 0.65, meets ODOT mobility standards.	Pedestrians and cyclists could be routed with a separated path on both sides of the road to the across the Crooked River Bridge. Later refinements to determine potential crossings of OR 126 at or near the O'Neil Highway intersection would be required.	◖	●	◖	◖	●	◖	Recommended. Provides substantial mobility and safety benefits relative to other options.

N/A = not applicable; M = million; ODOT = Oregon Department of Transportation; ROW = right-of-way; V/C = volume to capacity ratio

Figure 1. Alternative 2: Signalization

Figure 2. Alternative 3: Realignment and Rechannelization

Figure 3. Alternative 4: Grade Separation

Figure 4. Alternative 5: Roundabout

4.1.1.2 Alternative 5 Traffic Analysis

Based on initial discussions with ODOT and the City, the project team evaluated Alternative 5: Roundabout further to understand its effects on congestion and traffic mobility using Synchro and Sidra analysis software (see Appendix A for detailed traffic analysis results). The team looked at several iterations of the roundabout, including a single lane and double-lane version, to understand traffic effects and possibilities with regard to the size and scope of the potential future project.

- Alternative 5 (as shown in Figure 4) – v/c of 0.65 (meets ODOT mobility standards)
- Alternative 5A: 3-legged roundabout, 2 circulating lanes – v/c of 0.72 (meets ODOT mobility standards)
- Alternative 5B: 4-legged roundabout, 2 circulating lanes – v/c of 0.73 (meets ODOT mobility standards)
- Alternative 5C: 3-legged roundabout, 1 circulating lane – v/c of 1.50 (does not meet mobility standards)
- Alternative 5D: 4-legged roundabout, 1 circulating lane – v/c of 1.53 (does not meet mobility standards)

4.2 U.S. 26/3rd Street

This section reviews proposed improvements to the U.S. 26/3rd Street corridor, which is a special focus of the TSP update. This corridor is the main east-west route through Prineville. While traffic analysis indicates that the roadway has sufficient capacity now and in the future—except at key intersections described above—the community frequently experiences congestion in the corridor. Solutions for 3rd Street focus on the following:

- Approaches to meeting the *Highway Design Manual* (HDM; ODOT 2024) guidance.
- Alternatives that would increase east-west automobile throughput on and off 3rd Street.

There are three planned projects (see Figure 5) that are assumed as part of the no-build future transportation system (that is, these projects, while not yet implemented, are assumed to reasonably be constructed within the planning horizon). When completed, the following projects will improve traffic operations on 3rd Street through Prineville:

- Combs Flat Extension. This project would extend Combs Flat Road to connect with the east end of Peters Road. This project would have a significant effect on citywide traffic circulation, reducing traffic on Main Street north of 3rd Street and lessening east-west traffic pressure on 3rd Street in downtown east of Main Street.
- Peters Road/U.S. 26 Connector. This project would develop a new connection between the existing Peters Road and Main Street, and U.S. 26. Travel modeling shows that this connection would divert some traffic from U.S. 26 that would otherwise use 3rd Street on to the Peters Road Connections and Combs Flat Extension. The overall magnitude of this traffic diversion is relatively small (approximately 100 vehicles in the peak hour).
- Signal Upgrades (not shown on map). This ODOT project would upgrade signal hardware in the corridor and allow for better signal synchronization, which would improve congestion in the corridor, especially during peak hours.

In addition to these projects, ODOT has developed an *Access Management Strategy* (November 2020) for improving, modifying, and closing some accesses to U.S. 26/3rd Street between Meadow Lakes Drive and Combs Flat Road (see Appendix B). While the strategy has not yet been formally adopted and signed by relevant parties, the project team assumes that the strategy will move forward during the TSP planning horizon.

Figure 5. Planned Combs Flat Road (Green) and NE Peters Road (Red) Extensions

Additional alternatives described in Table 4 consider other approaches to further increasing east-west mobility and multimodal mobility and safety in the 3rd Street corridor. However, based on the evaluation with respect to TSP criteria, none of these additional measures are recommended by the project team.

Table 4. Additional Possible Approaches to Reducing Congestion on 3rd Street

Concept/Approach	Benefits/Impacts	Feasibility	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit/ Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation
Add travel lanes to 3rd Street. Add one in each direction for a total of two in each direction.	▪ Would increase vehicle capacity on 3rd Street, though the West Y constriction at the west end of town would limit cross-town mobility improvements unless the West Y improvements are constructed. ▪ This alternative would likely decrease safety for drivers by introducing new conflict points and increasing risk exposure for people cycling or walking. ▪ Would eliminate all on-street parking in the corridor. ▪ May require roadway widening in places and ROW acquisition. ▪ Speeding likely to increase in the absence of other speed management techniques.	▪ The existing 3rd Street corridor is constrained by buildings, especially between 2nd Street and Juniper. The available curb-to-curb street width varies between approximately 46 and 50 feet wide. This is sufficient width to develop two 11-foot or 12-foot travel lanes in each direction on 3rd Street. ▪ Significant signal modifications would be required at each signalized intersection. ▪ This approach is not in alignment with ODOT HDM guidance for urban highways.	○	○	○	◖	◖	◖	Not recommended. Would provide marginal mobility improvement, does not meet ODOT HDM guidance, would decrease all user safety, eliminates on-street parking, does not align with TSP evaluation criteria.
3rd Street couplet. Develop a couplet, using 2nd or 4th Streets. This would provide two vehicle travel lanes in each direction.	▪ Would increase vehicle capacity in the 3rd Street corridor, though the West Y constriction at the west end of town would limit cross-town mobility improvements unless the West Y improvements are constructed. ▪ Would retain on-street parking. ▪ Speeding likely to increase in the absence of other speed management techniques. ▪ Can increase out-of-direction travel for people seeking destinations along the couplet. ▪ Would allow for more room for cycling facilities in the corridor. ▪ Cost estimate: $20M or higher.	▪ Major investment required to convert 3rd and 2nd/4th Streets into a couplet with two travel lanes in each direction. ▪ Would require property acquisitions at both east and west endpoints to facilitate transition back to two-way facility. ▪ Many driveways and accessed on 2nd Street exceed ODOT standards for that type of facility. ▪ Continuity of 2nd Street is interrupted by two schools in the corridor, meaning portions of these properties would need to be acquired. Given the nature of these uses, a partial property acquisition may functionally result in a full property acquisition which would be costly and displace these schools. ▪ 4th Street is discontinuous east of Elm Street and would require significant property acquisition and displacement of community resources. The existing land uses on 4th Street and street character are not compatible with arterial traffic, especially west of Deer Street. ▪ This approach is not in alignment with ODOT HDM guidance for urban highways. ▪ Significant capital investment would be required on 2nd Street in particular, including new signalized intersections.	○	○	◖	○	◖	○	Not recommended. The package of assumed improvements and other proposed improvements in Section 4.2 will substantially improve traffic congestion on 3rd Street. The couplet would be costly, result in major property impacts, and result in safety and multimodal conditions contrary to ODOT HDM recommendations.
Southern bypass. Add a bypass route south of 3rd Street, potentially from Rimrock/Crestview Drive east to approximately Carey Foster Road, connecting to OR 380.	▪ Would provide an alternate route for through traffic and potentially reduce congestion on 3rd Street. However, the benefits to 3rd Street congestion are likely very limited given a southern bypass route would likely be circuitous and attract relatively little traffic.	▪ Would increase connections to the neighborhood off Rimrock Drive. ▪ There is no straightforward connection possible south of 3rd Street. A connection would require crossing the Crooked River and other sensitive environmental features. ▪ A southern bypass route is not likely feasible within the TSP horizon.	◖	○	◖	○	○	○	Not recommended. Substantial impacts and costs, relatively few benefits.

HDM = ODOT Highway Design Manual; M = million; ODOT = Oregon Department of Transportation; ROW = right-of-way; TSP = transportation system plan

4.2.1 3rd Street Multimodal Improvements

The 3rd Street corridor does not meet the design guidelines established in the ODOT HDM (2024) based on the assumed urban contexts for the corridor (Table 5). The HDM was revised recently to include new design guidance and standards for accommodating all transportation modes on state highways within cities. This relatively new guidance emphasizes safety and mobility for people walking, cycling, and using transit, and it seeks to implement context-sensitive improvements that reflect the surrounding land use. The assigned urban context establishes how the corridor should function for all users. Table 5 provides design guidance from the HDM about the desired features for 3rd Street.

Table 5. ODOT HDM 3rd Street Urban Contexts and Design Recommendations

3rd Street Segment	HDM Urban Context [a]	Target Speed	HDM Recommended Bicycle Facilities	Recommended Sidewalk	Recommended Pedestrian Crossing Spacing	On-Street Parking
2nd Street to Juniper Street	Traditional Downtown	20–25 mph	▪ Separated facility. ▪ No bicycle facilities exist in this segment today.	▪ Ample sidewalk for activities. ▪ Sidewalks are present.	▪ 250–550 feet ▪ Corridor generally meets this standard.	▪ Include if possible. ▪ Parking is present on both sides of road.
Juniper Street to East City Limits	Commercial Corridor	30–35 mph	▪ Separated facility, consider roadway characteristics. ▪ Striped shoulders exist today.	▪ Continuous and buffered sidewalks. ▪ Sidewalks are present in parts of this segment.	▪ 500–1,000 feet ▪ Corridor section does not meet this standard.	▪ No guidance. ▪ Parking is present in sections.

A See the Existing Conditions Memo for details and justification on the selection of these urban contexts.

HDM = ODOT Highway Design Manual; mph = miles per hour

The following alternatives consider approaches to repurposing the existing curb-to-curb space on 3rd Street to meet HDM guidance for supporting all transportation modes. Given that the guidance for cycling facilities is similar between the two segments and urban contexts noted above, the following concepts consider a single, consistent cross section for the entire corridor between 2nd Street and the east city limits just east of Laughlin Road.

4.2.1.1 Focus on Parallel Routes for People Cycling

This alternative would leave 3rd Street/U.S. 26 as-is in terms of the current lane configuration and on-street parking. The Transportation Planning Rule (Oregon Administrative Rule 660-012-0000) and ODOT HDM guidance emphasize that cycling must be accommodated as part of network planning. This alternative would focus on improving cycling on routes parallel to 3rd Street, including 2nd and/or 4th Street. 2nd Street today has bike lanes from the intersection at the West Y east to Deer Street, with no marked facilities east of Deer Street. 4th Street does not have marked cycling facilities. Either or both of these roads could be improved as cycling routes parallel to 3rd Street/U.S. 26. These roads have lower traffic volumes and ample existing street width to

develop cycling facilities at relatively low cost. The most significant drawback of focusing on parallel routes is that it is more difficult for cyclists to access destinations on 3rd Street.

City and stakeholder feedback indicates this alternative is strongly preferred due to concerns about removing on-street parking and the feasibility of implementing bike lane alternatives (see subsequent sections).

4.2.1.2 Standard Bike Lanes

This alternative would reconfigure 3rd Street/U.S. 26 to add standard bike lanes from the West Y to Mason Drive. The HDM guidance recommends separated bike lanes, which this alternative does not achieve. This alternative assumes there is sufficient curb-to-curb roadway space today to implement this lane configuration, but more detailed design would be required to confirm this design. This alternative would remove on-street parking from one side of the street and may require narrowing lanes to 11 feet; this approach may require a design exception and coordination with the state's Mobility Advisory Committee to confirm its viability.

As of the writing of this report, ODOT is constructing curb ramp upgrades in the 3rd Street corridor, as well as curb bulb-outs. These bulbouts may make this alternative difficult to implement due to resulting curb-to-curb restrictions at intersections.

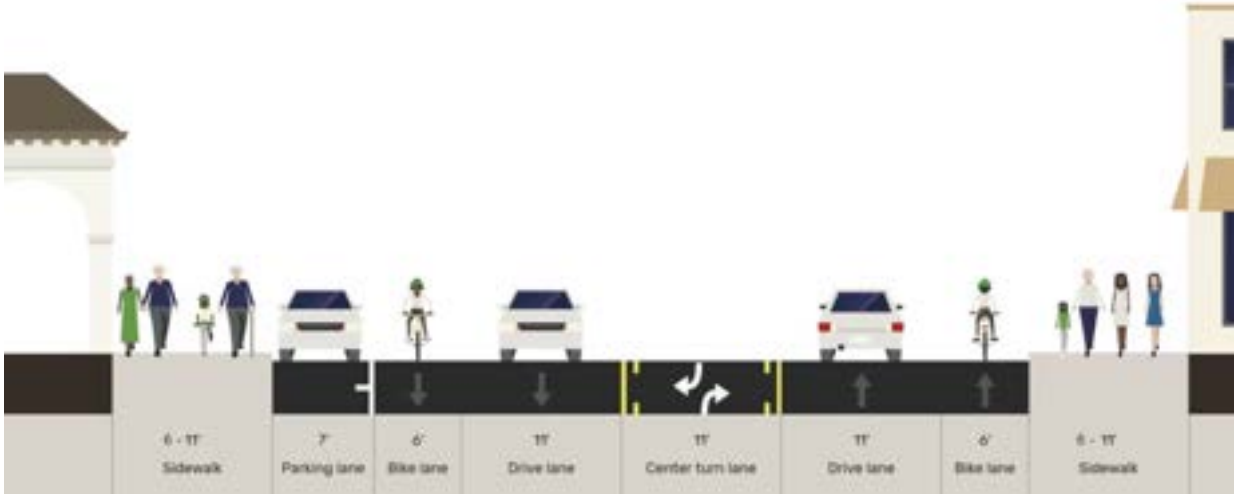

Figure 6. NE 3rd Street: Standard Bike Lanes and Sidewalk Infill Concept

4.2.1.3 Buffered Bike Lanes

This alternative would reconfigure 3rd Street/U.S. 26 to add bike lanes, with a striped or hardscape buffer in places, from the West Y to Mason Drive in accordance with ODOT HDM guidance. This alternative would remove on-street parking from both sides of the street in the 3rd Street corridor.

As of the writing of this report, ODOT is constructing curb ramp upgrades in the 3rd Street corridor, as well as curb bulb-outs. These bulbouts may make this alternative difficult to implement due to resulting curb-to-curb restrictions at intersections.

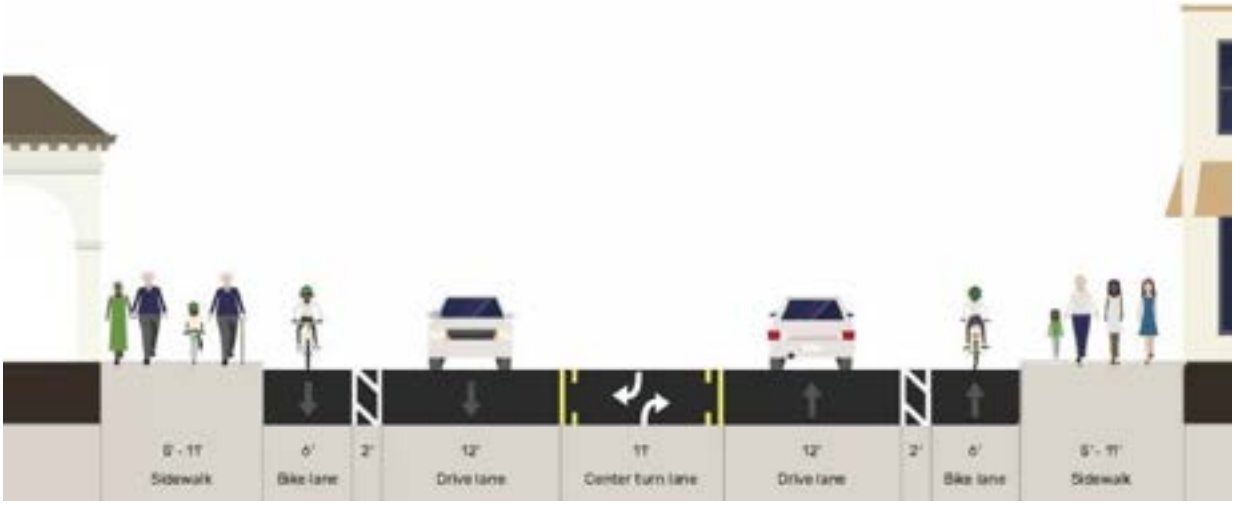

Figure 7. NE 3rd Street: Buffered Bike Lanes and Sidewalk Infill Concept

4.2.1.4 Sidewalk Infill

Sidewalks are missing or intermittently present on 3rd Street east of St. Charles Way to the east city limits. To meet both City and ODOT design standards, sidewalk infill is recommended on 3rd Street along both sides of the street.

4.2.1.5 Additional Pedestrian Crossings

The corridor meets HDM pedestrian crossing spacing guidance between 2nd Street and Juniper Street. Between Juniper Street and the east city limits, the corridor has relatively few marked or improved pedestrian crossings compared to HDM guidance. The following approximate locations should be considered for enhanced crossings that include features such as crosswalk pavement markings, flashing beacons, signage, median refuge islands, street lighting, or other features determined during the design process:

- New enhanced crossing in the vicinity of the 3rd Street and Hickey Farms Road intersection
- New enhanced crossing in the vicinity of the 3rd Street and Williamson Drive intersection
- New enhanced crossing in the vicinity of the 3rd Street and Locust Drive intersection

Table 6 provides an evaluation of the 3rd Street multimodal improvements and a preliminary recommendation.

Table 6. 3rd Street Multimodal Alternatives

Multimodal Solution	Evaluation Criteria: Enhanced Options for Vulnerable Populations	Addresses Known Safety Issue	Ped/Bike Connection	Benefit/ Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Cost	Recommendation
Linear Multimodal Improvement Alternatives								
Focus on parallel routes for people cycling (no action on 3rd Street/U.S. 26)	◖	◖	◖	◖	●	●	$150,000 Assumes that improvements on parallel routes involves only grinding out existing striping in some locations and adding new striping (no repaving)	This option may not fully satisfy the Transportation Planning Rule and ODOT requirements for accommodating cyclists within the corridor. Additional discussion is needed prior to advancing this as a recommendation as it related to 3rd Street; there is benefit to implementing improvements to 2nd and 4th irrespective of the discussion around 3rd Street.
Standard bike lanes	◖	●	●	◖	●	◖	$300,000 Cost assumes no repaving; curbs remain where they are (mainly grind out and restripe)	Recommended. Meets evaluation criteria with reduced impacts to on-street parking in the corridor. However, this alternative does not provide the same level of separation for cyclists from traffic as the alternative below.
Buffered bike lanes	●	●	●	●	●	◖	$350,000 Cost assumes no repaving; curbs remain where they are (mainly grind out and restripe)	Not recommended. While this option largely meets evaluation criteria, it introduces significant impacts to on-street parking in the corridor; this may not be acceptable to the community.
Sidewalk infill	●	●	●	●	◖	◖	$5.5M Sidewalk infill on 3rd Street from St. Charles to east city limits	Recommended. Supports ODOT Highway Design Manual recommendations for how the corridor should support people walking and cycling. Brings the street up to Prineville arterial standards as well.
Enhanced Crossings								
P25. Vicinity of 3rd Street and Hickey Farms Road	●	◖	●	●	◖	●	$1M Assumes inclusion of median and RRFB.	Recommended.
P23 . Vicinity of 3rd Street and Williamson Drive	●	◖	●	●	◖	●	$1M Assumes inclusion of median and RRFB.	Recommended.
P29. Vicinity of 3rd Street and Locust Drive	●	◖	●	●	◖	●	$50,000 to $500,000 Enhanced crossing – exact improvements subject to design process	Recommended.

M = million; ODOT = Oregon Department of Transportation; ROW = right-of-way; RRFB = rectangular rapid flashing beacon

4.2.2 Summary of U.S. 26/3rd Street Preliminary Recommendations

As discussed in the beginning of Section 4.2, there are several projects that are in progress or are assumed to occur within the planning horizon of the TSP. These projects will provide substantial benefit in reducing congestion on 3rd Street and in meeting state mobility standards for intersections along 3rd Street. In addition to these assumed future projects, additional measures reviewed above will improve mobility for vehicles, as well as people walking, cycling, and using transit.

Based on the evaluation in the preceding section, the project team makes the following preliminary recommendations for a package of improvements for further consideration by City staff, ODOT, the City Council, Planning Commission, and community (Figure 8). These improvements address east-west vehicle mobility and congestion, as well as multimodal mobility and safety in the 3rd Street corridor. Preferred investments will be determined post-engagement in the forthcoming *Technical Memorandum #7: Preferred Plan.*

Assumed investments (already programmed or assumed to be programmed within the TSP horizon) include the following:

- **Combs Flat Extension.** This project would extend Combs Flat Road to connect with the east end of Peters Road. This project would have a significant effect on citywide traffic circulation, reducing traffic on Main Street north of 3rd Street and lessening east-west traffic pressure on 3rd Street in downtown, especially east of Main Street.
- **Peters Road/U.S. 26 Connector.** This project would develop a new connection between the existing Peters Road and Main Street, and U.S. 26. Travel modeling shows that this connection would divert some traffic from U.S. 26 that would otherwise use 3rd Street on to the Peters Road Connections and Combs Flat Extension. The overall magnitude of this traffic diversion is relatively small (approximately 100 vehicles in the peak hour).
- **Signal Upgrades (not shown on map).** This ODOT project would upgrade signal hardware in the corridor and allow for better signal synchronization, which would improve congestion in the corridor, especially during peak hours. Additional access management in the corridor would improve performance further.
- **Access Management Strategy implementation.** The strategy includes recommendations for closing, modifying, and improving accesses to 3rd Street/U.S. 26. Implementation of this strategy would improve corridor safety and traffic mobility, as well as improve the pedestrian environment on 3rd Street through improved curb ramps and driveways.

New investments (additional investments that support multimodal mobility, safety, access, and comfort) include the following:

- **West Y interchange/O'Neil Highway intersection improvements** (see Section 4.1.1.1) would improve mobility through the interchange area, reduce congestion, and enhance multimodal safety.
- **3rd Street intersection traffic mobility improvements** would improve traffic mobility to within standards at the following location:
  - → NW Harwood Avenue and NW 3rd Street/U.S. 26 – revise intersection approaches

- **Additional enhanced pedestrian crossings** at the following locations:
  - → Vicinity of 3rd Street and Hickey Farms Road
  - → Vicinity of 3rd Street and Williamson Drive
  - → Vicinity of 3rd Street and Locust Drive
- **Focus on parallel routes to accommodate bicycling.** Based on feedback received, the project team recommends focusing on improving parallel streets to better accommodate cycling traffic. Exact street configuration or other recommendations will be documented in *Technical Memorandum #5: Preferred Plan* after receiving City, ODOT, interested party, and public feedback.

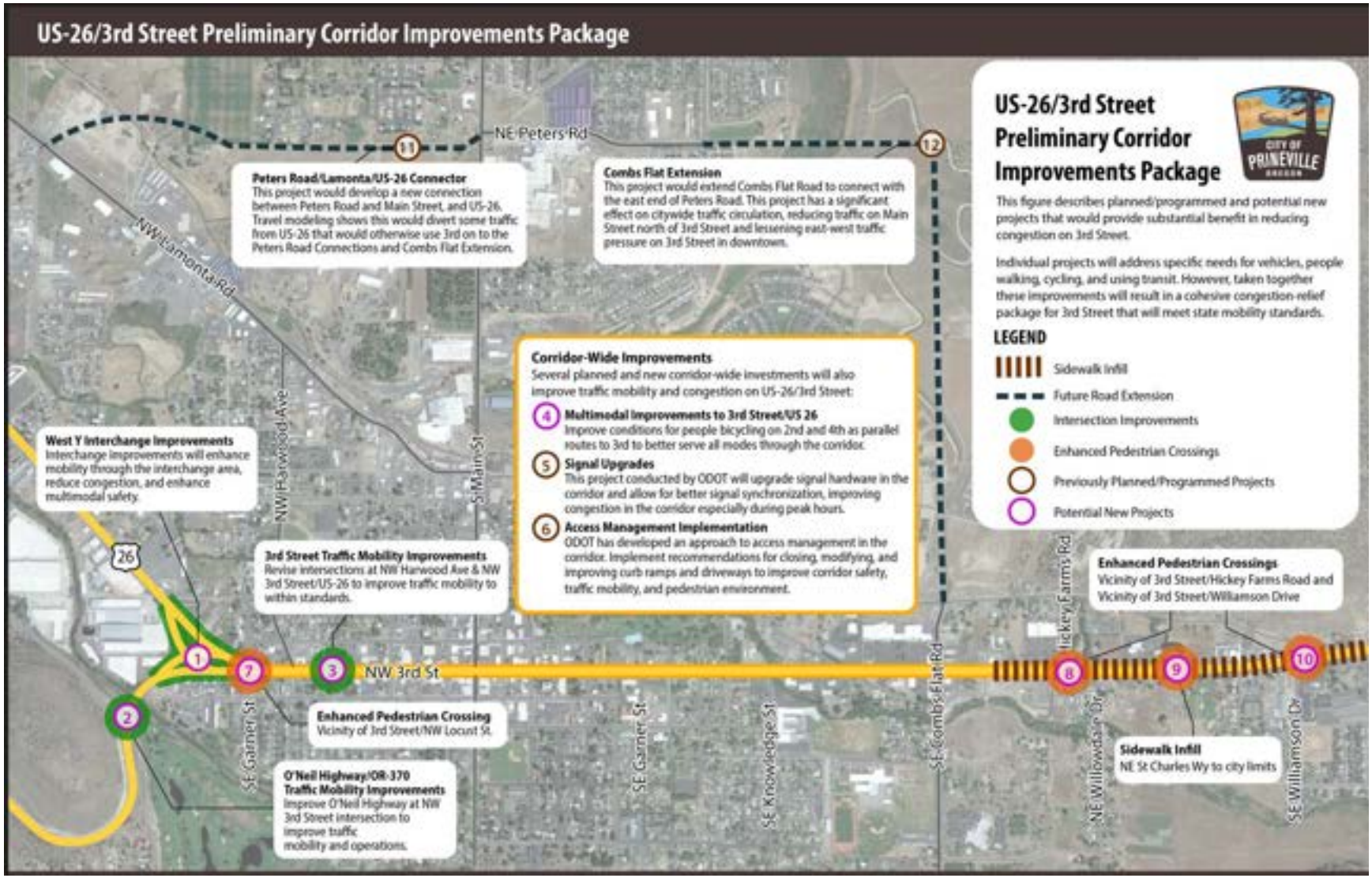

Figure 8. Summary of Preliminary Recommendations on or Related to the 3rd Street Corridor

4.3 Functional Classification and New Connections

As a growing city, Prineville has roadway extension needs in new areas of town to increase the ease of getting from one place to another. Fast-developing areas in Prineville are prime candidates for implementing roadway projects to support additional transportation needs and minimally impact private properties.

Figure 9 shows the functional classification system and new roadway connections proposed as part of the 2013 TSP. Table 7, Figure 11, and Figure 11 present an updated look at recommended roadway projects.

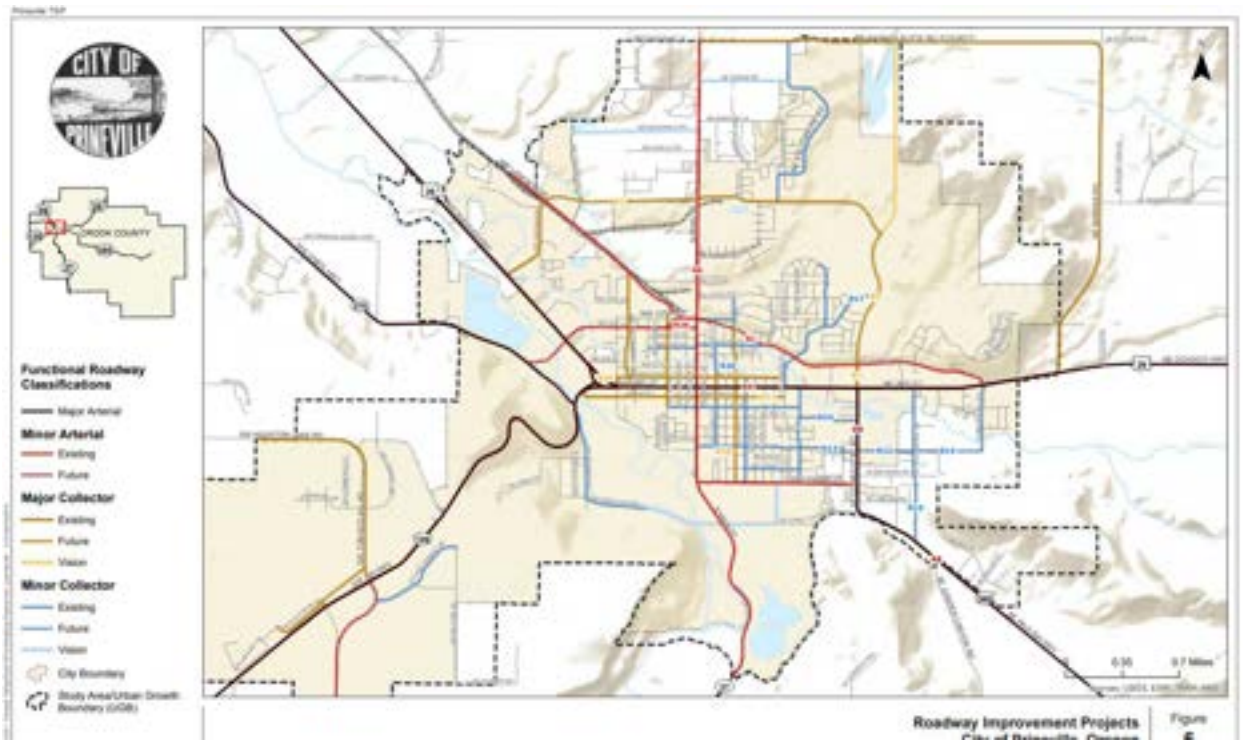

Figure 9. Previously Recommended Roadway Improvement Projects

Table 7. Recommended Roadway Projects

Map ID	Project Name/Description	Need Addressed	Cost Opinion (2013 $)	Timeline
R1	9th Street Extension	Connectivity	$4.15M	Long
R2	Peters Road Connection to Lamonta	Project has been advanced by City and is not evaluated further for the TSP.		
R3	Combs Flat Road Extension/Connection with Peters Road	Project has been advanced by City and is not evaluated further for the TSP.		
R6	Main Street Improvements – upgrade to arterial standards from 10th to north urban growth boundary	Connectivity	$18.4M	Long
R7	Combs Flat Road between U.S. 26 and Laughlin – upgrade to arterial standards	Operations	$690,000	Medium
R8	Combs Flat Road between U.S. 26 and Lynn Boulevard – widen to arterial standard, including multiuse path	Operations	$4,370,000	Near
R10	Elm Street Extension between SE 5th and 6th	Connectivity	$430,000	Long
R13	Complete S 5th Street extension between Main Street and Combs Flat Road	Connectivity	$2.5M	Long
R14	Ochoco Logging Road Extension – complete connection between city limits and Stearns	Connectivity	$2.6M	Medium
2023 TSP Update – Functional Class updates				
FC-1	NE 7th St (N Main Street – NE Laughlin Road): Change functional classification to Major Collector	Connectivity	N/A	Near
FC-2	SE 2nd St (SE Knowledge Street – SE Combs Flat Road): Designate functional classification as Local Street	Connectivity	N/A	Near
FC-3	Elm Street from NE 10th to Loper Avenue: Designate functional class as Major Collector	Connectivity	N/A	Near

M = million; TSP = transportation system plan

Figure 10. Roadway Functional Classification and Roadway Projects (West)

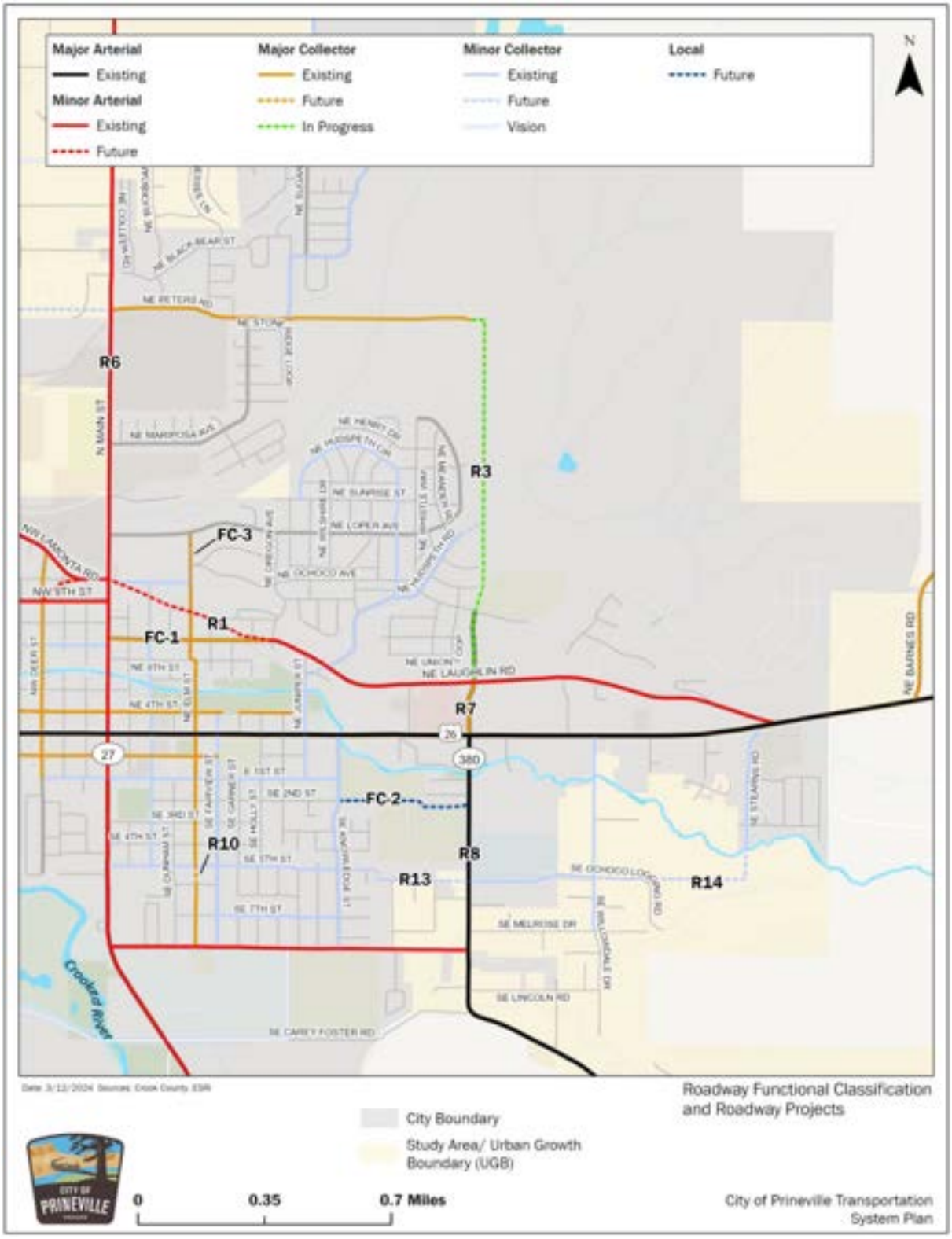

Figure 11. Roadway Functional Classification and Roadway Projects (East)

4.4 Safety

As a part of the safety analysis, 23 different intersections were analyzed to determine their crash rates and whether the incidence of collisions is greater than would be expected for a intersection of that type in a typical community. Table 8 reviews those locations that were noteworthy based on safety analysis and includes proposed interventions to improve safety.

Table 8. Safety Improvements

Intersection	Possible Solutions
Angle Crashes	
NW Deer St & NW 2nd St	Flashers were recently added to the stop signs at this intersection which, anecdotally, have reduced collision issues at this location. Provide "Stop Ahead" pavement markings on NW 2nd Street to inform drivers of an approaching unsignalized intersection. The crash reduction factor is 31% in all crashes at all severities.
OR 126 & U.S. 26	Addressed as part of solutions discussed in prior sections.
NE Combs Flat Rd/OR 380 & NE 3rd St/U.S. 26	Install "Signal Ahead" advance warning sign to inform drivers of an approaching signal. This intersection is the first intersection at the east side of Prineville; it connects two rural highways. Therefore, an advanced warning sign would reduce the speed of the approaching vehicles, which would result a decrease in angle crashes. The crash reduction factor is 35% in angle crashes at all severities.
NE Combs Flat Rd/OR 380 & SE Lynn Blvd	This intersection has a sight distance problem due to large trees located at the southwest corner of the intersection; the trees block the view of the traffic from the intersecting street during left turns from both OR 380 and SE Lynn Boulevard. Also, there are no streetlights near the intersection, so providing lighting would reduce the nighttime crashes and improve nighttime visibility of pedestrians. Provide "Stop Ahead" pavement markings to warn drivers of an approaching unsignalized intersection. Consider all-way stop at this intersection to slow traffic, improve turning safety, and improve safety and visibility of pedestrians.
Fixed Object Crashes	
OR 126 & S Rimrock Rd	This intersection is at the end of a sharp curve, which results in a higher number of fixed-object crashes. Flattening the horizontal curve (increase curve radius) of S Rimrock Road would be helpful in crash reduction. The crash reduction factor is 15% to 78% in all crashes at all severities.
N Main St & NW 9th St	There are several utility poles in the vicinity of the intersections; the poles are within 3 feet of the travelled roadway. Relocating the poles to a farther distance would be helpful to reduce the fixed-object crashes.
Turning Crashes	
OR 126 & O'Neil Highway/OR 370	*Addressed as part of solutions discussed in prior sections.*
Rear-End Crashes	
SW Tom McCall Rd & OR 126	Crash data supporting the analysis at this intersection extends back to 2016, prior to the installation of the roundabout. The roundabout has reduced crash incidences at what was previously a two-way stop-controlled intersection. Additional safety measures could be implemented that reduce approach speeds to the roundabout, such as speed warning or speed feedback signage, rumble strips, or other traffic calming.
OR 126 & U.S. 26	*Addressed as part of solutions discussed in prior sections.*

Intersection	Possible Solutions
SW George Millican Rd & OR 126	Crash data supporting the analysis at this intersection extends back to 2016. The intersection of SW George Millican and OR 126 was revised to right-in/right-out in approximately 2018. This intervention likely has substantially reduced the safety issues at this intersection; no further interventions are proposed.

4.4.1 OR 27/S Main Street

In addition to the intersections noted above, the crash rates on U.S. 26/3rd Street and OR 27/S Main Street in Prineville were found to be excessive. Safety issues on U.S. 26/3rd Street would be addressed by the corridorwide solutions discussed in Section 4.1.1.2. OR 27 safety issues could be addressed through the following:

- OR 27 is a rural highway with some sharp horizontal curves at the southern part of Prineville. Flattening the horizontal curves would be beneficial to reduce the crashes by 15% to 78% at all severities.
- Install recommended chevron signs to warn drivers about upcoming curves. The crash reduction factor for this intervention is 16% in roadway departure crashes at all severities.
- Some parts of OR 27 have a very loose shoulder; this may be the reason for the high number of roadway departure crashes. Paving the shoulder would reduce the crashes by 6% to 18% depending on the width of the shoulder.

4.4.2 OR 380/SE Combs Flat Road

While OR 380 south of Main Street did not emerge as a safety hotspot based on crash analysis, community feedback indicates ongoing safety concerns specifically where OR 380 crosses the flood control canal and heads southeast out of the Prineville city limits/urban growth boundary (UGB) (Figure 12). Anecdotally, speeding is a concern and many unreported incidents have occurred at this curve. The project team recommends that the City and ODOT coordinate on near- and long-term solutions which could include the following:

- Near-term vegetation management to improve sight lines around the corner.
- Horizontal alignment warning signage – no warning signage is present.
- Street lighting at the corner.

Figure 12. OR 380 Curve Exiting the Prineville UGB

4.5 Access Management

Section 153.195 of the City of Prineville Land Use Code provides guidelines for access management. The standards are presented as guidelines that the reviewing authority "shall consider" in the review and approval of new development. Local access management standards were updated as part of the 2013 TSP. There has been no need identified to revisit the currently adopted access management standards; the project team reviewed the standards and did not identify any issues.

The ODOT *Access Management Strategy* (November 2020) applies to U.S. 26 within the city, from Meadow Lakes Avenue to Combs Flat Road. This document provides an approach to amending, closing, and improving accesses along U.S. 26/3rd Street, including related urban upgrades in locations in tandem with proposed access management solutions.

4.6 Transportation Systems Management and Operations

The 2013 TSP does not include TSMO projects or programs. TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. TSMO strategies also encompass strategies typically considered transportation demand management. The goal is to get the most performance out of the transportation facilities that are already in place. The project team reviewed potential TSMO strategies as described in Chapter 18 of the ODOT *Analysis Procedures Manual* (ODOT 2023). Table 9 reviews potential TSMO projects or policies that the City can consider to manage traffic and mitigate the need for roadway capacity increases. Note that no costs are provided for these possible investments given substantial unknowns about the scale and scope of these projects. However, in general, TSMO projects provide substantial benefit relative to cost.

Table 9. Possible TSMO Investments

TSMO Strategy	Need Addressed	Recommendation	Cost	Supporting Information Required
Weather Warning Systems	There is no weather information signage in Prineville. Weather information signage could provide travelers with information about weather conditions on regional highways.	Coordinate with Crook County and ODOT to determine potential beneficial locations for weather information signage (whether in Prineville or outside of the city). Coordinate with ODOT as intelligent transportation system plans are updated.	Not applicable	Air and road weather conditions
Transit/Freight Signal Priority	Transit signal priority could improve transit travel time reliability on 3rd Street/U.S. 26, especially during peak hours.	There is relatively limited transit service in Prineville today. The need for transit signal priority is minimal under current conditions, but it may increase as transit service increases in Prineville.	Not applicable	Transit vehicle location, transit schedule adherence

TSMO Strategy	Need Addressed	Recommendation	Cost	Supporting Information Required
Marketing/Traveler Information	Traveler information programs can help people understand different ways of getting around town. In Prineville, a marketing and information program that provided information about walking and cycling routes, as well as transit, could help people make more trips by an alternate mode.	Consider a local program for disseminating information about how and where to walk, bike, and take the bus in Prineville. These programs can take many forms, including information provided on the City's website, by mailers, or other means.	Not applicable	Staff resources for supporting travel options programs

4.7 Freight

To serve industrial properties and support future economic development efforts, the City of Prineville designated several roadways as truck routes in the 2013 TSP. The designation of these facilities as truck routes (see Figure 13) does not prohibit local delivery trucks from using other roadways, but is intended to encourage the use of these routes for regional freight needs through design and signage.

The state has designated U.S. 26 and OR 126 as freight routes west of the West Y, but where the highways join the freight route, the designation is removed (east of the Y). 3rd Street/U.S. 26 through Prineville, in addition to U.S. 26 and OR 126 through all of Prineville, are Reduction Review Routes subject to ORS 366.215. This designation must be considered when looking at changes to highway that might narrow or reduce the "hole in the air:" the space available for freight vehicles to use. For example, actions that would reduce the curb-to-curb roadway space must be considered in light of this law.

The 2013 TSP recommended several local routes be added to the local freight network. It does not appear these routes were formally adopted by the City. For the TSP update, the City should consider updating the City Code to reflect these additional routes and also add signage to encourage trucks to use the following routes (as opposed to other local streets):

- Main Street between Peters Road and the southern city limit.
- Lamonta Road from the west UGB to Main Street.
- 9th Street from U.S. 26 to Deer Street, Deer Street from 9th Street to Lamonta Road.
- Future extension east of Main Street from 10th Street to 7th Street/Laughlin Road.
- Peters Road extension between U.S. 26 and Main Street.

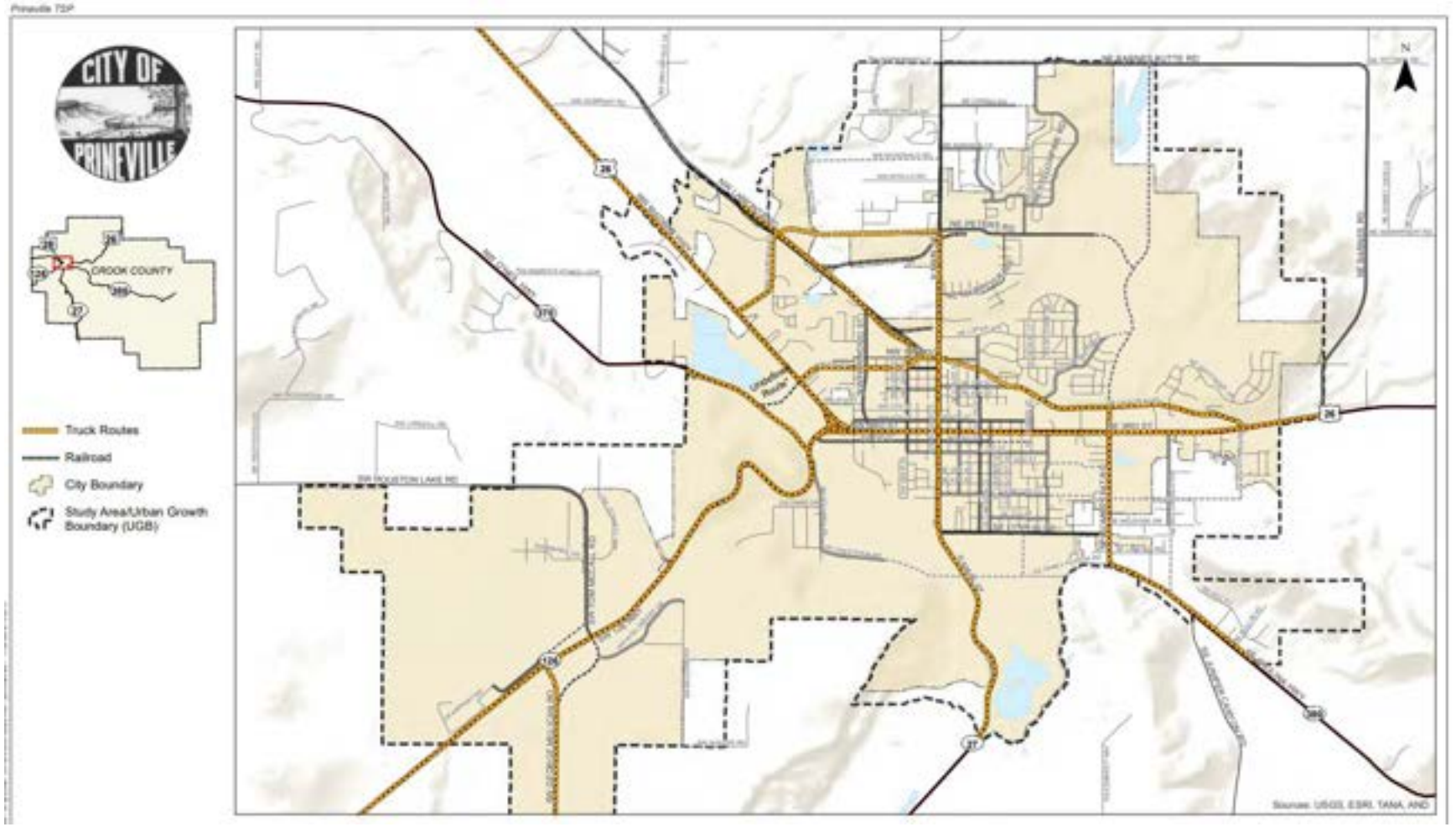

Figure 13. Designated Truck Routes

5. Bicycle and Pedestrian System

5.1 Multiuse Paths and Trails

The 2013 TSP included multiuse paths. However, the recently adopted *Unified Parks and Recreation System Plan* (City of Prineville et al. 2021) includes the most recent multiuse path considerations. These proposed projects are described below.

This plan, adopted in 2021, proposes for several miles of new multiuse trail within or immediately adjacent to Prineville. Table 10 captures these projects. The total projects cost of the planned 14 miles of trails is $4.4 million according to the plan. As these projects were adopted previously by the City, they are carried forward here for inclusion in the updated TSP. The pedestrians and bicycle system solutions sections consider these trails as connections.

Table 10. Proposed Shared-Use Trails

Map ID	Project Name/Description
M1	Barnes Butte Main Loop shared use path: Based on the Barnes Butte Recreation Area Concept Plan, this future trail would provide a shared-use loop that serves as a spine for other trails within the park. The western portion of this trail would partially coincide with the alignment of the Combs Flat Rd. extension.
M2	Crooked River Shared-Use Trail: This future trail is key to the Crooked River Recreation Corridor, providing continuous connectivity and recreation along the Crooked River, with linkages to several parks and recreational destinations. The City's TSP indicates this trail is a visionary project and would be completed by volunteers.
M3	Iron Horse Shared-Use Trail: this future trail would provide a connection from Combs Flat Rd. to the future Barnes Butte Recreation Area
M4	Look-out Shared Use Trail: Adjacent to the golf course, this trail segment would provide a critical linkage from the Crooked River Recreation Corridor and Shared-Use Trail to the 66 Trail System. The project team proposes a connection to the north end of SW Baldwin Road to provide a cycling and pedestrian link to the industrial are in the southwest of Prineville.
M5	Ochoco Creek Shared-Use Trail: This future trail is another important part of the park and recreation system connecting many different parks and destinations in Prineville. Similar to the Crooked River Shared-Use Trail, the City's TSP indicates this trail is a visionary project and is not a transportation priority. Note that for the TSP update, the project team propose extending of modifying this connection to extend to the Tom McCall industrial area to provide a new cycling and walking connection to the west part of town.
M6	O'Neil Highway. Shared-Use Trail: This future trail would provide an important connection from Downtown Prineville and the Crooked River Recreation Corridor, to Ochoco Wayside State Park and the 66 Trail System.
M7	North Prineville Loop: This visionary trail would provide a non-motorized connection along the northern edge of Prineville linking Barnes Butte with Hwy. 26 and eventually the Crooked River Wetlands. When completed, this missing link would connect with other proposed trails to create a continuous route around the perimeter of Prineville for pedestrians and cyclists, while increasing connections with parks and city destinations. Due to uncertainty around trail alignment and potential land acquisition, the length is unknown.

2023 TSP Update – New/Updated Solutions				
Map ID	Project Name/Description	Need Addressed	Cost Opinion	Timeline
M8	SE Combs Flat Road Shared-Use Trail: Addition of multiuse path from SE 2nd Street to south City UGB	Connectivity	Included in project R8	Long
M9	Multiuse path from NW 2nd Street to SW High Desert Drive	Connectivity	Cost dependent on routing, facility type	Long
M10	Main Street Improvements: Add shared-use paths on both sides of the road from 10th Avenue north to the north UGB limits.	Connectivity	Cost included in project R6	Long
M11	Tom McCall Road shared-use path on one side of the road, from the Tom McCall roundabout at OR 126 north to the intersection with Social Loop	Connectivity	$1.5M	Long

M = million; TSP = transportation system plan; UGB = urban growth boundary

5.2 Pedestrian System

Note: Improvements proposed for the O'Neil Highway intersection, the West Y, and 3rd Street within city limits are discussed in prior sections.

The 2013 TSP contains recommended pedestrian improvement projects. Table 11 reviews these prior projects. If they have not yet been constructed, the project team reviewed whether they still meet an identified need. Those projects that have been completed or are no longer relevant are noted appropriately; projects that are still relevant are recommended for consideration as part of the updated TSP.

Table 11. Pedestrian System Improvements

Map ID	Project Name/Description	Need Addressed	Cost Opinion	Timeline
2013 TSP Projects				
P7	NE Oregon Street: Addition of sidewalks and curb from Laughlin to Allen.	Sidewalk connectivity	$100,000	Near
P8	NE Laughlin Road: Addition of sidewalks and curb from Garner to intersection with U.S. 26. Sidewalks exist on the north side of Laughlin between Hudspeth and Wayfinder Drive.	Sidewalk connectivity	$1.3M	Near
P14	5th Street: Addition of sidewalks and curb on existing sections of 5th Street.	Sidewalk connectivity	$420,000	Near
P15	Lynn Boulevard: Addition of sidewalks and curb.	Sidewalk connectivity	$600,000	Near
P4	NE Peters Road: Addition of sidewalks and curb to existing NE Peters Road.	Sidewalk connectivity	$430,000	Medium
P5	NE Loper Avenue: Addition of sidewalks and curb between Elm and Main Street.	Sidewalk connectivity	$200,000	Medium
P10	Deer Street: Sidewalks between 1st Street and Ochoco Creek.	Sidewalk connectivity	$70,000	Medium
P11	Fairview Street: Addition of sidewalks and curb between Lynn Boulevard and 4th Street.	Sidewalk connectivity	$330,000	Medium

Map ID	Project Name/Description	Need Addressed	Cost Opinion	Timeline
P6	New Combs Flat Road Extensions: Sidewalks.	Sidewalk connectivity	Included as part of new roadways (see later section)	
P21	New 9th/10th Street Extension: Sidewalks.	Sidewalk connectivity	Included as part of new roadways (see later section)	
P2	New Peters Road Connection to Lamonta Road: Sidewalks.	Sidewalk connectivity	Included as part of new roadways (see later section)	
P22	Elm Street: Sidewalks.	Sidewalk connectivity	$500,000	Long
P1	Gardner Road: Addition of sidewalks and curb.	Sidewalk connectivity	$500,000	Long
P9	NW Harwood Avenue: Addition of sidewalks from 2nd to 10th.	Sidewalk connectivity	$270,000	Long
P12	2nd Street Extension: Sidewalks.	Sidewalk connectivity	Included in new roadway construction	Long
P16	Crossing at Combs Flat Road/5th Street Extension: Crosswalk.		$8,000	Medium
2023 TSP Update – New/Updated Solutions				
N/A – citywide project	Citywide curb ramp upgrades (Americans with Disabilities Act compliance).	Curb ramps provide the ability for people who use a mobility device to use the sidewalk system.	Not applicable	As roads are redeveloped throughout the city.
P25	Vicinity of 3rd Street and Hickey Farms Road: Enhanced pedestrian crossing.	Sidewalk connectivity, safety	$1M	Medium
P23	Vicinity of 3rd Street and Williamson Drive: Enhanced pedestrian crossing.	Safety and Connectivity	$1M	Medium
P24	Combs Flat Road/Lynn Boulevard: intersection and crossing improvements, including lighting.	Crossing improvements	$500,000	Near
P26	Enhanced crossing in vicinity of U.S. 26/Madras Highway and NW Studebaker Drive.	Crossing improvements	$500,000	Long
P27	Enhanced crossing in vicinity of U.S. 26/Madras Highway and NW 9th Street.	Crossing improvements	$500,000	Long
P28	U.S. 26/Madras Highway (west side of highway) sidewalks and curbs, from NW Richland Lane (existing crossing) to approximately Riverland Loop.	Sidewalk connectivity, safety	$2M	Long
P29	Enhanced crossing in vicinity of 3rd Street/Locust Drive.	Crossing improvements	$1M	Long
P30	Sidewalk infill on 3rd Street, generally east of St. Charles Way to east city limits.	Sidewalk connectivity	$5.5M	Medium

M = million

Figure 14 and Figure 15 shows proposed pedestrian projects in Table 11.

Figure 14. Proposed Pedestrian Improvements (West)

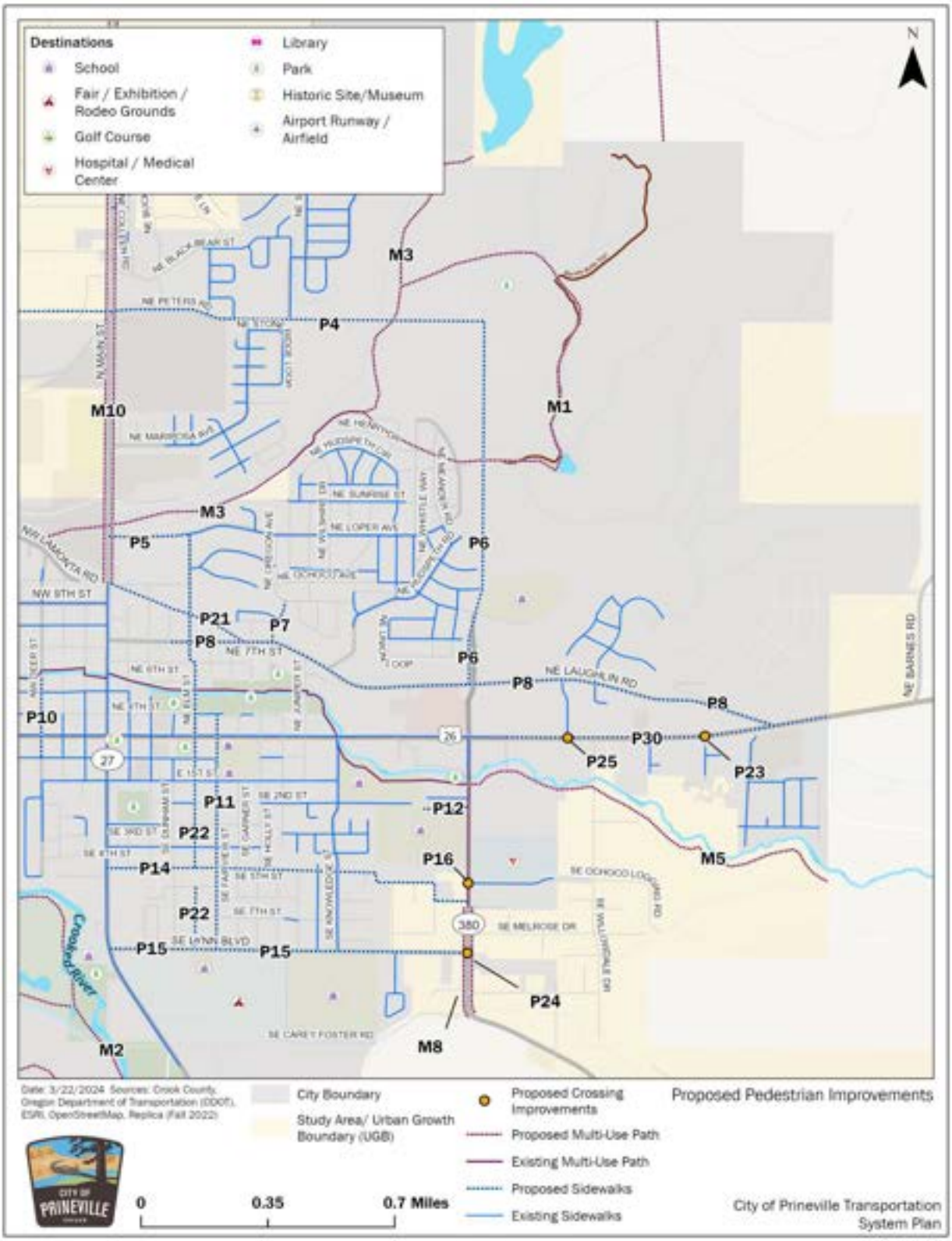

Figure 15. Proposed Pedestrian Improvements (East)

5.3 Bicycle System

Note: Improvements proposed for the O'Neil Highway intersection, the West Y, and 3rd Street within city limits are discussed in prior sections.

The 2013 TSP recommended bicycling improvement projects to increase comfort, safety, and connectivity for people riding bikes.

Table 12 reviews these prior recommended bicycling improvement projects that together would result in a connected network linking essential destinations in Prineville. Table 12 also includes projects modified for current recommendation. If projects had not yet been constructed, the project team reviewed whether they still meet an identified need. In some cases, the team recommends a bike lane project from the 2013 TSP be designated as a Neighborhood Greenway to speed implementation and visibility of bicycle infrastructure. Figure 16 and Figure 17 shows existing and proposed bicycle facilities that would complete a bike network within Prineville. Note that multiuse paths described in Table 11 are available for bicycle use as well.

Table 12. Bicycling Improvements

Map ID	Project Name/Description	Need Addressed	Cost Opinion (2013 $)	Timeline
B2	N Gardner Road (U.S. 26 – NW Lamonta Road): Add bike lanes	Connectivity	$4,000	Long
B3	New Peters Road Connection (NW Lamonta Road – N Main Street): Add bike lanes	Connectivity	Included as part of Project R2	Medium
B4	Peters Road (N Main Street – NE Combs Flat Road extension): Add bike lanes, including widening (partially completed)	Connectivity	$130,000	Medium
B5	New Combs Flat Road Connection (NE 3rd Street – NE Peters Road): Add bike lanes (partially completed)	Connectivity	Included as part Project R1	Medium
B6	Lamonta Road (approx.. N Lon Smith Road – N Main Street): Add bike lanes, including widening	Connectivity	$240,000	Medium
B7	New 9th Street Connection (N Main Street – NE Elm Street): Add bike lanes	Connectivity	Included as part of new roadways (see later section)	Medium
B8	Laughlin Road (N Main Street – NE 3rd Street): Add bike lanes, including widening	School	$810,000	Near
B9	NW Harwood Avenue (NW 2nd Street – NW Lamonta Road): Add bike lanes	Connectivity	<$20,000	Long
B10	Deer Street (SW 5th Place – NW Lamonta Road): Add bike lanes	Connectivity	<$20,000	Medium
B12	Main Street (10th – 3rd): Add bike lanes	Connectivity / Safety	<$20,000	Near
B13	NW 4th Street (NW Locust Avenue – NE Juniper Street): Neighborhood Bikeway	Connectivity	$50,000	Near
B14	Juniper Street (E 1st Street – NE Laughlin Road): Add bike lanes	School	<$20,000	Near

Map ID	Project Name/Description	Need Addressed	Cost Opinion (2013 $)	Timeline
B15	NW 2nd Street (NW Deer Street – SE Fairview Street): Add bike lanes	Connectivity	<$20,000	Near
B16	1st Street (SW Deer Street – NE Knowledge Street): Add bike lanes	Connectivity	<$20,000	Medium
B17	Court Street (SE 5th Street – NE 4th Street): Neighborhood Bikeway and bike lanes	Connectivity	$50,000	Long
B18	Fairview Street (SE Lynn Blvd – NE 4th Street): Neighborhood Bikeway	Connectivity	$50,000	Medium
B19	Knowledge Street (SE Lynn Boulevard – NE 3rd Street): Add bike lanes	School	<$20,000	Near
B20	SE 5th Street (S Main Street – SE Combs Flat Road): Neighborhood Bikeway and bike lanes	School	$50,000	Near
B21	Main Street (end of existing bike lanes – south urban growth boundary): Add bike lanes	Connectivity	$550,000	Medium
2023 TSP Update – New/Additional Solutions				
B22	Ochoco Logging Road Extension – complete bike lanes connection between city limits and Stearns	Connectivity	Cost included in Project R14	Medium
B23	NE Sugar Pine Road/NE Yellowpine Road (NE Peters Road – NE Yellowpine Road): New neighborhood bikeway	Connectivity	<$50,000	Medium
B24	3rd Street/U.S. 26 Bicycling Improvements	See 3rd Street Section earlier in memo		

Figure 16. Proposed Bicycling Improvements (West)

Figure 17. Proposed Bicycling Improvements (East)

5.3.1 Neighborhood Bikeways

Neighborhood bikeways provide safe and comfortable travel for people of all ages and abilities. They are instrumental in creating a cost-effective bicycling network on low-traffic streets. Bikeways are shared-lane facilities where bike traffic and motorized traffic use the same lane without separation. *Improvements primarily consist of signage and "sharrow" pavement markings to make navigation easy and to encourage people to walk and bike (see Figure 18).* These routes would join with other pedestrian and biking facilities to form a network that is continuous and connected.

Figure 18. Neighborhood Bikeway

6. Neighborhood Traffic Calming

Traffic calming refers to strategies for reducing speeding and improving safety for all roadway users. Public feedback during Outreach Milestone #1 indicated speeding in neighborhoods was a concern for the community. Some specific streets where speeding was noted include the following:

- NE Whistle Way
- SE Knowledge Street
- SE Combs Flat Road
- N Main Street/NE Peters Road
- N Main Street/NW 10th Street

Traffic calming includes a wide variety of interventions. Detailed information on dozens of traffic calming interventions, including costs and design considerations, can be found in FHWA's Traffic Calming e-Primer (FHWA 2024).

7. Public Transportation

Transit projects/enhancements identified in CET's Transit Master Plan are shown in Table 13. An additional need identified during outreach for the TSP is for coordination on bus stop improvements citywide.

Table 13. Community Connector Route Service Enhancement Plan

Service	Existing/Near-Term (1–2 years)	Short-Term (3–5 years)	Mid-Term (6–10 years)	Long-Term (11–20 years)
Route 26: Prineville to Redmond	▪ Add one peak weekday trip, interline service with Route 24, serving Redmond Airport and COCC (six total) ▪ Add midday shopper/medical shuttle trip (5 days) ▪ Add three Saturday trips	▪ Add one peak weekday trip (seven weekday, 3 Saturday trips) ▪ Midday shopper/ medical shuttle (5 days)	▪ Add one evening trip (eight weekday, three Saturday trips) ▪ Midday shopper/ medical shuttle (5 days)	▪ Eight weekday, three Saturday trips ▪ Midday shopper/ medical shuttle (5 days) ▪ Add Sunday service (3 trips)
Dial-a-Ride	▪ Dial-A-Ride: 7:30 a.m. to 5:30 p.m.	▪ Dial-A-Ride/Flex Route: 7:30 a.m. to 5:30 p.m., evening and Saturday limited circulation as part of Route 26 flex route.		

COCC = Central Oregon Community College

Additional public transportation services that could provide benefit in Prineville based on identified needs include:

- **One-seat fixed-route service to Bend.** Currently, riders to Bend need to travel to Redmond and transfer before continuing on to Bend. A direct and one-seat ride would provide significant transit travel time savings to those headed to Bend. This need was identified during development of CET's Transit Master Plan and also heard during stakeholder conversations.
- **Prineville Circulator.** A significant portion of trips in Prineville or short driving trips. These trips could potentially be served by circulator shuttle service within Prineville. A circulator route could connect multiple destinations along U.S. 26/3rd Street, as well as schools, parks, social services, and other destinations. This service could be provided by CET or the City and could be implemented seasonally to coincide with periods of highest travel demand in the City.

8. Solutions Evaluation

Table 14 evaluates the proposed solutions based on the evaluation criteria developed earlier in the process. In some cases, there are alternative approaches to addressing a given need. The recommendations made in this memorandum will be reviewed by the City, ODOT, stakeholders, and the public prior to selecting the preferred alternatives for inclusion in the updated TSP.

Note that those projects that are carried forward from other adopted plan are not evaluated further and assumed to be included as part of the updated TSP. For example, proposed transit improvements are carried forward from CET's master plan and are not evaluated further here.

Additionally, projects are assigned a preliminary timeframe for implementation: near-term (0 to 5 years), medium-term (5 to 10 years), and long-term (10+ years) based on an assessment of the relative difficulty of implementation and scale and timing of the underlying transportation needs being addressed.

8.1 Evaluation Criteria

Each project was evaluated and the results are indicated using the following symbols in Table 14:

- ● Project meets or fully addresses the criterion.
- ◖ Project partially meets or addresses the criterion.
- ○ Project does not meet or has negative impacts with respect to the criterion.
- N/A Not applicable.

In some cases, there are multiple alternatives for addressing a given transportation issue. The evaluation criteria help to determine which alternatives have the most merit for further consideration in the updated TSP.

Improvements are identified as near-term (0 to 5 years), medium-term (5 to 10 years), and long-term (10+ years) based on their perceived level of implementation difficulty, as well as on the timing and scale of the need a given project addresses.

Table 14. Solutions Evaluation

Improvement Concept	Planning-level Cost	Jurisdiction Responsible	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit / Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation	Improvement Time frame (near-, medium-, long-term)
West Y/O'Neil Intersection										
Alternative 1: Near-term restriping of westbound OR 126 to a single lane westbound at the O'Neil Highway intersection	$50,000	ODOT	◖	◖	◖	●	●	●	Recommended.	Near
Alternative 2: Signalization	N/A	ODOT	◖	●	◖	○	■	●	Not recommended. Not likely to provide much benefit.	N/A
Alternative 3: Realignment and Rechannelization	N/A	ODOT	◖	◖	◖	◖	◖	●	Not recommended. While it provides some benefits, they are not substantial.	N/A
Alternative 4: Grade Separation	N/A	ODOT	◖	●	●	○	◖	○	Not recommended. Very costly and impactful relative to the mobility and safety benefits.	N/A
Alternative 5: Roundabout and O'Neil Highway intersection improvements	$10-25 million	ODOT	◖	●	◖	◖	●	◖	Recommended. Provides substantial mobility and safety benefits relative to other options.	Long
3rd Street/U.S. 26										
NW Harwood Avenue & NW 3rd Street/U.S. 26: intersection modifications	<$100,00	City of Prineville / ODOT	◖	◖	◖	●	●	●	Recommended. Relatively low-cost improvement to traffic mobility.	Near
Add travel lanes	N/A	City of Prineville / ODOT	○	○	○	◖	◖	◖	Not recommended. Would provide marginal mobility improvement, does not meet ODOT HDM guidance, would decrease all user safety, eliminates on-street parking, does not align with TSP evaluation criteria.	N/A
Couplet	N/A	City of Prineville / ODOT	○	○	◖	○	◖	○	Not recommended. The package of assumed improvements and other proposed improvements in prior sections will substantially improve traffic congestion on 3rd Street. The couplet would be costly, result in major property impacts, and result in safety and multimodal conditions contrary to ODOT HDM recommendations.	N/A
Southern bypass	N/A	City of Prineville / ODOT	◖	○	◖	○	○	○	Not recommended. Substantial impacts and costs, relatively few benefits.	N/A
3rd Street multimodal: focus on parallel streets	$150,000	City of Prineville / ODOT	◖	◖	◖	●	●	●	Recommended based on feedback. This option may not fully satisfy Transportation Planning Rules and ODOT requirements for accommodating cyclists within the corridor. Additional discussion is needed prior to advancing this as a recommendation as it related to 3rd Street; there is benefit to implementing improvements to 2nd and 4th irrespective of the discussion around 3rd Street.	Near
3rd Street multimodal: standard bike lanes	$300,000 Assumes that curbs remain where they are; no repaving	City of Prineville / ODOT	◖	●	●	◖	●	◖	Not recommended based on feedback. Meets evaluation criteria with reduced impacts to on-street parking in the corridor. However, this alternative does not provide the same level of separation for cyclists from traffic as the alternative below.	

Improvement Concept	Planning-level Cost	Jurisdiction Responsible	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit / Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation	Improvement Time frame (near-, medium-, long-term)
3rd Street multimodal: Buffered bike lanes	$350,000 Assumes that curbs remain where they are; no repaving	City of Prineville / ODOT	●	●	●	●	●	○	Not recommended based on feedback. While this option largely meets evaluation criteria, it introduces significant impacts to on-street parking in the corridor; this is unlikely to be acceptable to the community.	
3rd Street Sidewalk infill: Complete sidewalks on 3rd Street east of St. Charles Way to city limits (Project P30)	$5.5M	City of Prineville / ODOT	●	●	●	●	◖	◖	Recommended.	Medium
Enhanced pedestrian crossing: vicinity of 3rd Street/Hickey Farms Road	$1M Assumes inclusion of median and RRFB	City of Prineville / ODOT	●	◖	●	●	◖	●	Recommended.	Medium
Enhanced pedestrian crossing: vicinity of 3rd Street/Williamson Drive	$1M Assumes inclusion of median and RRFB	City of Prineville / ODOT	●	◖	●	●	◖	●	Recommended.	Medium
Enhanced pedestrian crossing vicinity of 3rd Street/Locust Drive	$1M Improvements to be determined	City of Prineville / ODOT	●	◖	●	●	◖	●	Recommended.	Long
Other Intersections										
SW Tom McCall Road/OR 126: add slip lanes to existing roundabout (future modeled V/C of 0.91)	$1M to $3M	City of Prineville/ODOT	○	◖	○	◖	●	●	Not Recommended.	
SW Tom McCall Road/OR 126: Expand existing roundabout to two lanes (future modeled V/C of 0.71)	$5M to $7M	City of Prineville / ODOT	○	●	○	◖	●	◖	Recommended.	Long
Functional Classification and New Connections										
R1: 9th Street Extension	$4.15 million	City of Prineville	◖	◖	●	◖	●	◖	Recommended.	Long
R2: Peters Road Connection to Lamonta	Project has been advanced by City and is not evaluated further for the TSP.									
R3: Combs Flat Road Extension/Connection with Peters Road	Project has been advanced by City and is not evaluated further for the TSP.									
R7: Combs Flat Road between U.S. 26 and Laughlin – upgrade to arterial standards	$690,000	City of Prineville	◖	◖	◖	◖	◖	●	Recommended.	Medium
R8: Combs Flat Road between U.S. 26 and Lynn Boulevard – widen to arterial standard, including off street path	$4.4 million	City of Prineville	●	◖	●	◖	●	◖	Recommended.	Near
R10: Elm Street Extension between SE 5th and 6th	$430,000	City of Prineville	◖	◖	◖	◖	●	◖	Recommended.	Long
R13: Complete S 5th Street extension between Main Street and Combs Flat Road	$2.5M	City of Prineville	◖	◖	◖	◖	●	◖	Recommended	Long
R14: Ochoco Logging Road Extension: Complete connection between City Limits and Stearns	$2.6 million	City of Prineville	◖	◖	◖	●	●	○	Recommended.	Medium
R6: Main Street (NW 10th Street to Rolla Road): Upgrade to arterial standards	$18.4 million	City of Prineville	◖	◖	◖	◖	◖	●	Recommended.	Long

Improvement Concept	Planning-level Cost	Jurisdiction Responsible	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit / Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation	Improvement Time frame (near-, medium-, long-term)
FC-1: NE 7th St (N Main Street – NE Laughlin Road): Change functional classification to Major Collector	Unknown	City of Prineville	N/A	N/A	N/A	N/A	N/A	N/A	Recommended.	Near
FC-2: SE 2nd St (SE Knowledge Street – SE Combs Flat Road): Designate functional classification as Local Street	Unknown	City of Prineville	N/A	N/A	N/A	N/A	N/A	N/A	Recommended.	Near
Safety										
NW Deer Street & NW 2nd Street: ▪ Provide “Stop Ahead” pavement markings on NW 2nd Street	$10,000	City of Prineville	◖	●	◖	●	●	●	Recommended.	Near
NE Combs Flat Road/OR 380 & NE 3rd Street/U.S. 26 ▪ Install “Signal Ahead” Advance Warning Sign	$2,000	City of Prineville / ODOT	◖	●	◖	●	●	●	Recommended.	Near
NE Combs Flat Rd/OR 380 & SE Lynn Boulevard ▪ Install lighting and “Stop Ahead” pavement markings ▪ Consider changing to all-way stop ▪ Trim trees to improve sight distance	$200,000	City of Prineville / ODOT	◖	●	◖	●	●	●	Recommended.	Medium
OR 126 & S Rimrock Road ▪ Increase the curve radius of S Rimrock Road	$100,000	City of Prineville / ODOT	◖	●	◖	◖	●	◖	Recommended.	Long
N Main Street & NW 9th Street ▪ Relocate utility poles	$100,000	City of Prineville	◖	●	◖	◖	◖	◖	Recommended.	Medium
SW Tom McCall Road & OR 126 ▪ Add safety measures to reduce approach speeds to the roundabout such as speed feedback signage	$50,000	City of Prineville / ODOT	◖	●	◖	●	◖	●	Recommended.	Medium
OR 27/S Main Street ▪ Flattening the horizontal curve, installing signage, providing paved shoulder	$150,000	City of Prineville / ODOT	◖	●	◖	◖	●	◖	Recommended.	Long
OR 380/SE Combs Flat Road ▪ Managing vegetation, installing signage and street lighting	$100,000	City of Prineville / ODOT	◖	●	◖	●	◖	●	Recommended.	Near
TSMO										
Install weather information signage	N/A	City of Prineville	◖	◖	◖	◖	●	●	Recommended	Medium
Install transit / freight signal priority on 3rd Street	N/A	City of Prineville	◖	●	◖	○	●	●	Not recommended.	N/A
Implement marketing / information program on walking, cycling, and transit routes	N/A	City of Prineville	◖	◖	●	●	◖	●	Recommended	Near
Pedestrian										
P7: NE Oregon Street: Addition of sidewalks and curb from Laughlin to Allen	$100,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Near
P8: NE Laughlin Road: Addition of sidewalks and curb from Garner to intersection with U.S. 26. Sidewalks exist on the north side of Laughlin between Hudspeth and Wayfinder Drive	$1.3M	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Near
P14: 5th Street: Addition of sidewalks and curb on existing sections of 5th Street	$420,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Near

Improvement Concept	Planning-level Cost	Jurisdiction Responsible	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit / Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation	Improvement Time frame (near-, medium-, long-term)
P15: Lynn Boulevard: Addition of sidewalks and curb	$600,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Near
P4: NE Peters Road: Addition of sidewalks and curb to existing NE Peters Road	$430,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Medium
P5: NE Loper Avenue: Addition of sidewalks and curb between Elm and Main Street	$200,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Medium
P10: Deer Street: Sidewalks between 1st Street and Ochoco Creek	$70,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Medium
P11: Fairview Street: Addition of sidewalks and curb between Lynn Boulevard and 4th Street	$330,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Medium
P6: New Combs Flat Road Extensions: Sidewalks	Included as part of new roadways	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Medium
P21: New 9th/10th Street Extension: Sidewalks	Included as part of new roadways	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Medium
P2: New Peters Road Connection to Lamonta Road: Sidewalks	Included as part of new roadways	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Medium
P22: Elm Street: Sidewalks	$500,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Long
P1: Gardner Road: Addition of sidewalks and curb	$500,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Long
P9: NE Harwood Avenue: Addition of sidewalks from 2nd to 10th	$270,000	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Long
P12: 2nd Street Extension: Sidewalks	Included in new roadway construction	City of Prineville	●	●	●	◖	◖	◖	Recommended.	Long
P16: Crossing at Combs Flat Rd/5th Street Extension: Crosswalk	$8,000	City of Prineville / ODOT	●	●	●	◖	◖	◖	Recommended.	Medium
Citywide curb ramp upgrades (Americans with Disabilities Act compliance)	TBD	City of Prineville / ODOT	●	●	●	●	◖	◖	Recommended.	As roads are re-developed throughout the city
P25: Vicinity of 3rd Street and Hickey Farms Road: Enhanced pedestrian crossing.	$400,000	ODOT	●	●	●	●	◖	●	Recommended.	Medium
P23: Vicinity of 3rd Street and Williamson Drive: Enhanced pedestrian crossing.	$400,000	ODOT	●	●	●	●	◖	●	Recommended.	Medium
P20 Main Street (NW 10th Street to Rolla Road) Install sidewalks and curbs	Included as part of new roadways	City of Prineville	●	◖	●	●	◖	◖	Recommended.	Long
P24 SE Combs Flat Road & SE Lynn Boulevard Construct intersection and crossing improvements, including lighting	$500,000	City of Prineville / ODOT	●	◖	●	●	◖	◖	Recommended.	Near
P26 Vicinity of U.S. 26/Madras Highway and NW Studebaker Drive	$500,000	ODOT	●	◖	●	●	◖	◖	Recommended.	Long

Improvement Concept	Planning-level Cost	Jurisdiction Responsible	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit / Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation	Improvement Time frame (near-, medium-, long-term)
P27 Vicinity of U.S. 26/Madras Highway and NW 9th Street	$500,000	ODOT	●	◖	●	●	◖	◖	Recommended.	Long
P28 U.S. 26/Madras Highway (west side of highway) sidewalks and curbs, from NW Richland Lane (existing crossing) to approximately Riverland Loop	$2M	ODOT/City of Prineville	●	◖	●	◖	◖	◖	Recommended. Need for this project is very long-term and dependent on development.	Long
P29 Enhanced crossing in vicinity of 3rd Street/Locust Drive	$1M	ODOT/City of Prineville	●	◖	●	●	◖	◖	Recommended.	
Bicycling										
B1: Main Street (NW 10th Street to Rolla Road)): Add bike lanes, including widening	Included as part of new roadways	City of Prineville	●	●	●	●	◖	●	Recommended.	Long
B2: N Gardner Road (U.S. 26 – NW Lamonta Road): Add bike lanes	$4,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Long
B3: New Peters Road Connection (NW Lamonta Road – N Main St): Add bike lanes	Included as part of new roadways	City of Prineville	●	●	●	●	◖	●	Recommended.	Medium
B4: Peters Road (N Main St – NE Combs Flat Road extension): Add bike lanes, including widening	$130,000	City of Prineville	●	●	●	◖	◖	●	Recommended.	Medium
B5: New Combs Flat Rd Connection (NE 3rd Street – NE Peters Road): Add bike lanes	$4,150,000	City of Prineville / ODOT	●	●	●	●	◖	●	Recommended.	Medium
B6: Lamonta Road (approx. N Lon Smith Road – N Main Street): Add bike lanes, including widening	$240,000	City of Prineville	●	●	●	◖	◖	●	Recommended.	Medium
B7: New 9th Street Connection (N Main Street – NE Elm Street): Add bike lanes	Included as part of new roadways	City of Prineville	●	●	●	●	◖	●	Recommended.	Medium
B8: Laughlin Road (N Main Street – NE 3rd Street): Add bike lanes, including widening	$810,000	City of Prineville	●	●	●	◖	◖	●	Recommended.	Near
B9: NW Harwood Avenue (NW 2nd Street – NW Lamonta Road): Add bike lanes	<$20,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Long
B10: Deer Street (SW 5th Place – NW Lamonta Road): Add bike lanes	<$20,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Medium
B12: Main Street (10th – 3rd): Add bike lanes	<$20,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Near
B13: NW 4th Street (NW Locust Avenue – NE Juniper Street): Neighborhood Bikeway	$50,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Near
B14: Juniper Street (E 1st Street – NE Laughlin Road): Add bike lanes	<$20,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Near
B15: NW 2nd Street (NW Deer Street – SE Fairview Street): Add bike lanes	<$20,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Near
B16: 1st Street (SW Deer Street – NE Knowledge Street): Add bike lanes	<$20,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Medium
B17: Court Street (SE 5th Street – NE 4th Street): Neighborhood Bikeway and bike lanes	$50,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Long
B18 Fairview Street (SE Lynn Boulevard – NE 4th Street: Neighborhood Bikeway	$50,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Medium

Improvement Concept	Planning-level Cost	Jurisdiction Responsible	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit / Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation	Improvement Time frame (near-, medium-, long-term)
B19: Knowledge Street (SE Lynn Blvd – NE 3rd Street): Add bike lanes	<$20,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Near
B20: SE 5th Street (S Main Street – SE Combs Flat Road): Neighborhood Bikeway and bike lanes	$50,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Near
B21: Main Street (end of existing bike lanes – south UGB): Add bike lanes	$550,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Medium
B22: Ochoco Logging Road Extension – complete bike lanes connection between City Limits and Stearns	Included as part of new roadways	City of Prineville	●	●	●	◖	◖	●	Recommended.	Medium
B23: NE Sugar Pine Road/NE Yellowpine Road (NE Peters Road – NE Yellowpine Road): New neighborhood bikeway	<$50,000	City of Prineville	●	●	●	●	◖	●	Recommended.	Medium
B24: 3rd Street/U.S. 26 Bicycling Improvements	N/A	City of Prineville / ODOT	See 3rd Street Improvement Concepts							
Multiuse Paths										
M1. Barnes Butte Main Loop shared-use path	N/A	City of Prineville	Already adopted as part of other plans							
M2: Crooked River Shared-Use Trail	N/A	City of Prineville	Already adopted as part of other plans							
M3: Iron Horse Shared-Use Trail	N/A	City of Prineville	Already adopted as part of other plans							
M4: Look-out Shared-Use Trail	N/A	City of Prineville	Already adopted as part of other plans							
M5: Ochoco Creek Shared-Use Trail	N/A	City of Prineville	Already adopted as part of other plans							
M6: O'Neil Highway	N/A	City of Prineville / ODOT	Already adopted as part of other plans							
M7: North Prineville Loop	N/A	City of Prineville	Already adopted as part of other plans							
M8: SE Combs Flat Road Shared-Use Path: ▪ Construct multiuse path ▪ Addition of shared-use trail from SE 2nd Street to south City UGB	$2M	City of Prineville / ODOT	●	●	●	◖	◖	◖	Recommended.	Long
M9: Pedestrian and bicycling connection from NW 2nd Street to SW High Desert Drive ▪ Construct multiuse path	TBD based on routing	City of Prineville / ODOT	●	●	●	◖	◖	○	Recommended.	Long
M10: Main Street Improvements: add shared-use paths on both sides of the road from 10th Avenue north to the north UGB limits	Cost included in project R6	City of Prineville / ODOT	●	◖	●	◖	◖	◖	Recommended.	Long
M11: Tom McCall Road shared-use path on one side of the road, from the Tom McCall roundabout at OR 126 north on to intersection with Social Loop	$1.5M	City of Prineville you	●	◖	●	◖	◖	◖	Recommended.	Long

Improvement Concept	Planning-level Cost	Jurisdiction Responsible	Evaluation Criteria: Enhanced options for vulnerable populations	Addresses known safety issue	Ped/Bike Connection	Benefit / Cost	Roadway System Performance	Minimizes Impacts (ROW, Environmental, etc.)	Recommendation	Improvement Time frame (near-, medium-, long-term)
Public Transportation										
Route 26: Prineville to Redmond service improvements	N/A	CET	Already adopted as part of other plans							
Dial-a-Ride service expansion	N/A	CET	Already adopted as part of other plans							
One-seat fixed-route service to Bend	N/A	CET	●	◖	◖	◖	●	●	Recommended.	Near
Prineville Circulator	N/A	CET / City of Prineville	●	◖	◖	●	●	●	Recommended.	Medium

CET = Cascades East Transit; HDM = highway design manual; M = million; N/A = not applicable; ODOT = Oregon Department of Transportation; RRFB = rectangular rapid flashing beacon; TDB = to be determined; TSP = transportation system plan; UGB = urban growth boundary; V/C = volume to capacity

9. Underserved Populations

Based on analysis from Technical Memorandum #3, notable demographic findings that influence transportation planning include the following:

- Prineville has a lower median household income compared to Crook County ($16,702 deficit) and the State of Oregon ($23,369 deficit). Prineville has a significantly higher percentage of people meeting the federal poverty threshold (45%) compared to Crook County (32%). These households are most concentrated in the central tract of the city.
- Prineville has a higher Hispanic/Latino population compared to Crook County and Oregon overall. The tract with the highest percentage of communities of color is to the west of Barnes Butte, in the northeast section of the city.
- Prineville has a higher percentage of people with disabilities compared to both Crook County and Oregon.
- Prineville has a lower percentage of workers who work from home compared to Crook County and Oregon overall.
- Prineville has a lower percentage of adults over 65 years old (20%) compared to Crook County (25%).
- Prineville has a higher percentage of households with zero vehicles available compared to Crook County.

Table 15 provides an assessment of how TSP solutions can address the needs of underserved populations in Prineville.

Table 15. Underserved Population Considerations

Underserved Population Need	Potential Solutions to Enhance Transportation Service
Low-income households	▪ Expanded Dial-A-Ride system in Prineville (service span and include weekends). ▪ Expanded fixed-route transit options, including a more direct route to Bend that would provide a more direct route to services. ▪ Bicycle and pedestrian enhancement projects proposed in previous sections would enhance the ability to make safe and comfortable cycling and walking trips to and from destinations within the City.
Hispanic/Latino population	▪ For those with limited English proficiency, providing traveler information in Spanish can facilitate use of transit services and other alternative modes.
People who have physical disabilities	▪ Curb ramp upgrades on local, county, and state-owned roadways would greatly enhance the sidewalk system for people who use mobility devices. Sidewalk infill projects would similarly enhance access. ▪ Transit service enhancements described in this memorandum would provide a direct benefit to people with disabilities.
Households without access to a personal vehicle	▪ Transit and multimodal solutions described in this table and memorandum would provide enhanced options for people who do not have access to a personal vehicle.

10. Funding

Prineville's transportation funding comes from Special Revenue funds and Capital Project funds. Special Revenue funds support the Transportation Fund, estimated to have approximately $1.77 million for fiscal year (FY) 2023. Capital Project funds support the Transportation System Development Charge (SDC) Fund, estimated to have approximately $10.9 million for FY23. The Transportation Fund is unrestricted in funding purposes. The Transportation SDC Fund is earmarked for projects and cannot be used for other purposes; typical distributions support substantial improvements such as traffic signals or new roadways. Table 16 and Table 17 illustrate historical funding sources for transportation in Prineville.

Table 16. Historical Transportation Funding

Fiscal Year	Franchise Fee Revenue – Water	Franchise Fee Revenue – Wastewater	Excavation Permits	State Revenue Sharing	Gas Tax	Transfer from General Fund	Total Primary Funding Sources
FY23 (Estimate)	$ 148,000	$ 205,000	$ 10,701	$ 144,458	$ 866,000	$ 400,000	$ 1,774,159
FY22	$ 144,000	$ 196,000	$ 10,270	$ 135,993	$ 853,469	$ 400,000	$ 1,739,731
FY21	$ 147,000	$ 191,000	$ 18,380	$ 136,539	$ 758,319	$ 400,000	$ 1,651,239
FY20	$ 142,000	$ 185,000	$ 16,474	$ 121,983	$ 686,113	$ 300,000	$ 1,451,570
FY19	$ 253,000	$ 177,000	$ 9,841	$ 112,853	$ 721,924	$ 300,000	$ 1,574,617
FY18	-	$ 173,000	$ 11,745	$ 107,529	$ 624,833	$ 400,000	$ 1,317,107
FY17	$ 113,000	$ 164,000	$ 12,075	$ 100,135	$ 566,538	$ 100,000	$ 1,055,748
FY16	$ 100,000	$ 159,000	$ 8,805	$ 92,247	$ 551,850	$ 100,000	$ 1,011,902
FY15	$ 94,000	$ 151,000	$ 24,406	$ 91,241	$ 533,823	$ 146,000	$ 1,040,470

Source: City of Prineville, 2023

Table 17. Historical Transportation SDC Funding

Fiscal Year	Project-Specific Intergovernmental Grant Revenue	SDC Collection	Miscellaneous	Interest	Total Primary Funding Sources
FY23 - Estimate	$ 9,900,000	$ 804,988	-	$ 235,221	$ 10,940,208
FY22	$ 900,000	$ 592,747	$ 50,000	$ 3,869	$ 1,546,616
FY21	$ 1,797	$ 783,401	-	$ 7,894	$ 793,091
FY20	$ 1,547,600	$ 633,346	-	$ 24,536	$ 2,205,482
FY19	$ 277,615	$ 593,125	$ 9,000	$ 31,425	$ 911,164
FY18	-	$ 525,075	-	$ 11,120	$ 536,195
FY17	-	$ 334,548	-	$ 4,236	$ 338,784
FY16	-	$ 486,025	$ 44	$ 1,728	$ 487,798
FY15	-	$ 120,884	-	$ 2,950	$ 123,834

Source: City of Prineville, 2023
SDC = system development charge

Based on recent revenue history, the City is likely to have approximately $1.5 million to $2.0 million per year available for transportation maintenance, operations, and capital projects. The share of these funds available for capital construction varies.

SDC revenues represent a dedicated source of funding for transportation system capital investments, with consistent revenues in recent years from continued growth in the City. The City's current SDC fee structure assesses $5,702.81 per residential unit and $5,702.81 per peak hour trip generated (based on ITE Trip Generation manual); the fees should be recalibrated based on the updated TSP when complete. Table 18 discusses and updates other funding and financing mechanisms identified as part of the 2013 TSP with updated applicability recommendations.

Table 18. Possible Local Funding and Financing Mechanisms

Local Funding/Financing Option	Description	Applicability to Prineville
User Fee	Fees added to a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance on the street system.	Preliminary street improvements
Street Utility Fees/Road Maintenance Fee	The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill.	These fees are typically restricted to maintenance of the transportation system. However, the additional maintenance revenue can free up other resources to apply to capital project investments.
Stormwater SDCs, Grants, and Loans	Systems Development Charges, Grants, and Loans obtained for the purposes of making improvements to stormwater management facilities.	Stormwater SDC revenues can contribute toward the cost of transportation projects where there is nexus with stormwater improvements.
Local Gas Tax	A local tax assessed on the purchase of gas within the City. This tax is added to the cost of gasoline at the pump, along with the state and federal gas taxes. Many communities in Oregon assess local gas taxes, typically ranging from $0.01 to $0.10 per gallon.	System-wide transportation facilities including streets, sidewalks, bike lanes, and trails. Local gas taxes also bring revenue from people driving through town or from out of town, helping to providing funding for the transportation system beyond just local drivers.
Public/Private Partnerships	Public/private partnerships have been used in several places around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as charging stations, public parking lots, bicycle lockers, or carshare facilities	This source is not likely applicable to Prineville.

Local Funding/Financing Option	Description	Applicability to Prineville
Tax Increment Financing (TIF)	A tool cities use to create special districts (tax increment areas) where public improvements are made in order to generate private-sector development. During a defined period, the tax base is frozen at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream	The City's comprehensive plan includes a policy goal of exploring the establishment of urban renewal areas; there are currently none in the City. TIF revenues derived from an urban renewal area must be applied in the same area. Nearly any transportation investment would be eligible for funding.
Local Improvement Districts (LID)	A local improvement district is a geographic area where local property owners are assessed a fee to cover the cost of a public improvement in that area.	Improvements to the transportation system in a local area where local property owners will benefit from the improvement. These are typically used for very specific improvements and are not often applied to generate large-scale revenues for major capital projects.

Local revenue sources provide an important source of matching funds for a wide variety of transportation grants and programs the City could pursue. Table 19 reviews the grant programs identified during the prior TSP process and updates the discussion and their applicability as appropriate.

Table 19. Possible Grant Funding Programs

Funding source	Description	Applicability
Statewide Transportation Improvement Program (STIP) and attendant state/federal funding	STIP is the State of Oregon's four-year transportation capital improvement program. Local agencies apply in advance for projects to be funded in each four-year cycle. Capital projects are prioritized based on benefit categories, including benefits to state-owned facilities, mobility, accessibility, economic vitality, environmental stewardship, land use and growth management, livability, safety and security, equity, and funding and finance. The STIP program is an umbrella for allocating funding from multiple federal and state grant sources.	Projects of regional or statewide significance are generally those that are most likely to garner inclusion in the STIP. Investments on or in relation to 3rd Street/U.S. 26 as well as the West Y are those that are most likely to be attractive for STIP funding. Additionally, clear community and elected official support, matching funds, and partnerships are also key to STIP funding success.
Transportation and Growth Management Grants (TGM)	TGM Grants are administered by ODOT and awarded on an annual basis. The TGM grants are generally awarded to projects that will lead to more livable, economically vital, transportation efficient, sustainable, pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning and integrated land use & transportation planning	TGM grants can support planning and refinement of TSP projects, such as corridors, paths, or active transportation projects.

Funding source	Description	Applicability
Oregon Community Paths Program	This program funds trails and paths projects that serve a transportation purpose and that connect places or destinations. There is approximately $35 million available for project refinement and construction grants every other year	This program is promising for path projects identified in the TSP. The path projects need to have a clear transportation purpose and not only recreation.
Carbon Reduction Funding Program	For smaller communities, there is about $12M available annually through approximately 2026 (unless the federal funding is authorized for further years). Eligible projects types include transportation system management, active transportation, transit, and a variety of transportation investments that have a connection to reducing greenhouse gas emissions.	Most projects in the TSP are likely eligible for this funding source.
FEMA Building Resilient Infrastructure and Communities (BRIC)	The BRIC program provides funding for projects and programs that increase community resiliency from various threats, such as wildfire or flooding. Annual funding varies, but there is approximately $100M available for Oregon in the most recent grant solicitation.	This program could be looked to for transportation projects that have a connection to evacuation needs – for example, projects that increase system redundancy and mitigate life/safety risks in the event of an emergency and evacuation.
Safe Routes to School	Projects within a one-mile radius of a school, within a local roadway, and in a jurisdictional plan. SRTS guidance is being updated as of this writing and indications are that the eligible radius will be expanded to 2 miles and the maximum grant increased to $3M with future grant solicitations.	TSP is likely to include multiple projects that would have a direct impact on cycling and walking to school.
Statewide Transportation Improvement Fund (STIF) discretionary funds	Transit projects that improve transit service, stops, and connections to other communities. Generally requires 20% match. Only “qualified entities” are eligible to apply for funding; Prineville would need to likely partner with the County or CET to access this funding.	Would require considerable support from partners and elected officials.

12. References

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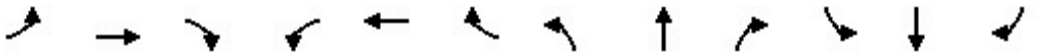
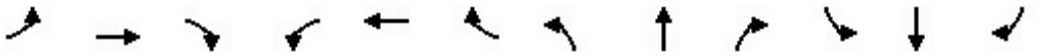
Appendix A

Traffic Analysis Results



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	785	15	25	610	55	70	40	25	55	45	80
Future Volume (vph)	95	785	15	25	610	55	70	40	25	55	45	80
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.94		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1471	1575		1385	1652		1662	1649		1662	1234	
Flt Permitted	0.33	1.00		0.29	1.00		0.52	1.00		0.71	1.00	
Satd. Flow (perm)	507	1575		424	1652		907	1649		1251	1234	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	785	15	25	610	55	70	40	25	55	45	80
RTOR Reduction (vph)	0	1	0	0	2	0	0	21	0	0	58	0
Lane Group Flow (vph)	95	799	0	25	663	0	70	44	0	55	67	0
Heavy Vehicles (%)	13%	11%	0%	20%	5%	0%	0%	0%	0%	0%	0%	44%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	95.2	88.6		89.2	85.6		12.8	12.8		12.8	12.8	
Effective Green, g (s)	95.2	88.6		89.2	85.6		12.8	12.8		12.8	12.8	
Actuated g/C Ratio	0.79	0.74		0.74	0.71		0.11	0.11		0.11	0.11	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	455	1162		344	1178		96	175		133	131	
v/s Ratio Prot	c0.01	c0.51		0.00	0.40			0.03			0.05	
v/s Ratio Perm	0.15			0.05			c0.08			0.04		
v/c Ratio	0.21	0.69		0.07	0.56		0.73	0.25		0.41	0.51	
Uniform Delay, d1	4.4	8.3		5.3	8.2		51.9	49.2		50.1	50.6	
Progression Factor	1.00	1.00		0.62	0.73		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	3.3		0.0	1.7		22.6	0.6		1.5	2.5	
Delay (s)	4.4	11.7		3.3	7.7		74.6	49.8		51.6	53.1	
Level of Service	A	B		A	A		E	D		D	D	
Approach Delay (s)		10.9			7.6			62.6			52.7	
Approach LOS		B			A			E			D	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	785	15	25	610	55	70	40	25	55	45	80
Future Volume (veh/h)	95	785	15	25	610	55	70	40	25	55	45	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1573	1600	1750	1477	1682	1750	1750	1750	1750	1750	1750	1149
Adj Flow Rate, veh/h	95	785	15	25	610	55	70	40	25	55	45	80
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	11	0	20	5	0	0	0	0	0	0	44
Cap, veh/h	611	1097	21	333	1036	93	152	146	92	209	82	146
Arrive On Green	0.05	0.70	0.70	0.06	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1498	1565	30	1407	1520	137	1286	1007	629	1358	565	1004
Grp Volume(v), veh/h	95	0	800	25	0	665	70	0	65	55	0	125
Grp Sat Flow(s),veh/h/ln	1498	0	1594	1407	0	1657	1286	0	1637	1358	0	1569
Q Serve(g_s), s	2.2	0.0	36.1	0.6	0.0	0.0	6.4	0.0	4.2	4.5	0.0	8.9
Cycle Q Clear(g_c), s	2.2	0.0	36.1	0.6	0.0	0.0	15.3	0.0	4.2	8.7	0.0	8.9
Prop In Lane	1.00		0.02	1.00		0.08	1.00		0.38	1.00		0.64
Lane Grp Cap(c), veh/h	611	0	1118	333	0	1130	152	0	238	209	0	228
V/C Ratio(X)	0.16	0.00	0.72	0.08	0.00	0.59	0.46	0.00	0.27	0.26	0.00	0.55
Avail Cap(c_a), veh/h	627	0	1118	364	0	1130	201	0	300	261	0	288
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.81	0.00	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.7	0.0	10.7	9.8	0.0	0.0	54.7	0.0	45.6	49.5	0.0	47.6
Incr Delay (d2), s/veh	0.0	0.0	3.9	0.0	0.0	1.8	1.6	0.0	0.5	0.5	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	12.6	0.2	0.0	0.6	2.2	0.0	1.8	1.6	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.7	0.0	14.7	9.8	0.0	1.8	56.3	0.0	46.1	50.0	0.0	49.1
LnGrp LOS	A	A	B	A	A	A	E	A	D	D	A	D
Approach Vol, veh/h		895			690			135			180	
Approach Delay, s/veh		13.6			2.1			51.4			49.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	89.2		22.4	10.7	86.8		22.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	77.0		22.0	7.0	76.0		22.0				
Max Q Clear Time (g_c+I1), s	2.6	38.1		10.9	4.2	2.0		17.3				
Green Ext Time (p_c), s	0.0	10.9		0.5	0.0	8.7		0.2				

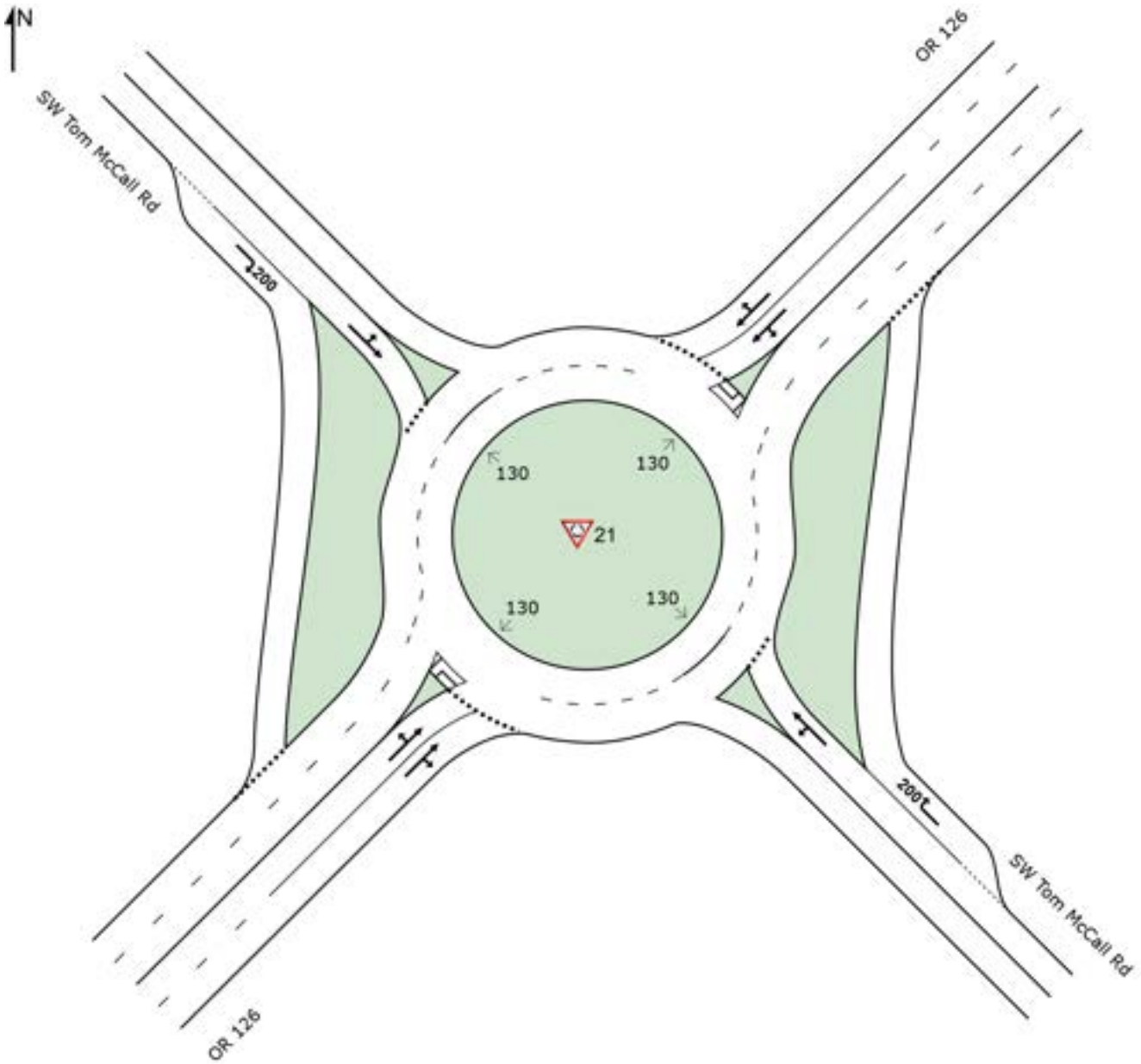
Intersection Summary			
HCM 6th Ctrl Delay		15.5	
HCM 6th LOS		B	

SITE LAYOUT

Site: 21 [SW Tom McCall Rd & OR 126 - 2 Lane (Site Folder: Future Build-PM Peak)]

Site Category: Future Build - PM Peak
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: U:\Port\Projects\Clients\2395-ODOT\274-2395-121 PrinevilleTSPUpdate'22\02WBS\Task 5 System Inventory and Needs Analysis\Traffic Analysis\05Analysis\Sidra\2045 Alternative\SW Tom McCall Rd - OR 126.sip9

MOVEMENT SUMMARY

Site: 21 [SW Tom McCall Rd & OR 126 - 2 Lane (Site Folder: Future Build-PM Peak)]

Site Category: Future Build - PM Peak
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
SouthEast: SW Tom McCall Rd														
3x	L2	255	5.0	255	5.0	0.533	19.0	LOS C	2.4	62.0	0.78	1.02	1.10	31.5
8x	T1	5	0.0	5	0.0	0.533	12.2	LOS B	2.4	62.0	0.78	1.02	1.10	31.3
18x	R2	270	4.0	270	4.0	0.546	12.5	LOS B	2.5	64.8	0.79	0.97	1.12	32.6
Approach		530	4.4	530	4.4	0.546	15.6	LOS C	2.5	64.8	0.79	0.99	1.11	32.0
NorthEast: OR 126														
1x	L2	85	24.0	85	24.0	0.314	11.6	LOS B	1.4	37.0	0.45	0.53	0.45	36.1
6x	T1	520	5.0	520	5.0	0.314	4.7	LOS A	1.5	37.9	0.45	0.50	0.45	36.9
16x	R2	40	3.0	40	3.0	0.314	5.1	LOS A	1.5	37.9	0.45	0.47	0.45	35.7
Approach		645	7.4	645	7.4	0.314	5.6	LOS A	1.5	37.9	0.45	0.50	0.45	36.7
NorthWest: SW Tom McCall Rd														
7x	L2	420	2.0	420	2.0	0.714	19.4	LOS C	4.6	120.2	0.82	1.10	1.33	31.4
4x	T1	25	42.0	25	42.0	0.714	12.8	LOS B	4.6	120.2	0.82	1.10	1.33	30.8
14x	R2	280	2.0	280	2.0	0.402	8.0	LOS A	1.8	45.4	0.67	0.84	0.78	34.9
Approach		725	3.4	725	3.4	0.714	14.8	LOS B	4.6	120.2	0.76	1.00	1.12	32.6
SouthWest: OR 126														
5x	L2	5	13.0	5	13.0	0.460	13.9	LOS B	2.4	61.8	0.66	0.72	0.76	36.3
2x	T1	730	5.0	730	5.0	0.460	7.0	LOS A	2.4	61.8	0.66	0.72	0.76	36.3
12x	R2	5	25.0	5	25.0	0.460	7.6	LOS A	2.4	61.7	0.66	0.72	0.76	34.4
Approach		740	5.2	740	5.2	0.460	7.1	LOS A	2.4	61.8	0.66	0.72	0.76	36.3
All Vehicles		2640	5.1	2640	5.1	0.714	10.6	LOS B	4.6	120.2	0.66	0.80	0.85	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	15	35	0	645	175
Future Vol, veh/h	80	15	35	0	645	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	20	12	4	9	5
Mvmt Flow	80	15	35	0	645	175

Major/Minor	Minor2			Major2	
Conflicting Flow All	645	645		-	0
Stage 1	645	-		-	-
Stage 2	0	-		-	-
Critical Hdwy	6.43	6.4		-	-
Critical Hdwy Stg 1	5.43	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	3.527	3.48		-	-
Pot Cap-1 Maneuver	435	442		-	-
Stage 1	520	-		-	-
Stage 2	-	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	435	442		-	-
Mov Cap-2 Maneuver	435	-		-	-
Stage 1	520	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	14.8	0
HCM LOS	B	

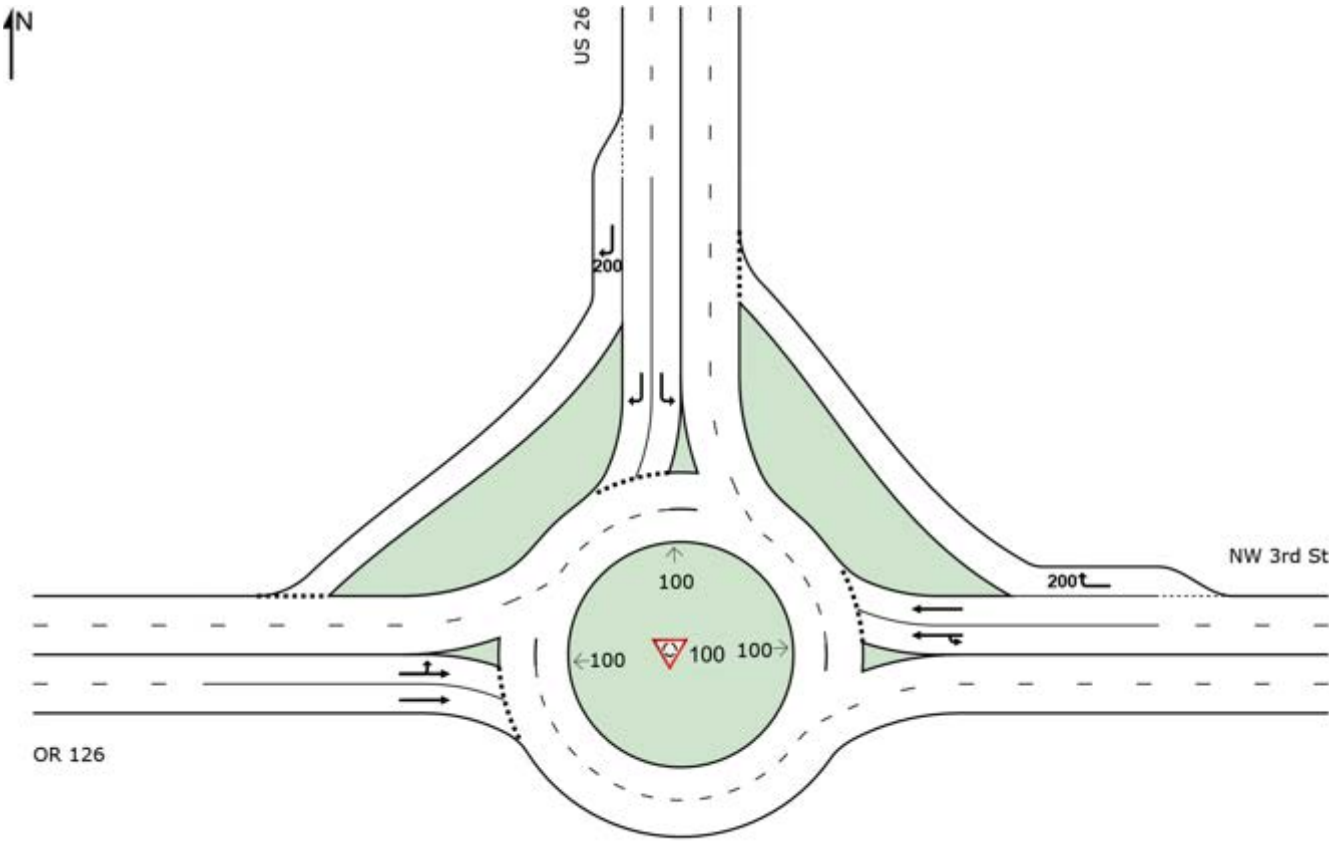
Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	435	442	-	-
HCM Lane V/C Ratio	0.184	0.034	-	-
HCM Control Delay (s)	15.1	13.4	-	-
HCM Lane LOS	C	B	-	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-

SITE LAYOUT

Site: 100 [West Y Interchange (Site Folder: Concept A)]

Alternative 4 Concept A
Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: PARAMETRIX | Licence: NETWORK / 1PC | Created: Friday, February 2, 2024 12:01:58 PM
Project: U:\Port\Projects\Clients\2395-ODOT\274-2395-121 PrinevilleTSPUpdate'22\02WBS\Task 5 System Inventory and Needs Analysis\Traffic Analysis\05Analysis\Sidra\2045 Alternative\Alt 4 - West Y Interchange_v2.sip9

MOVEMENT SUMMARY

Site: 100 [West Y Interchange (Site Folder: Concept A)]

Alternative 4 Concept A
Site Category: -
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: NW 3rd St														
1u	U	90	4.0	90	4.0	0.329	13.6	LOS B	1.5	39.4	0.44	0.58	0.44	36.5
6	T1	610	4.0	610	4.0	0.329	5.2	LOS A	1.5	39.4	0.43	0.52	0.43	36.1
16	R2	225	5.0	225	5.0	0.207	5.0	LOS A	0.8	21.4	0.37	0.56	0.37	35.8
Approach		925	4.2	925	4.2	0.329	6.0	LOS A	1.5	39.4	0.41	0.54	0.41	36.1
North: US 26														
7	L2	165	9.0	165	9.0	0.235	13.0	LOS B	0.8	22.1	0.58	0.86	0.58	33.4
14	R2	210	9.0	210	9.0	0.159	7.3	LOS A	0.5	14.4	0.57	0.77	0.57	34.9
Approach		375	9.0	375	9.0	0.235	9.8	LOS A	0.8	22.1	0.58	0.81	0.58	34.2
West: OR 126														
5	L2	245	4.0	245	4.0	0.720	13.7	LOS B	6.9	178.5	0.74	0.82	0.88	34.6
2	T1	1260	4.0	1260	4.0	0.720	7.6	LOS A	6.9	178.5	0.73	0.77	0.85	35.1
Approach		1505	4.0	1505	4.0	0.720	8.6	LOS A	6.9	178.5	0.73	0.78	0.86	35.0
All Vehicles		2805	4.7	2805	4.7	0.720	7.9	LOS A	6.9	178.5	0.60	0.70	0.67	35.2

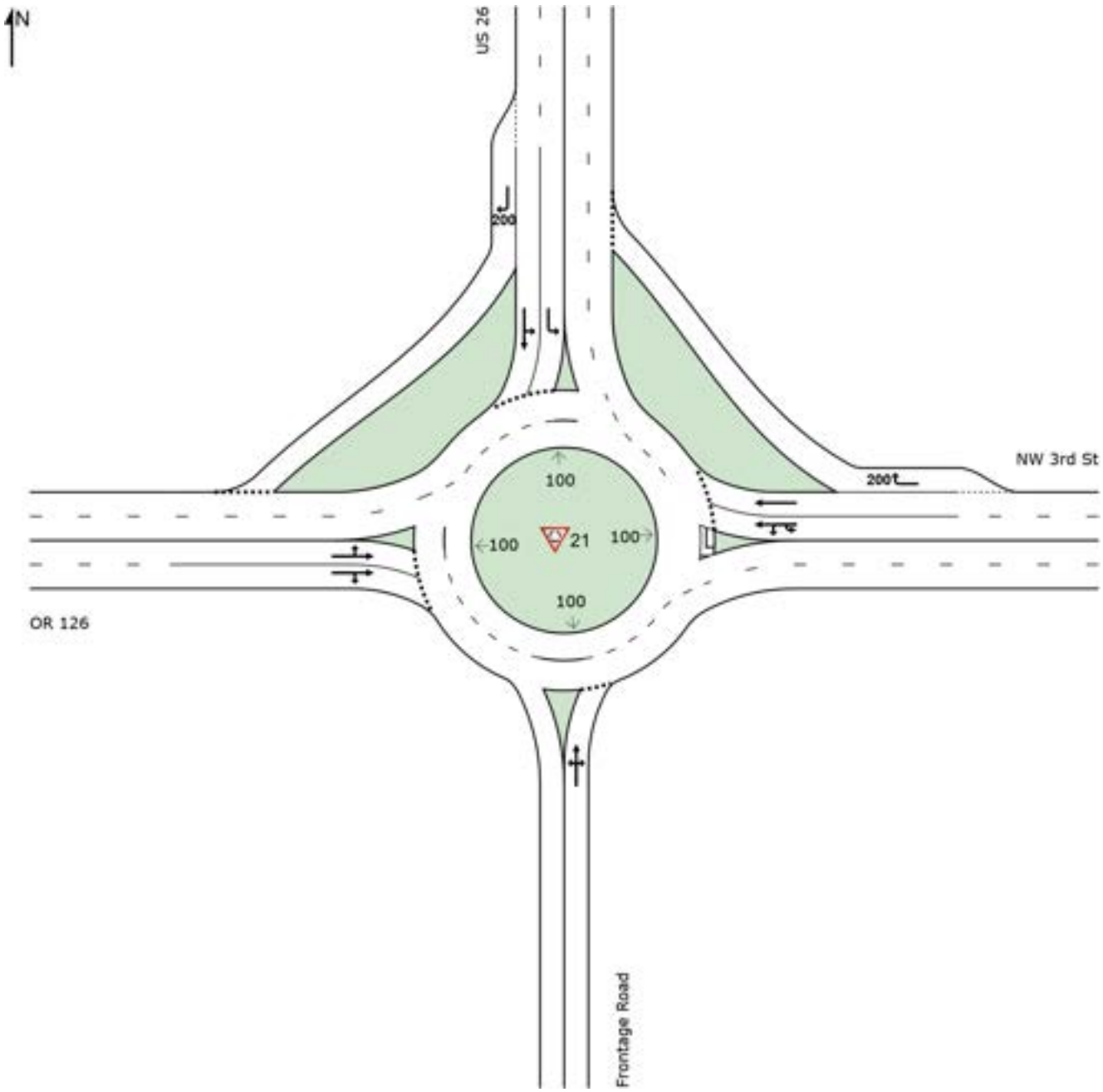
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 21 [West Y Interchange (Site Folder: Concept B)]

Alternative 4 Concept B
Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: PARAMETRIX | Licence: NETWORK / 1PC | Created: Friday, February 2, 2024 11:38:44 AM
Project: U:\Port\Projects\Clients\2395-ODOT\274-2395-121 PrinevilleTSPUpdate'22\02WBS\Task 5 System Inventory and Needs Analysis\Traffic

MOVEMENT SUMMARY

Site: 21 [West Y Interchange (Site Folder: Concept B)]

Alternative 4 Concept B
Site Category: -
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Frontage Road														
3	L2	45	1.0	45	1.0	0.176	16.8	LOS C	0.6	14.2	0.77	0.92	0.77	28.8
8	T1	10	1.0	10	1.0	0.176	11.2	LOS B	0.6	14.2	0.77	0.92	0.77	28.6
18	R2	10	1.0	10	1.0	0.176	11.0	LOS B	0.6	14.2	0.77	0.92	0.77	27.5
Approach		65	1.0	65	1.0	0.176	15.0	LOS C	0.6	14.2	0.77	0.92	0.77	28.6
East: NW 3rd St														
1u	U	90	4.0	90	4.0	0.323	13.8	LOS B	1.5	39.0	0.48	0.61	0.48	36.3
1	L2	10	4.0	10	4.0	0.323	11.3	LOS B	1.5	39.0	0.48	0.61	0.48	30.1
6	T1	565	4.0	565	4.0	0.323	5.3	LOS A	1.5	39.0	0.48	0.55	0.48	36.0
16	R2	215	5.0	215	5.0	0.202	5.0	LOS A	0.9	22.1	0.40	0.56	0.40	35.8
Approach		880	4.2	880	4.2	0.323	6.2	LOS A	1.5	39.0	0.46	0.56	0.46	35.9
North: US 26														
7	L2	165	9.0	165	9.0	0.132	13.0	LOS B	0.4	11.8	0.56	0.84	0.56	33.4
4	T1	10	3.0	10	3.0	0.132	7.0	LOS A	0.4	11.7	0.55	0.83	0.55	28.9
14	R2	210	9.0	210	9.0	0.276	6.8	LOS A	1.0	27.1	0.57	0.77	0.57	35.1
Approach		385	8.8	385	8.8	0.276	9.5	LOS A	1.0	27.1	0.57	0.80	0.57	34.2
West: OR 126														
5	L2	245	4.0	245	4.0	0.733	14.1	LOS B	7.2	187.0	0.77	0.86	0.94	34.4
2	T1	1005	4.0	1005	4.0	0.733	8.2	LOS A	7.2	187.0	0.76	0.84	0.91	34.8
12	R2	255	4.0	255	4.0	0.733	8.0	LOS A	7.1	184.4	0.75	0.81	0.90	30.4
Approach		1505	4.0	1505	4.0	0.733	9.1	LOS A	7.2	187.0	0.76	0.84	0.92	34.2
All Vehicles		2835	4.7	2835	4.7	0.733	8.4	LOS A	7.2	187.0	0.64	0.75	0.72	34.7

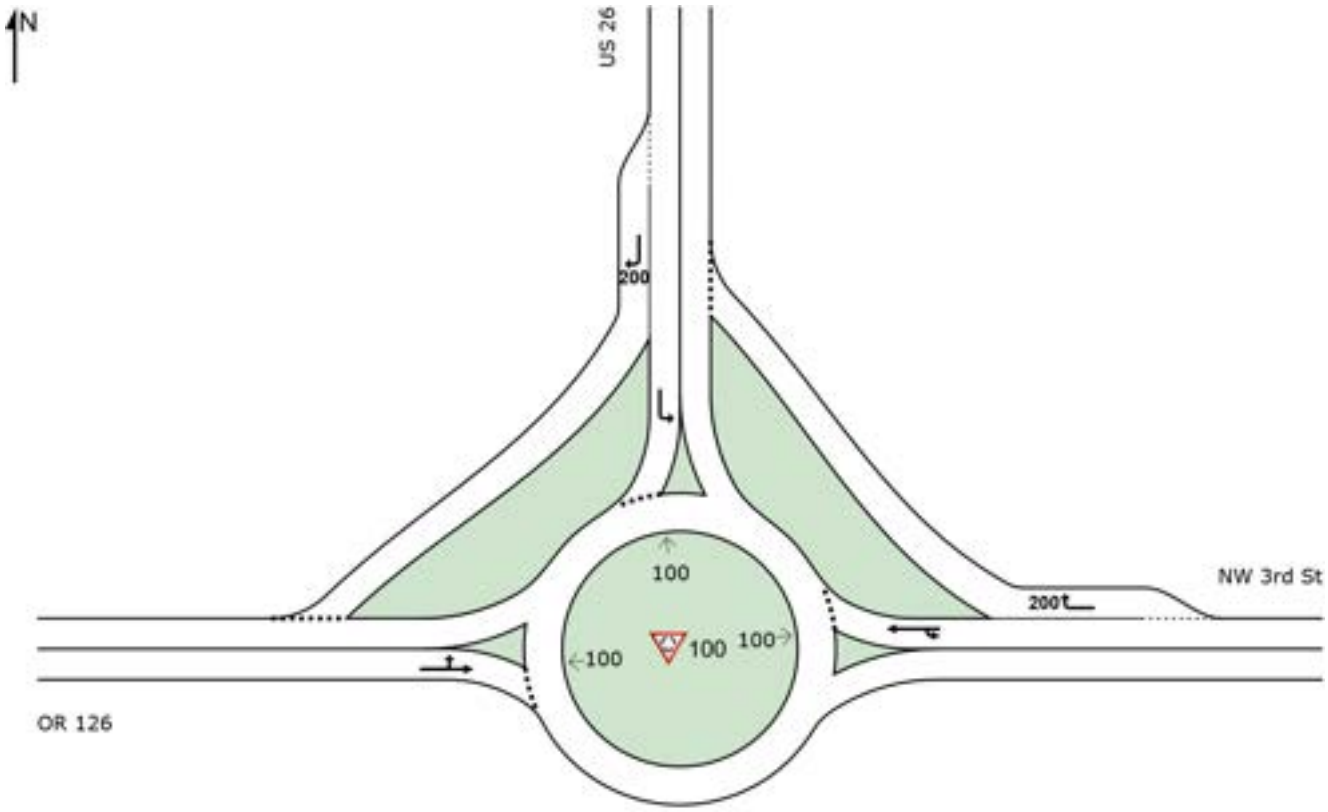
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 100 [West Y Interchange (Site Folder: Concept C)]

Alternative 4 Concept C
Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: PARAMETRIX | Licence: NETWORK / 1PC | Created: Friday, February 2, 2024 11:40:02 AM
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MOVEMENT SUMMARY

Site: 100 [West Y Interchange (Site Folder: Concept C)]

Alternative 4 Concept C
Site Category: -
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: NW 3rd St														
1u	U	90	4.0	90	4.0	0.604	13.4	LOS B	4.3	110.8	0.53	0.53	0.53	36.7
6	T1	610	4.0	610	4.0	0.604	5.0	LOS A	4.3	110.8	0.53	0.53	0.53	35.8
16	R2	225	5.0	225	5.0	0.196	4.5	LOS A	0.8	21.6	0.32	0.51	0.32	36.1
Approach		925	4.2	925	4.2	0.604	5.7	LOS A	4.3	110.8	0.48	0.53	0.48	35.9
North: US 26														
7	L2	165	9.0	165	9.0	0.246	13.3	LOS B	0.9	24.2	0.61	0.87	0.61	33.0
14	R2	210	9.0	210	9.0	0.287	6.9	LOS A	1.1	29.7	0.60	0.78	0.60	35.0
Approach		375	9.0	375	9.0	0.287	9.7	LOS A	1.1	29.7	0.61	0.82	0.61	34.1
West: OR 126														
5	L2	245	4.0	245	4.0	1.499	241.3	LOS F	185.5	4785.2	1.00	4.69	9.03	7.8
2	T1	1260	4.0	1260	4.0	1.499	235.3	LOS F	185.5	4785.2	1.00	4.69	9.03	7.8
Approach		1505	4.0	1505	4.0	1.499	236.3	LOS F	185.5	4785.2	1.00	4.69	9.03	7.8
All Vehicles		2805	4.7	2805	4.7	1.499	130.0	LOS F	185.5	4785.2	0.77	2.80	5.08	12.2

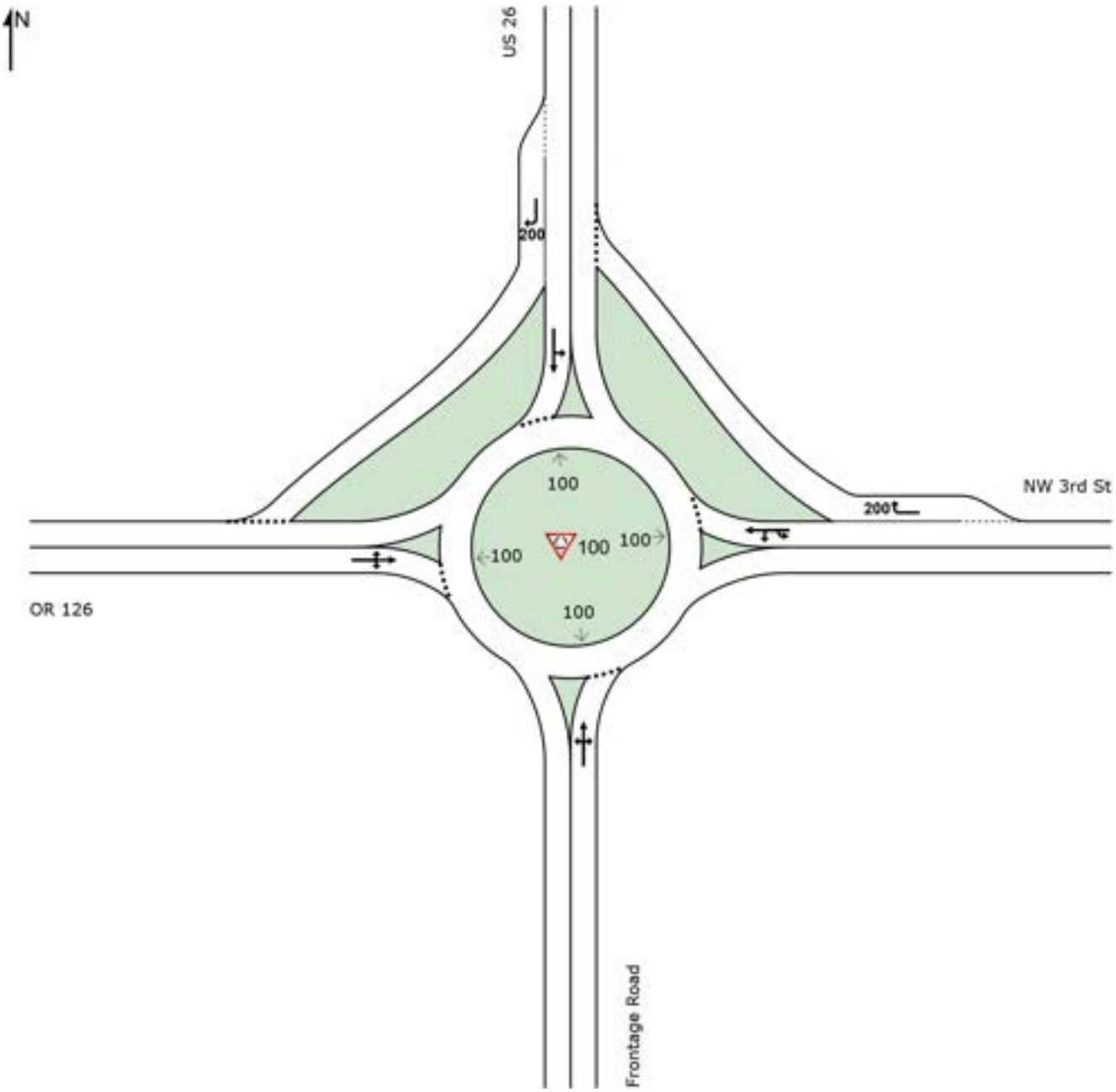
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 100 [US26 & NW 3rd St (Site Folder: Concept D)]

Alterantive 4 Concept D
Site Category: -
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 100 [US26 & NW 3rd St (Site Folder: Concept D)]

Alterantive 4 Concept D
Site Category: -
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Frontage Road														
3	L2	45	1.0	45	1.0	0.150	15.5	LOS C	0.5	13.8	0.72	0.90	0.72	29.3
8	T1	10	1.0	10	1.0	0.150	10.0	LOS B	0.5	13.8	0.72	0.90	0.72	29.1
18	R2	10	1.0	10	1.0	0.150	9.8	LOS A	0.5	13.8	0.72	0.90	0.72	28.0
Approach		65	1.0	65	1.0	0.150	13.8	LOS B	0.5	13.8	0.72	0.90	0.72	29.0
East: NW 3rd St														
1u	U	90	4.0	90	4.0	0.597	13.8	LOS B	4.2	107.9	0.58	0.59	0.59	36.4
1	L2	10	4.0	10	4.0	0.597	11.4	LOS B	4.2	107.9	0.58	0.59	0.59	30.3
6	T1	565	4.0	565	4.0	0.597	5.5	LOS A	4.2	107.9	0.58	0.59	0.59	35.5
16	R2	215	5.0	215	5.0	0.187	4.5	LOS A	0.8	20.6	0.32	0.51	0.32	36.1
Approach		880	4.2	880	4.2	0.597	6.2	LOS A	4.2	107.9	0.52	0.57	0.53	35.7
North: US 26														
7	L2	165	9.0	165	9.0	0.262	13.4	LOS B	1.0	26.0	0.62	0.87	0.62	33.1
4	T1	10	3.0	10	3.0	0.262	7.4	LOS A	1.0	26.0	0.62	0.87	0.62	28.5
14	R2	210	9.0	210	9.0	0.287	6.9	LOS A	1.1	29.6	0.60	0.78	0.60	35.0
Approach		385	8.8	385	8.8	0.287	9.7	LOS A	1.1	29.6	0.61	0.82	0.61	34.0
West: OR 126														
5	L2	245	4.0	245	4.0	1.531	255.6	LOS F	190.7	4920.1	1.00	4.94	9.73	7.4
2	T1	1005	4.0	1005	4.0	1.531	249.6	LOS F	190.7	4920.1	1.00	4.94	9.73	7.4
12	R2	255	4.0	255	4.0	1.531	249.7	LOS F	190.7	4920.1	1.00	4.94	9.73	4.6
Approach		1505	4.0	1505	4.0	1.531	250.6	LOS F	190.7	4920.1	1.00	4.94	9.73	6.9
All Vehicles		2835	4.7	2835	4.7	1.531	136.6	LOS F	190.7	4920.1	0.79	2.93	5.43	11.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix B

Access Management Strategy

Oregon
Kate Brown, Governor

Department of Transportation
Region 4 Project Delivery
63055 N Hwy 97, Bldg M
Bend, OR 97701
Phone: (541) 388-6225
Fax: (541) 385-0476

Access Management Strategy
US 26: Meadow Lakes Avenue - Combs Flat Road (Prineville) Project

Access Management Project Limits:

US 26/3rd Street: NW 2nd Street to SE Combs Flat Road
(Ochoco Hwy 041 MP 18.057 to 19.750)

OR380/Combs Flat Rd: SE Hylton Lane to SE Lincoln Road
(Paulina Hwy 380 MP 0.48 to 0.70)

This Access Management Strategy for the US 26: Meadow Lakes Avenue – Combs Flat Road (3rd Street, Prineville) Project, which has been developed in collaboration among ODOT, the City of Prineville, and property owners along US 26 within the Project area, provides direction for managing access within the project limits, including the location and type of public and private approaches and other necessary improvements that are planned to occur, along with the background, context, and process used for all related decision-making.

Project Description/Background

Highway 26 is classified as a Statewide Highway in the 1999 Oregon Highway Plan and a critical part of the state's transportation system as an important east-west corridor between Oregon and Idaho. Within the city of Prineville, the highway – also referred to as 3rd Street - is a Principal Arterial and serves as the main corridor through the city's core business district.

Highway OR380 (Paulina Hwy) is classified as a District Highway in the 1999 Oregon Highway Plan. Highway OR380 serves as a connection between Prineville and the community of Paulina. The highway continues east of Paulina as a county road. The portion of the highway within the City of Prineville is also known as Combs Flat Road. Combs Flat Rd/Hwy OR380 provides the main connection from Prineville to SE Juniper Canyon Rd, which is the primary access to the Juniper Canyon community and Prineville Reservoir. The Combs Flat Rd segment of Hwy OR380 is classified in the City of Prineville's Transportation System Plan (TSP) as a Principal Arterial.

The Oregon Department of Transportation (ODOT) and the City of Prineville are partnering on improvements in the US26/3rd St corridor and on OR380/Combs Flat Rd to replace an aging infrastructure, improve safety, and mobility. These improvements include updated urban roadway design, upgraded traffic management, improved infrastructure and facilities for people walking and biking, and functional and aesthetic streetscape improvements. The current project limits are on Hwy US26 from Meadow Lakes Ave at the west to Combs Flat Rd intersection at the east, and on Hwy OR380 from Hylton Lane south to Lincoln Rd.

Specifically, the project has several key objectives, including:

- Replace aging span wire supported traffic control signals with new traffic signals including mast arms, poles, lights, controllers, and detection devices.
- Upgrade all ADA curb ramps and pedestrian activated signals to current ODOT requirements.
- Remove barriers to make the corridor easier and safer to use for bicyclists, pedestrians, and people with disabilities.
- Improve safety at the signalized intersections and upgrading signs and other systemic safety improvements along the corridor.
- Improve stormwater management.
- Reinforce an accessible and friendly downtown business district by identifying and implementing streetscape improvements in City's downtown business core and Old Town District, as described in the City's "Third Street Redevelopment Plan" dated December 2017.
- Implement short-term safety improvements for motorists and pedestrians at the intersection of Hwy380/Combs Flat Rd with Lynn Blvd, and identify longer-term safety construction improvements.

This project has three (3) distinct corridors. Although the Access Management Methodology and criteria the project team has used to develop the methodology are the same for all the corridors, each corridor has its own project priorities and construction timing and phasing. These corridors are:

1) The "Y" Interchange Corridor, beginning at NW 3rd St/NW 2nd St intersection (west edge of the "Y" interchange) to SW Meadow Lakes Ave. This portion of the US26/3rd St corridor, is outside of the current project's current construction limits but is included in the overall Access Management Strategy for the project through a Preliminary Engineering (PE) phase. The "Y" Interchange Corridor is part of a larger transportation evaluation of possible alternatives to the existing interchange of OR126, US26, and 3rd Street. Much of the "Y" Interchange Corridor is open frontage. ODOT and City staff will work together on identifying and defining approaches to the highway, for potential future phases of construction. Any decisions to construct, modify, or close an access will be recorded only.

2) The Urban Downtown Corridor, beginning at SW Meadow Lakes Ave to Combs Flat Rd. In this urban corridor, which includes the City's Downtown Core Area and Prineville's Old Town District, the evaluation will include a consideration of how to address any potential or proposed changes to a property's existing access to the State highway. The project will provide upgrades to urban infrastructure including upgrading and replacing traffic signals, upgrading signs, constructing sidewalks, building ADA curb ramps, stormwater management, and installing ITS improvements.

3) The Combs Flat Road/Lynn Blvd Intersection Corridor, beginning at the intersection of Hwy 380/Combs Flat Rd with Hylton Lane, extending south to the intersection of Lincoln Road. The evaluation

will consider improvements to this corridor that enhance the safety of pedestrians crossing at the intersection by reducing conflicts.

The following access management methodology applies to the project limits as defined above and follows ODOT's Access Management in Project Delivery Rules (OAR 734-051-5120).

Access Management

The Oregon Department of Transportation (ODOT) has the responsibility of providing the traveling public with a safe and efficient transportation facility, and therefore is expected to manage highways in the best interest of the public for the protection of the highway and the traveling public. Access management is balancing access to developed land while ensuring movement of traffic in a safe and efficient manner.

Access Management Decision Context and Criteria

The Access Management Methodology is comprised of the criteria used for evaluating highway approaches (private driveways and public streets) for no changes, potential modification, relocation or closure.

The specific access management methodology for the Project area will be developed as follows:

Overall Corridor Access Management Context - Goals and Objectives

- Replace aging signal infrastructure with modern traffic control devices that can operate more efficiently and are designed with integrated intermodal operability.
- Improve safety throughout the corridor for the traveling public, including motor vehicles, pedestrians and bicyclists, by reducing the frequency and severity of crashes.
- Balance the economic development objectives of properties abutting the highway with the transportation safety, access management objectives, and mobility of the State highway, in a manner consistent with state and local transportation system plans and the applicable land uses permitted in the local comprehensive plan.

Specific Access Management Criteria for the Project

To fulfill the access management goals and objectives of the project, the Project Team (made up of City and ODOT staff) has developed the following decision criteria to determine whether changes are needed to highway approaches (private driveways and public streets) in collaboration with adjacent property owners and other stakeholders.

Sidewalk

- Provide continuous sidewalks along the corridor complete with upgraded, ADA accessible pedestrian ramps and improve bicycle/pedestrian safe access on US 26 and OR380 (e.g., modify driveways to address conflict points, and construct new driveway approaches within the new sidewalk sections where there is currently open frontage, etc.).
- Modify the location of and/or consolidate driveways as necessary to allow the installation of ADA compliant pedestrian curb ramps and any curb extensions or bulb-outs.

Safety

- Evaluate the frequency, severity and location of all crashes, with an emphasis on pedestrian and bicycle crashes.
- Evaluate driveways for adequate sight distance, as well as safe entrance, exit, and circulation.
- Define the width of undefined driveways (approaches) within open frontage using guidance from the Oregon Highway Design Manual to a width that will serve the planned use of the property.
- In general, evaluate the safety impacts and benefits of any proposed changes in access/connections for all users relative to the function of US26 or OR380.

Economic Objectives of the Property Owners

- Consider the type of existing business: e.g., destination-oriented business vs. businesses that rely on pass-by traffic.
- Consider the number of trips generated by the business, including the number of vehicles turning left in to or out of the property.
- Consider the location of the access reservations and permits and design the approaches to adequately serve the volume and type of traffic reasonably anticipated to enter and exit the property, based on the uses for the property. Place priority on preserving access as it exists today if it serves the remainder property use.
- Ensure the safety of the driveway(s) [approach (es)] to the property entering and exiting the highway.
- Consider existing driveways and the reasonable ability to take advantage of alternate access.
- Consider site circulation and parking affected by potential driveway consolidation opportunities, only in response to other access management goals, objectives, and methodology points, as associated with specific driveways, and/or based on documented agreements with affected property owners.

Access Management Rights/Existing Conditions

- Determine locations where ODOT has acquired the access rights of properties abutting the highway.
- Determine status and ensure that existing driveways are consistent with the properties' access rights.
- Consider the width of driveways shown in deeded access rights as part of the decision-making for driveway approach designs.

Corridor Context and Mobility/Safety

- Evaluate the Access Management goals and objectives and the other above Methodology points against the function of US 26 as a Statewide Highway and Reduction Review Route, which emphasizes the important service it provides for freight mobility, regional tourism, regional commuting, and safety. Note: A Reduction Review Route is any designated State highway that

requires review and approval from the freight industry if there is any proposed change in width or height capacity of the highway (e.g. the “hole in the air”).

- Evaluate the Access Management goals and objectives and other above Methodology points against the function of OR380 as a District Highway, with emphasis on the local connections and multi-modal facilities. Specifically, pedestrian safety related to existing and planned crossings, and the completion of the multi-use path on the east side of the roadway and from SE Hylton Ln. to SE Lynn Blvd.
- Evaluate the Access Management goals and objectives and the other above Methodology points with respect to travel safety in general, and to the congested conditions such as during peak hours.
- Evaluate the Access Management goals and objectives and the other above Methodology points with respect to local land use plans (e.g., commercial and residential zoning).

Access Management Decision Making Process

In collaboration with affected property owners (and their lessees, according to expectations of the applicable property owner), City and ODOT staff will apply and analyze information they gather against all of the above criteria points (e.g., traffic, economics, benefit-cost, identified "fatal flaws," decision matrices, etc.) to make recommendations on the locations and design of private approaches to the highway.

In this decision-making process, City and ODOT will focus on balancing the economic development objectives of the affected properties owners with the safety and operational expectations for US26 and OR380 as state highways, consistent with the City's transportation system plan and the land uses permitted in the City's comprehensive plan. Safety concerns and issues will be documented by a Professional Traffic Engineer.

Access Management decisions will be made by the ODOT Region 4 Manager with support by the City of Prineville and its community.

City and ODOT staff will also provide a Public Involvement process for highway users, real property owners, property lessees, and business operators affected by the project, which will assist with establishing and finalizing this Methodology (by which private connections will be considered for modification, relocation, or closure) and ultimately for Access Management recommendations to be made. For more on-line information about this project please go to:

https://www. oregon.gov/odot/projects/pages/project-details.aspx?project=20268

Access Management Sub-Team - The Access Management Sub-Team includes:
ODOT Region 4 Staff
Abbey Driscoll, Senior Transportation Project Manager
Caleb Stephens, Sr. Right-of-Way Agent
David Knitowski, Region Access Management Engineer,
James Scholtes, District 10 Assistant Manager
Aaron Smith, District 10, Permit Specialist
Tyler Swanson, District 10, Permit Specialist

City of Prineville Staff
Scott Smith – City of Prineville
Casey Kaiser – City of Prineville

Consultant Support Staff
Ben Austin – HHPR Inc.
Ryan McFadden – Kittelson & Associates

This sub-team has multiple assignments which include:

- Develop this Access Management Strategy, as the project is developed and refined, documenting the summary of proposed access closures, relocations, modifications, combined, unchanged, or reconstructed accesses; and mapping of proposed access locations, and treatments such as medians, channelization, parking modifications, pedestrian safety features, etc. This includes communication and collaboration with property and business owners, City Officials, other stakeholders, and the general public on the planned scope of the project and the anticipated effects of access management within the project area.
- Complete all related and necessary analysis and documentation work products for access management (e.g., a detailed and comprehensive analysis of all accesses within the project limits for use in completing the final Official Project Access List for required approvals).
- Review of each existing access within the project limits on the state highway, public and private, and review of documents to ensure the legal status of each access, in accordance with ODOT policies.
- Make recommendations on whether ODOT should acquire access rights within the project limits.

Guidance on Location and Type of US 26 Access/Approaches within the Project Limits

The following table provides narrative guidance for how the project addresses each access/approach to US 26 within the project limits. These statements were developed pursuant to the above involvement process and Methodology. If, as the project is developed, existing circumstances change (relative to the time this Access Management Strategy was prepared), this document will be updated and amended accordingly.

The information in the table below refers to properties and accesses/approaches on US 26 and corresponds with the numbers on the attached Figure 1. The statement for each property lists the current property owner, the tax lot number, the present occupant, and a proposed action for each access/approach (labeled 1, 2, 3, etc. for each individual access to a property), identified by mile point, engineering station ("Eng. Station") and side of the highway. An appendix is included at the end of the document containing definitions and illustrations for terms used in this section.

Any stated modification, relocation or closure of permitted approaches will occur during project construction, preceded by ODOT staff delivering a "modification" or "closure" letter to the affected property owner explaining that the modification or closure will be handled through ODOT's access management and/or right of- way acquisition process.

The Proposed Action for some of the access/approach locations states: "Put on Access Deficiency List." The Deficiency List will be part of the Official Project Access List (OPAL), and access/approach locations on this list may be subject to future corrective decision-making and actions beyond the Project, associated with future Projects, right-of-way transactions or access changes for highway safety/operational purposes, property redevelopments, or permitting. Decisions and actions could include modification, relocation, reconstruction, closure, and/or processes for Grant of Access or Indenture of Access and/or permitting.

When matching the access information in this Access Management Strategy, always reference the cited Right of- Way map and centerline. The Right-of-Way centerline will rarely be the same as the construction centerline used in construction and design plans. Also be aware that multiple Right-of-Way maps and centerlines may be cited as the old Right-of-Way maps and centerlines may remain valid unless superseded

by newer acquisitions. The newer Right-of-Way map(s) only modify or add property rights as of the date of any new acquisitions, leaving past access and right-of-way acquisitions intact, unless modified or superseded by acquisitions shown on the new map.

Approvals:

X

Steve Forrester
City Manager, City of Prineville Recommend...

X

Robert Townsend
ODOT Central Oregon Area Manager Recom...

X

Gary Farnsworth
ODOT Region 4 Manager Approval

X

Joel McCarroll
District 10 Manager Recommendation

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
1	City of Prineville	15S16E06BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	NO ACCESS CONTROL Public Roads 18.057 763+40, Right 10B-21-3 Existing Permit 20 24	No Action	outside of work limits Include on Access Deficiency List
2	Schwab Properties PO Box 5350 Bend, OR 97708	15S16E06BB-200 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.12 766+10, Left 5B-25-18 Existing Permit 24 340	No Action	outside of work limits Include on Access Deficiency List
3	Chen Jiayi 987 NW Second St Prineville, OR 97754	15S16E06BA-4501, 4400 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	NO ACCESS CONTROL Commercial 18.095 765+50, Right 10B-21-3 PTBP Open Frontage 720	No Action	outside of work limits Include on Access Deficiency List
4	Carmen A. Capell 760 NW Roanoke Ave Bend, OR 97701	15S16E06BA-2800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	NO ACCESS CONTROL Commercial 18.112 767+00, Right 10B-21-3 PTBP Open Frontage 720	No Action	outside of work limits Include on Access Deficiency List
5	Wilkins Holdings LLC 976 NW 3rd St Prineville, OR 97754	15S16E06BA-2500, 2600, 2700 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	NO ACCESS CONTROL Commercial 18.124 767+75, Right 10B-21-3 PTBP Open Frontage 720	No Action	outside of work limits Include on Access Deficiency List

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
6	Gordon A. O'Connor 960 NW Third St. Prineville, OR 97754	15S16E06BA-2300, 2400 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	NO ACCESS CONTROL Commercial 18.139 768+90, Right 10B-21-3 PTBP Open Frontage 720	No Action	outside of work limits Include on Access Deficiency List
7	Gordon A. O'Connor 960 NW Third St. Prineville, OR 97754	15S16E06BA-2300, 2200 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	NO ACCESS CONTROL Commercial 18.155 769+80, Right 10B-21-3 PTBP Open Frontage 720	No Action	outside of work limits Include on Access Deficiency List
7B	Gordon O'Connor/Lorenzo Torres 964/898 NE 3rd St Prineville, OR 97754	15S16E06BA-2100, 2200 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.17 770+52, Right 10B-21-3 PTBP Open Frontage 720	No Action	outside of work limits Include on Access Deficiency List
7C	Lorenzo Torres 898 NE 3rd St Prineville, OR 97754	15S16E06BA-2100 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.18 771+30, Right 10B-21-3 PTBP Open Frontage 720	No Action	outside of work limits Include on Access Deficiency List
7D	KOMLOFSKE ROBERT, PO BOX 1547 PRINEVILLE, OR 97754	15S16E06BA-1600, 1700 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.2 772+20, Right 10B-21-3 PTBP 22 22	No Action	outside of work limits Include on Access Deficiency List
7E	KOMLOFSKE ROBERT, PO BOX 1547 PRINEVILLE, OR 97754	15S16E06BA-1600, 1700 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.22 773+20, Right 10B-21-3 PTBP 30 30	No Action	outside of work limits Include on Access Deficiency List

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
7F	City of Prineville	15S16E06BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.24 774+40, Right 10B-21-3 PTBP 40 40	No Action	outside of work limits Include on Access Deficiency List
8	Leathers Limited Partnership 255A Depot St Fairview, OR 97024	15S-16E-06BA-900 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.242 1528+50, Left 5B-24-21 Existing Permit 35 35	No Action	outside of work limits Include on Access Deficiency List
9	STET LLC PO Box 737 Prineville, OR 97754	15S-16E-06BA-8600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.254 775+10, Right 10B-21-3 PTBP 0 8	No action	No identification as deficiency - access is outside of work limits. Include on Access Deficiency List (ADL)
10	Anthony S. Jones PO Box 464 Prineville, OR 97754	15S-16E-06AB-10300 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Vacant 18.255 774+90, Left 10B-21-3 PTBP 0 12	Approach to be closed, via development application	Outside of work limits. Suitable access available from Locust. Current land use decision from local agency and agreement from property owner to close access.
11	City of Prineville	15S-16E-06AB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.256 774+30, Left 10B-21-3 Other (describe) 0 55	No Action	outside of work limits Include on Access Deficiency List
12	HAMMACK GILBERT M & JUDY, 850 NW 13TH ST REDMOND, OR 97756-1682	15S-16E-06AB-8800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Residential 18.268 775+80, Right 10B-21-3 PTBP 0 12	No Action	outside of work limits Include on Access Deficiency List

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
12B	HAMMACK GILBERT M & JUDY, 850 NW 13TH ST REDMOND, OR 97756-1682	15S-16E-06AB-8800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Residential 18.28 776+22, Right 10B-21-3 PTBP 0 10	No Action	outside of work limits Include on Access Deficiency List
13	Twiss Evert & Sussie Trustees PO Box 737 Prineville, OR 97754	15S-16E-06AB-9801, 9800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.277 776+50, Left 10B-21-3 PTBP 0 12	No Action	outside of work limits Include on Access Deficiency List
14	Tax Lot 8900 Gilbert M & Judy F Hammack 850 NW 13th St Redmond, OR 97756 Tax Lot 9000 John Morgan	15S-16E-06AB-8900, 9000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.28 776+12, Right 1A-8-27 Existing Permit 24 20	No Action	outside of work limits Include on Access Deficiency List
15	Marty Howard Jr. Outwest Insurance Services 603 NW 3rd St Prineville, OR 97754	15S-16E-06AB-9800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.284 776+92, Left 1A-8-27 Existing Permit 11 8	No Action	outside of work limits Include on Access Deficiency List
16	Peer, Roger G & Elizabeth J 1100 NE Hudspeth Ln Prineville, OR 97754	15S-16E-06AB-9700 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Residential 18.3 777+50, Left 1A-8-27 PTBP 0 8	No Action	outside of work limits Include on Access Deficiency List
17	City of Prineville	15S-16E-06AB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.35 779+80, Left 10B-21-3 Other (describe) 0 73	Rebuild curbs and ADA ramps. Maintain access per plans	Ramps don't meet current ADA requirements

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
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18	City of Prineville	15S-16E-06AB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.35 779+80, Right 10B-21-3 Other (describe) 0 55	Rebuild curbs and ADA ramps. Maintain access per plans	Ramps don't meet current ADA requirements
19	Gary W. & Janet K. Hibbard 20369 Big Bear Ct Bend, OR 97702	15S-16E-06AB-6800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.387 781+13, Right 1B-14-1 Existing Permit 27 23	No Action	outside of work limits Include on Access Deficiency List
20	Burger Jerry Insurance Agency LLC 687 NW 3rd St Prineville, OR 97754	15S-16E-06AB-11900 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.381 781+50, Left 1A-8-27 PTBP 0 64	No Action	outside of work limits Include on Access Deficiency List
21	Larry Goodman 4900 NW O'Neil Hwy Prineville, OR 97754	15S-16E-06AB-11700 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.389 781+75, Left 1A-8-27 PTBP 0 64	No Action	outside of work limits Include on Access Deficiency List
22	Fawbush, Jeri 600 NW Third St Prineville, OR 97754	15S-16E-06AB-7000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.394 782+00, Right 1A-8-27 PTBP 0 25	No Action	outside of work limits Include on Access Deficiency List
23	Larry Goodman 4900 NW O'Neil Hwy Prineville, OR 97754	15S-16E-06AB-11700 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.399 782+25, Left 1A-8-27 PTBP 0 30	No Action	outside of work limits Include on Access Deficiency List

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
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24	Fawbush, Jeri 600 NW Third St Prineville, OR 97754	15S-16E-06AB-7000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.405 782+60, Right 1A-8-27 PTBP 0 26	No Action	outside of work limits Include on Access Deficiency List
25	Larry Goodman 4900 NW O'Neil Hwy Prineville, OR 97754	15S-16E-06AB-11600, 11500 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.41 782+94, Left 4B-26-10 Existing Permit 40' 40	No Action	outside of work limits Include on Access Deficiency List
26	Fawbush, Jeri 600 NW Third St Prineville, OR 97754	15S-16E-06AB-7000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.425 783+60, Right 1A-8-27 PTBP 0 26	No Action	outside of work limits Include on Access Deficiency List
27	Inspirit Properties LLC 70 SW Century Dr STE 100-242 Bend, OR 97702	15S-16E-06AB-11300 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.429 784+10, Left 1A-8-27 PTBP 0 18	No Action	outside of work limits Include on Access Deficiency List
28	Inspirit Properties LLC 70 SW Century Dr STE 100-242 Bend, OR 97702	15S-16E-06AB-11300 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.438 784+40, Left 1A-8-27 PTBP 0 18	No Action	outside of work limits Include on Access Deficiency List
29	City of Prineville	15S-16E-06AB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.44 784+50, Right 1A-8-27 Other (describe) 0 40	No Action	outside of work limits Include on Access Deficiency List

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
30	RGW Properties LLC 6218 SE Ruger Rd Prineville, OR 97754	15S-16E-06AB-3501, 3500 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.462 785+80, Right 1A-8-27 PTBP 0 34	No Action	outside of work limits Include on Access Deficiency List
31	Home Federal Bank PO Box 190 Nampa, ID 83653	15S-16E-06AB-11200 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.466 786+05, Left 1A-8-27 PTBP 0 40	No Action	outside of work limits Include on Access Deficiency List
32	RGW Properties LLC 6218 SE Ruger Rd Prineville, OR 97754	15S-16E-06AB-3501 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.481 786+90, Right 1A-8-27 PTBP 0 36	No Action	outside of work limits Include on Access Deficiency List
33	RGW Properties 14600 SW Winchester Loop Prineville, OR 97754	0 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	0 Commercial 18.483 NULL, Right 0 0 0 0	No Action	outside of work limits Include on Access Deficiency List
34	Paul & Kathryn Rodby 1960 Kingfisher Circle Redmond, OR 97756	15S-16E-06AB-3400, 370015S-16E-06AA-2600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.49 787+31, Right 1A-8-27 Existing Permit 26 25	No Action	outside of work limits Include on Access Deficiency List
35	STET LLC PO Box 737 Prineville, OR 97754	15S-16E-06AB-3300, 15S-16E-06AA-8800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.49 787+40, Left 1A-8-27 PTBP 0 25	No Action	outside of work limits Include on Access Deficiency List

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
36	STET LLC PO Box 737 Prineville, OR 97754	15S-16E-06AB-3300, 15S-16E-06AA-8800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.502 788+05, Left 1A-8-27 PTBP 0 20	No Action	outside of work limits Include on Access Deficiency List
37	McDonalds Real Estate Company 1960 Kingfisher Circle Redmond, OR 97756	15S-16E-06AB-3400, 370015S-16E-06AA-2600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.518 788+90, Right 1A-8-27 Existing Permit 26 32	Reconstruct acces as part of sidewalk reconstruction. TRAFFIC SEPARATOR BEING CONSIDERED BETWEEN WB TRAVEL & EB LEFT-TURN LANE - WILL RESTRICT WB-TO-SB LEFT TURNS INTO PROPERTY & LEFT-TURN EXITS FROM PROPERTY	Access is out of compliance (permitted width). Consider rebuild of access to permitted width (26') unless new permit is issued •Revisited 2020-10-15 - Mobility needs to be included in conversation
38	GBG Investments PO Box 431 Prineville, OR 97754	15S-16E-06AA-8900, 9100 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.528 789+42, Left 1A-8-27 Existing Permit 16 16	rebuild access with sidewalk reconstruction. TRAFFIC SEPARATOR BEING CONSIDERED BETWEEN WB TRAVEL & EB LEFT-TURN LANE - WILL RESTRICT EB-TO-NB LEFT TURNS INTO PROPERTY & LEFT-TURN EXITS FROM PROPERTY	Access in not built to standard for a dustpan style driveway approach
39	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.549 790+60, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Curb extensions will be necessary in order to meet ADA requirements for ramps and pedestrian equipment (pushbuttons)
40	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.55 790+60, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Curb extensions will be necessary in order to meet ADA requirements for ramps and pedestrian equipment (pushbuttons)

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
41	Colvin Oil Company 2520 Foothill Blvd Grants Pass, OR 97256	15S-16E-06AA-3100 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.562 791+35, Right 1A-8-27 PTBP 0 21	rebuild access in new location further EAST from the Deer intersection.	proximity of existing acces to the Deer intersection presents sight distance, on-site conflicts (parking, commercial sign, fire hydrant, etc.). By relocating the access, sight distance will be gained and additional conflict points will be removed.
42	Colvin Oil Company 2520 Foothill Blvd Grants Pass, OR 97256	15S-16E-06AA-3100 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.584 792+40, Right 1A-8-27 PTBP 0 30	rebuild access with sidewalk reconstruction.	Providing access which serves the economic needs of the property.
43	Straughan, James William & Shirley Lynne 4682 NW O'Neil Hwy Prineville, OR 97754	15S-16E-06AA-3000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.589 793+00, Right 1A-8-27 PTBP 0 25	Original Action (Feb 2022): • Rebuild access with sidewalk reconstruction. Provide separation between adjacent driveway. Updated Action (Nov 2022): • Access (at Mile Point 18.588) shall not be	Original Action (Feb 2022): • given the close proximity to the neighboring access, this would be a location to either combine, or build smaller. The existing width leaves a portion of the driveway right in front of the building.
44	A. W. Erickson PO Box 14868 Portland, OR 97293	15S-16E-06AA-8100, 8300, 7600, 7500, 7700 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.598 793+50, Left 1A-8-27 PTBP 0 27	Original Action (Feb 2022): • Rebuild access with sidewalk reconstruction. Adjust width to 18' Updated Action (Nov 2022): • Access shall not be reconstructed and narrowed from 27 feet to 18 feet as described in ODOT's previous notice, and shall remain in it's existing condtion	Original Action (Feb 2022): • Guidance per Highway Design Manual. Reconstruction will provide for the economic needs of the property. The existing configuration is entrance only. Updated Action (Nov 2022): • Approach is outside of the limits of construction of the curb and sidewalk at the corner of Claypool Street

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
45	Straughan, James William & Shirley Lynne 4682 NW O'Neil Hwy Prineville, OR 97754	15S-16E-06AA-3000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.6 793+50, Right 1A-8-27 PTBP 0 25	Original Action (Feb 2022): • Close access/ construct new curb extension/ped ramps with sidewalk reconstruction Updated Action (Nov 2022): • Access (at Mile Point 18.600) shall be removed as previously planned	Original Action (Feb 2022): • The proximity of this driveway to the Claypool intersection does not allow for the ped ramps at Claypool to be reconstructed to meet ADA standard. This property has open frontage to Claypool for nearly the entire length of the east side, as well as access to public alley at the south of the property. The parking is configured in such a way as to be better accessible from the Claypool frontage. City desires to have open frontage on Claypool eventually rebuilt to be a standard sidewalk with 2 separate driveways. Updated Action (Nov 2022): • Approach remains within the limits of construction of the curb and sidewalk construction at the corner of Claypool Street
46	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.61 793+90, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
47	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.61 793+90, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
48	3MKA LLC 297 NW 3rd St Prineville, OR 97754	15S-16E-06AA-7000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.642 795+40, Left 1A-8-27 PTBP 0 14	Rebuild access with sidewalk reconstruction	Reconstruction will provide for the economic needs of the property

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
49	Bill Overall PO Box 1313 Prineville, OR 97754	15S-16E-06AA-7300, 7400 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.649 795+70, Left 1A-8-27 PTBP 0 30	Original Action (Feb 2022): • Rebuild and Combine with access 50. Updated Action (Nov 2022): •Access (at Mile Point18.650) shall not be removed	Original Action (Feb 2022): • Provides appropriate spacing between 48, per highway design manual. Promotes shared approach. Removes additional vehicular/pedestrian conflict. Reasonably provides access that serves the economic needs of the property Updated Action (Nov 2022): • Approach is now outside the project limitsand the curb and sidewalk construcion at the corner of Beaver Street
50	Bill Overall PO Box 1313 Prineville, OR 97754	15S-16E-06AA-7300, 7400 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.666 796+50, Left 1A-8-27 PTBP 0 28	Original Action (Feb 2022): • Rebuild and Combine with access 49 Updated Action (Nov 2022): • Approach (at Mile Point 18.665) shall be removed as previously planned	Original Action (Feb 2022): • Provides appropriate spacing between 48, per highway design manual. Promotes shared approach. Relocation/combining with 49 Allows for curb extension to be rebuilt at NW corner of US26/Beaver. Removes additional vehicular/pedestrian conflict. Reasonably provides access that serves the economic needs of the property Update Action (Nov 2022): • Approach (at mile point 18.665) is within the limits of the curb and sidewalk construction at the corner of Beaver Street

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
51	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.679 797+00, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
52	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.679 797+00, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
53	Stafford, Mark 4411 NW Elliott Ln Prineville, OR 97754	15S-16E-06AA-6400, 6500, 6600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.721 799+10, Left 1A-8-27 PTBP 0 18	Rebuild access with sidewalk reconstruction	Providing access which serves the economic needs and/or useage of the property (current building configured with a drive thru aisle)
54	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.75 800+22.8, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
55	City of Prineville	15S-16E-06AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.75 800+22.8, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
56	Shri Ganasha LLC 123 NE 3rd St Prineville, OR 97754	15S-16E-05BB-2301, 2300, 2400, 2500, 2600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.778 2+10, Left 1A-8-27 PTBP 0 21	Rebuild access with sidewalk reconstruction	Providing access which serves the economic needs and/or useage of the property

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
57	Crook County 300 NE 3rd St Prineville, OR 97754	15S-16E-05BB-3500 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.779 2+25, Right 1A-8-27 PTBP 0 28	Original Action (Feb 2022): • Close access Updated Action (Nov 2022): • Access (at Mile Point 18.779) shall not be removed.	OriginalAction (Feb 2022): • Access to be provided from lower classification road (Belknap - city street). Moves in the direction of meeting access spacing standards per Highway Design Manual. Closure supports owners plans for future property use. Updated Action (Nov 2022): • Approach is now outside the limits of the curb and sidewalk construction at the corner of Belknap Street.
58	Crook County 300 NE 3rd St Prineville, OR 97754	15S-16E-05BB-3500 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.79 2+75, Right 1A-8-27 PTBP 0 30	Original Action (Feb 2022): • Close access Updated Action (Nov 2022): • Access (at Mile Point 18.790) shall be removed as previously planned	Original Action (Feb 2022): • Access to be provided from lower classification road (Belknap - city street). There are 4 total access points to this property. This particular of size and location that introduce conflicts with both infrastructure and operation. Moves in the direction of meeting access spacing standards per Highway Design Manual. Closure supports owners plans for future property use. Updated Action (Nov 2022): • Approach is within the limits of the curb and sidewalk construction at the corner of Belknap Street
59	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.799 3+40, Right 1A-8-27 Other (describe) 0 53	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
60	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.799 3+40, Left 1A-8-27 Other (describe) 0 54	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
61	U.S. National Bank of Oregon 2800 East Lake Street Minneapolis, MN 55406	15S-16E-05BB-6000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.811 4+00, Left 1A-8-27 PTBP 0 24	Rebuild access with sidewalk construction. Coordinate with curb reconstruction	Providing access which serves the economic needs of the property.
62	Argos Properties 1122 Foxwood Pl Bend, OR 97701	15S-16E-05BB-4800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.834 5+25, Right 1A-8-27 Existing Permit 36 30	Rebuild access with sidewalk construction. Maintain existing width.	even though the existing access is not being uses, it is permitted and future uses of property may want/need to utilize the access - serves the economic needs of the property. •Revisited 2020-10-15 - Retain/Rebuild access
63	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.858 6+50, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
64	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.858 6+50, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
65	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.911 9+40, Right 1A-8-27 Other (describe) 0 48	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
66	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.918 9+70, Left 1A-8-27 Other (describe) 0 38	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public driveway (Crook Co & City of Prineville)

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
67	7-Eleven Inc. #20376 PO Box 711 Dallas, TX 75221	15S-16E-05BB-10600, 10601 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.931 10+40, Left 1A-8-27 Existing Permit 30 30	Rebuild access with sidewalk construction. Consider rebuilding access 10' east to allow for curb extension/ADA ramps to be constructed at Dunham St intersection.	Providing access which serves the economic needs of the property.
68	7-Eleven Inc. #20376 PO Box 711 Dallas, TX 75221	15S-16E-05BB-10600, 10601 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.941 10+70, Left 1A-8-27 Existing Permit 30 28	Rebuild access with sidewalk construction	Providing access which serves the economic needs of the property.
69	Jana L. Rhoden PO Box 770 Prineville, OR 97754	15S-16E-05BB-10800, 10900 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.954 11+90, Left 1A-8-27 Existing Permit 14 16	Rebuild access to permitted width, with sidewalk construction	Providing access which serves the economic needs of the property.
70	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.978 13+00, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
71	City of Prineville	15S-16E-05BB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 18.978 13+00, Right 1A-8-27 Other (describe) 0 51	Rebuild curb and ped ramps with 4' curb extensions, per plans. Maintain existing public access.	Public road.
72	Washington Mutual Bank C/O E-Property Tax Inc, Dept 304 PO Box 4900 Scottsdale, AZ 85261	15S-16E-05BA-7000, 6900 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 18.992 13+50, Right 1A-8-27 PTBP 0 28	Rebuild access with sidewalk construction. Incorporate access with curb/ADA ramp reconstruction	Access 74 serves the same business, however is a different tax lot. Rebuilding this access maintains economic needs of the property.

ACCESS MANAGEMENT STRATEGY							
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OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
73	Karen E. Jay 599 NE 3rd St Prineville, OR 97754	15S-16E-05BA-6600, 6300, 6200 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.004 14+25, Left 1A-8-27 PTBP 0 23	No Action with this project. Future improvement to rebuild access with sidewalk construction. Include on Access Deficiency list	Providing access which serves the economic needs of the property. Outside street scape project limits.
74	JPMC Lease Administration 1111 Polaris Parkway STE 1J Columbus, OH 43240	15S-16E-05BA-7000, 6900 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.024 15+40, Right 1A-8-27 PTBP 0 23	No Action with this project. Future improvement to rebuild access with sidewalk construction. Include on Access Deficiency list	outside of streetscape work limits Include on Access Deficiency List
75	City of Prineville	15S-16E-05BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.038 16+20, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps per plans. Maintain existing public access.	Public access. Outside of streetscape work limits
76	City of Prineville	15S-16E-05BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.038 16+20, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps per plans. Maintain existing public access.	Public access. Outside of streetscape work limits
77	City of Prineville	15S-16E-05BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.088 19+40, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps per plans. Maintain existing public access.	Public access. Outside of streetscape work limits
78	City of Prineville	15S-16E-05BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.16 22+60, Left 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps per plans. Maintain existing public access.	Public access. Outside of streetscape work limits

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
79	City of Prineville	15S-16E-05BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.16 22+60, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps per plans. Maintain existing public access.	Public access. Outside of streetscape work limits
80	Seifert, Terri Lynn 845 NE 3rd St Prineville, OR 97754	15S-16E-05BA-4200 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Residential 19.18 23+70, Left 1A-8-27 PTBP 0 14	No Action with this project. Future improvement to rebuild access with sidewalk construction. Include on Access Deficiency list	outside of streetscape work limits. Concrete is in poor condition
81	City of Prineville	15S-16E-05BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.22 25+90, Left 1A-8-27 Other (describe) 0 40	Rebuild curb and ped ramps per plans. Maintain existing public access.	Public access. Outside of streetscape work limits
82	City of Prineville	15S-16E-05BA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.22 25+90, Right 1A-8-27 Other (describe) 0 55	Rebuild curb and ped ramps per plans. Maintain existing public access.	Public access. Outside of streetscape work limits
83	Patty Martin 947 NE Third St Prineville, OR 97754	15S-16E-05AB-5100 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Residential 19.249 27+15, Left 1A-8-27 PTBP 0 10	No Action with this project. Future improvement to rebuild access with sidewalk construction. Include on Access Deficiency list	outside of streetscape work limits. Existing width appears to be sub-standard
84	Steven Lent PO Box 482 Prineville, OR 97754	15S-16E-05AB-5000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Residential 19.264 27+90, Left 1A-8-27 PTBP 0 11	No Action with this project. Future improvement to rebuild access with sidewalk construction. Include on Access Deficiency list	outside of streetscape work limits. Existing width appears to be sub-standard. Concrete condition is poor

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
85	City of Prineville	15S-16E-05AB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.289 29+00, Right 1A-8-27 Other (describe) 0 57	Rebuild curb and ped ramps per plans. Maintain existing public access.	outside of work limits Include on Access Deficiency List
86	City of Prineville	15S-16E-05AB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.289 29+00, Left 1A-8-27 Other (describe) 0 54	Rebuild curb and ped ramps per plans. Maintain existing public access.	outside of work limits Include on Access Deficiency List
86B	Church of Christ Prineville, OR 97754	15S-16E-05AB-1500 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.328 31+00, Left 4B-26-10 PTBP 0 42	Construct continuous sidewalk across access. Include dustpan style approach - consider 36' to allow for 3 lanes of access to/from property. •Revisited 2020-10-15 - Per direction from Area Mgr, it's preferred that this approach be rebuilt as a dustpan to remove the existing ADA ramps from state inventory. if the ADA ramps remain, they could be designed as directional. The pedestrian crossing time to cross this driveway is longer than desired due to overall width. DECISION: rebuild approach as a dustpan (2 separated dustpans).	Existing configuration (curb returns) is not appropriate for this type of property use (church). Current configuration has safety concerns RE: pedestrian.vehiclt confict points. •Revisited 2020-10-15 - 2 separated dustpan style approaches to shorten pedestrian exposure/enhance pedestrian safety.
87	Church of Christ Prineville, OR 97754	15S-16E-05AB-1500 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.335 31+25, Left 4B-26-10 PTBP 0 42	Same/shared acess with 86B. See recommended action for 86B	Existing configuration (curb returns) is not appropriate for this type of property use (church). Current configuration has safety concerns RE: pedestrian.vehiclt confict points. •Revisited 2020-10-15 - 2

ACCESS MANAGEMENT STRATEGY Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
88	Executive Inn 1050 NE Third St Prineville, OR 97754	15S-16E-05AB-2200 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.357 32+60, Right 4B-26-10 Existing Permit 40 30	Rebuild approach with Dustpan style •Revisited 2020-10-15 - precedent established by rebuilding approach for church (86B/87). ADT likely dictates that a dustpan style is appropriate for this approach.	Consistent with project goals to provide continuous sidewalks. Consistent with higway design manual for access.
89	City of Prineville	15S-16E-05AB-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.379 33+78, Right 4B-26-10 Existing Permit 40 33	Rebuild per plans	Public road.
90	S DAVIS ENTERPRISES LLC 1255 NE 3RD ST PRINEVILLE, OR 97754	15S-16E-05AB-1700, 1800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.42 35+80, Left 4B-26-10 Existing Permit 24 33	No action. Add to access deficiency list	outside of sidewalk project limits. Out of compliance with permit
91	Schwab Properties PO Box 5350 Bend, OR 97708	15S-16E-05AB-2100 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.434 36+55, Right 4B-26-10 Existing Permit 50 50	Rebuild ADA ramps	Upgrade safety and accessibility
92	Prineville Men's Wear 231 N Main St Prineville, OR 97754	15S-16E-05AB-1900, 2000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.454 37+70, Left 4B-26-10 Existing Permit 24 28	No action. Add to access deficiency list (low priority)	outside of sidewalk project limits. Out of compliance with permitted width
93	Prineville Men's Wear 231 N Main St Prineville, OR 97754	15S-16E-05AB-1900, 2000 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.485 39+20, Left 4B-26-10 Existing Permit 24 28	No action. Add to access deficiency list (low priority)	outside of sidewalk project limits. Out of compliance with permitted width

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
94	Schwab Properties PO Box 5350 Bend, OR 97708	15S-16E-05AB-2100 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.49 39+43, Right 4B-26-10 Existing Permit 50 46	Rebuild ADA ramps	Upgrade safety and accessibility
95	City of Prineville	15S-16E-05AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.555 42+80, Right 4B-26-10 Other (describe) 0 33	No action	Intersection deficiencies being addressed by overlapping project (Rails-to-Trails)
96	Telos Development Company LLC 445 Myers St. SE Salem, OR 97302	15S-16E-05AA-300, 700, 600, 500, 400, 401, 402, 900, 800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.579 44+10, Left 4B-26-10 Existing Permit 0 33	Rebuild curb radii and ADA ramps. Revise radii and ADA ramp location to provide better sight distance and earlier conflict recognition for pedestrians and vehicles	Consistent with safety goals of the project, specifically regarding pedestrian safety
96B	Bradley L Forseth 405A NW 3rd St Prineville, OR 97754	15S-16E-05AA-1500, 1600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	0 Commercial 19.63 46+40, Right 4B-26-10 Existing Permit 25 24	No action	no existing acces to parcel today and nothing permitted. ODOT has issued permit to construct new approach
97	Bradley L Forseth 405A NW 3rd St Prineville, OR 97754	15S-16E-05AA-1500, 1600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.655 47+90, Right 4B-26-10 Existing Permit 25 29	No action	owner is going to remove this approach
98	Telos Development Company LLC 445 Myers St. SE Salem, OR 97302	15S-16E-05AA-1100, 1000, 1200, 1300, 1400, 900, 800 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.67 48+90, Left 4B-26-10 Existing Permit 0 35	Rebuild ramps	Consistent with project goals to provide continuous sidewalks. Consistent with higway design manual for access.

ACCESS MANAGEMENT STRATEGY							
Limits: 2nd Street to Combs Flat							
OPAL Reference #	**Property Owned By**	**Tax Lot No./Twnsp-Sect-Rng**	**Occupied by**	**Approach Description**		**Proposed Action**	**Reason for Action**
99	Bradley L Forseth 405A NW 3rd St Prineville, OR 97754	15S-16E-05AA-1500, 1600 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.678 49+25, Right 4B-26-10 Existing Permit 25 28	No action. Add to deficiency list	outside of sidewalk project limits.,
100	Prineville Partners LLC PO Box 1583 Corvallis, OR 97339	15S-16E-05AA-1700, 1701, 1702 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Commercial 19.708 50+70, Right 4B-26-10 Existing Permit 25 25	No action •Revisited 2020-10-15 - Consideration of traffic separator to limit WB left turns into access 100.	project is considering a traffic separator between EB left and WB through lanes. Team to consult with traffic
101	City of Prineville	15S-16E-05AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.75 52+85, Left 4B-26-10 Other (describe) 0 39	Rebuild ped ramps per project plans	Existing ramps on SW, NW & NE corners don't meet ADA standard
102	City of Prineville	15S-16E-05AA-ROAD 0		Reservation of access: Property Use: Existing Mile Point: Existing Eng Station: R/W Map: Legal Status Permitted Width (ft): Existing width (ft):	No Access Control Public Roads 19.75 52+85, Right 4B-26-10 Other (describe) 0 44	Rebuild ped ramps per project plans	Existing ramps on SW, NW & NE corners don't meet ADA standard

Appendix C

West Y Cost Estimate

Opinion of Probable Construction Cost

Prineville Transportation System Plan

Prepared for
City of Prineville OR and Oregon Department of Transportation

February 2024

Parametrix

BASIS OF ESTIMATE

Project Name	Prineville Transportation System Plan (TSP)
Project Number	274395121
Date Prepared	2/28/2024
Prepared by	Alex Mannion, Parametrix Catherine Cerruti, Parametrix Luke McMullan, Parametrix
Estimate Classification	AACE Class 5
Estimate Purpose	Budget Planning
Estimate ID (Version)	2

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

1.0 Purpose

The Prineville Transportation System Plan (TSP) is a plan to address current and future transportation needs in the city of Prineville, Oregon. The TSP is a joint effort between the City of Prineville and the Oregon Department of Transportation (ODOT) and this project emphasizes improving connections and safety conditions for all travelers in the City. While there are many components to the overall TSP, this estimate's focus areas include the "West Y" interchange at NW 3rd St, OR 126 (Ochoco Highway), and NW Madras Highway, and the intersection of OR 126 and NW O'Neil Highway. This scope of work is currently planned to be bid as two separate construction packages. Project A (The Left-Accelerated Intersection / O'Neil) includes a bridge that will either need to be modified or replaced in full, as well as the widening of roadways, and new surfacing for all paved areas. Project B (The Y / Roundabout) will require full demolition of existing roadways and other site features, new roadways, and new site landscaping.

The probabilistic estimate was developed to establish a Class 5 conceptual cost estimate based on the most recent project information and is intended to support the City of Prineville and ODOT in planning and budgeting.

AACE Class 5 Estimate				
ID	Item	Low Range (P10)	**Opinion of Probable Construction Cost (P50)**	High Range (P90)
1	Project A – O'Neil (Full Bridge Replacement)	$21,088,000	$26,360,000	$34,268,000
2	Project A – O'Neil (Bridge Modification Only)	$13,576,000	$16,970,000	$22,061,000
3	Project B - Roundabout	$15,152,000	$18,940,000	$24,622,000
Total Construction Cost with Replacement (1 + 3)		$36,240,000	**$45,300,000**	$58,890,000
Total Construction Cost with Modification (2 + 3)		$28,728,000	**$35,910,000**	$46,683,000

2.0 Project Scope Definition

The costs were prepared using a standard Bid-Item format to align with the provided scoping email and provide clarity and transparency to the estimated costs. The scope of the project includes the following:

- Project A – O'Neil – Full Bridge Replacement
    - Demolition of the Crooked Creek bridge and highway interchange roadways, and site structures
    - Construction of a new 130' long and 80' wide bridge with deep foundations, abutments, concrete girders, a concrete deck, and street lighting systems
    - Widening of roadway connections, bike and pedestrian lanes, and traffic barriers
    - Roadway signage and striping
- Project A – O'Neil – Bridge Modification
    - Upgrades to the Crooked Creek bridge including the widening of the drivable surface and associated adjustments to structural components, fences, lighting, and pavement resurfacing
    - Widening of roadway connections, bike and pedestrian lanes, and traffic barriers
    - Roadway signage and striping
- Project B - Roundabout
    - Select demolition of roadways, landscaping, and site structures
    - Construction of new roadways, connections, and splitter islands around the roundabout
    - Construction of bike and pedestrian lanes
    - Landscaping restoration
    - Roadway signage and striping

3.0 Design Basis

This is an AACE Class 5 estimate with all the required documentation. The estimate is based on the Concept level design and engineering documents provided by the project design team. These design documents include:

1. Pineville Y Concept Updates, January 2024

4.0 Planning Basis

The following planning basis assumptions were made for the project estimate:

- No construction plan is currently in place.
- This project delivery method is Design-Bid-Build with an anticipated competitive bidding process.
- The anticipated construction duration is noted below:
    - Project A – O'Neil – Full Replacement: 18 months
    - Project A – O'Neil – Bridge Modification: 12 months
    - Project B – Roundabout: 18 months
- No unusual site conditions have been considered as part of this estimate.

5.0 Cost Basis

Estimated Construction Costs are generated from historical allowances, sources such as Parametrix estimating databases, and bid tabulations for similar scopes of work in the region. All costs included in the estimate reflect the best understanding of the requirements as they existed at the time this estimate was prepared.

- The standard workweek is assumed to be a 5-day – 8-hour per day work week with limited overtime.
- Direct construction costs were estimated in 1st quarter 2024 dollars.
- Unit prices in the Construction Estimate reflect the complexity and scope of the individual project, as identified.

6.0 Allowances

The following are the allowances for items included in the construction cost estimate:

Additional Construction Cost Markups

- A 5% allowance for Erosion Controls and Water Pollution Prevention for the necessary containment that will be required for each site.
- An allowance for Temporary Traffic Controls has been included for the projects as noted below:
    - Project A – O'Neil – Full Replacement: 30%
    - Project A – O'Neil – Bridge Modification: 20%
    - Project B – Roundabout: 20%

- A 10% allowance for Mobilization and Demobilization to and from the site.
- A 25% Allowance for Indeterminates (AFI) is applied to the base construction cost. The AFI is an allowance that accounts for the cost of known but undefined requirements necessary for a complete and workable project. The AFI accounts for elements that are not explicitly shown in the project documents to be further defined as part of the design development and project delivery process.

Indirect Construction Costs

- An allowance of 2% has been included for Permitting.
- A 25% allowance for engineering and design has been included for the projects.
- An allowance of $20,000 per month has been included for Construction Administration Fees for the duration of each project.

Sales Tax

- Sales tax is not included in this estimate.

Right of Way

- A negotiated partial purchase allowance of $500,000 has been allocated for the acquisition of the ROW for the frontage road in Project B – Roundabout. The conceptual drawings show the frontage road impacting the following tax lots:
    - 151606BA04500, estimated value $198,600
    - 151606BA04501, estimated value $708,920

7.0 Exclusions

Potential items of cost that might be associated with the project but for which no costs have been included are as follows:

- Hazardous materials such as lead paint, asbestos, pipe wrappings, or contaminated soils
- Delays due to interferences or differing field conditions
- Unanticipated weather disruptions, such as periods of excessive rainfall during the dry weather season or severe winter weather during off-season construction
- Any modifications to existing or installation of new utility systems
- Special considerations for existing site furnishings and/or historical monuments
- Requirements for environmental mitigation and/or remediation (wetlands, environmental impact analysis, contaminated soils)
- Escalation

8.0 Assumptions

The following assumptions were made during the cost-estimating process:

- All costs included in the estimate reflect the best understanding of requirements as they existed at the time the estimates were prepared. Any modifications to the present scope and/or location of the project site may have substantial cost and schedule impacts.
- Work will be sequenced to minimize process, service, and community interruptions.
- A degree of minimal cost rounding will occur during the normal estimating process.

9.0 Risks (Threats and Opportunities)

The following potential threat items were identified when considering the construction of the project:

- Permitting delays could delay construction start time.
- Potential challenges may arise with neighboring business owners, posing a risk of delays and potential additional costs for the project owner.
- The scheduled timing of project execution will greatly impact bottom-line costs. There is risk related to labor availability and fluctuating commodity and equipment pricing in the timeframe between this estimate and the actual execution of the project. Rising costs due to inflation, escalation, and competing major projects pose the possibility of noticeable project cost and schedule increases.
- Demolition plans have not yet been developed, conservative assumptions were made regarding site demolition and tree removal. Further details and clarifications for on-site demolition could result in either increased or decreased costs.
- It is uncertain how existing side streets will intersect with the new roadways, the potential realignment of side streets may introduce additional costs.

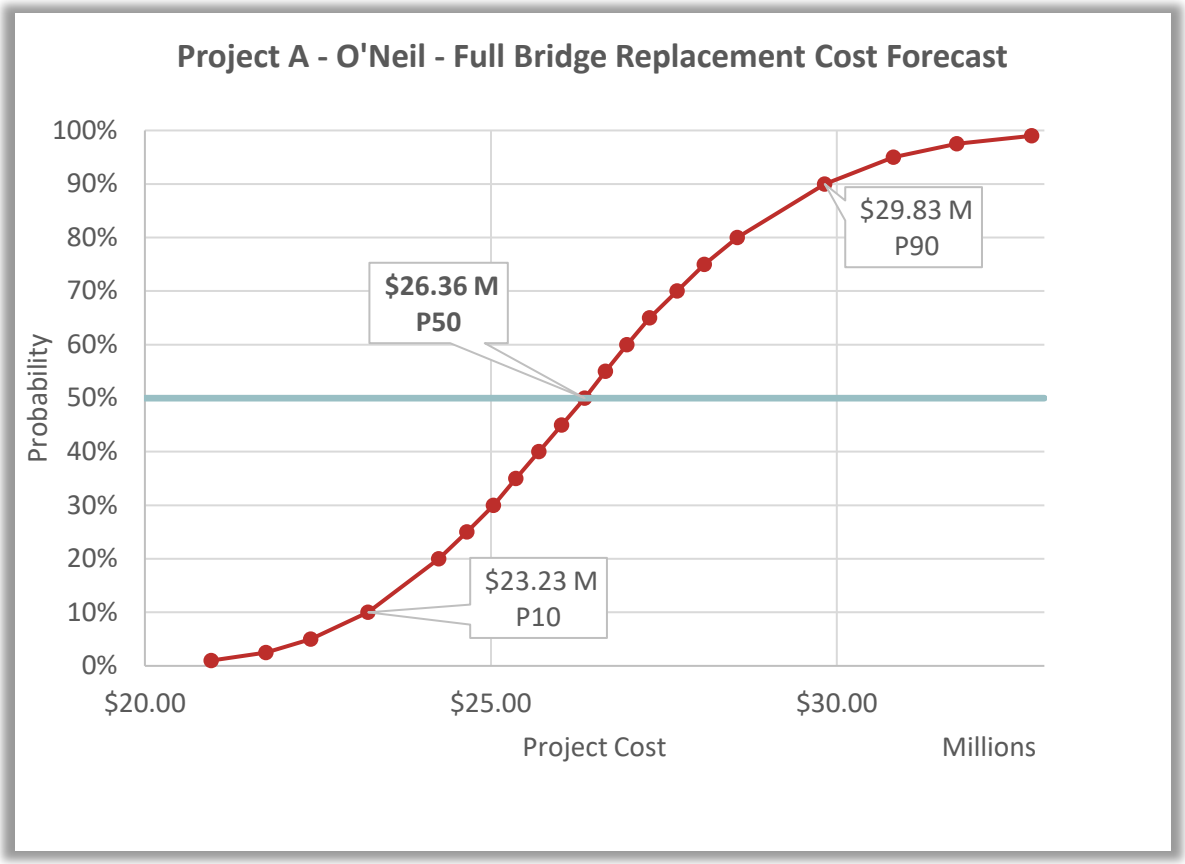
10.0 Contingency

The current level of design lends itself to a wide range of potential costs that are best estimated using an uncertainty model that provides an understanding of how costs may deviate from the anticipated deterministic estimate. The elements of this project most vulnerable to uncertainty are the following:

- Scope and Quantity: the conceptual plans have a high likelihood of evolving over time to include additional elements of work that are not clearly identifiable.
- Permitting and Outside Agency Construction: the project will require the City of Prineville and ODOT to collaborate and share costs which could impact the total project cost. This project also includes a bridge over Crooked Creek which may require additional agency input.

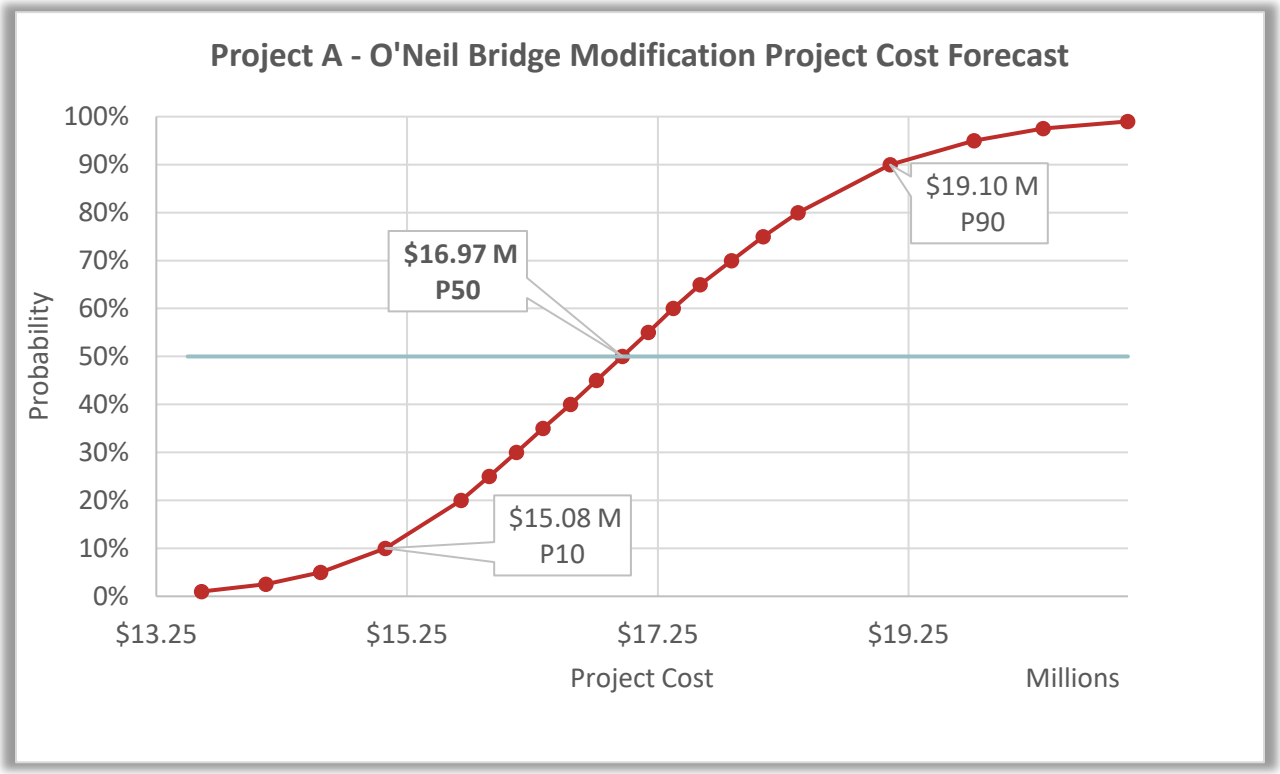
- Construction Risks: there is a high level of uncertainty in any project that involves earthwork and modifications to below grade items.

The uncertainty model was developed using MS Excel, using Palisade's @Risk Monte Carlo simulation software. The model used a Latin Hypercube simulation with 10,000 iterations to generate composite data results of the distributions for each line item. Distributions for each project were calibrated by establishing the lower bound of each distribution as the P10 confidence interval (i.e., 90% probability of exceedance) and the upper bounds of each distribution as the P90 confidence interval (i.e., 10% probability of exceedance).



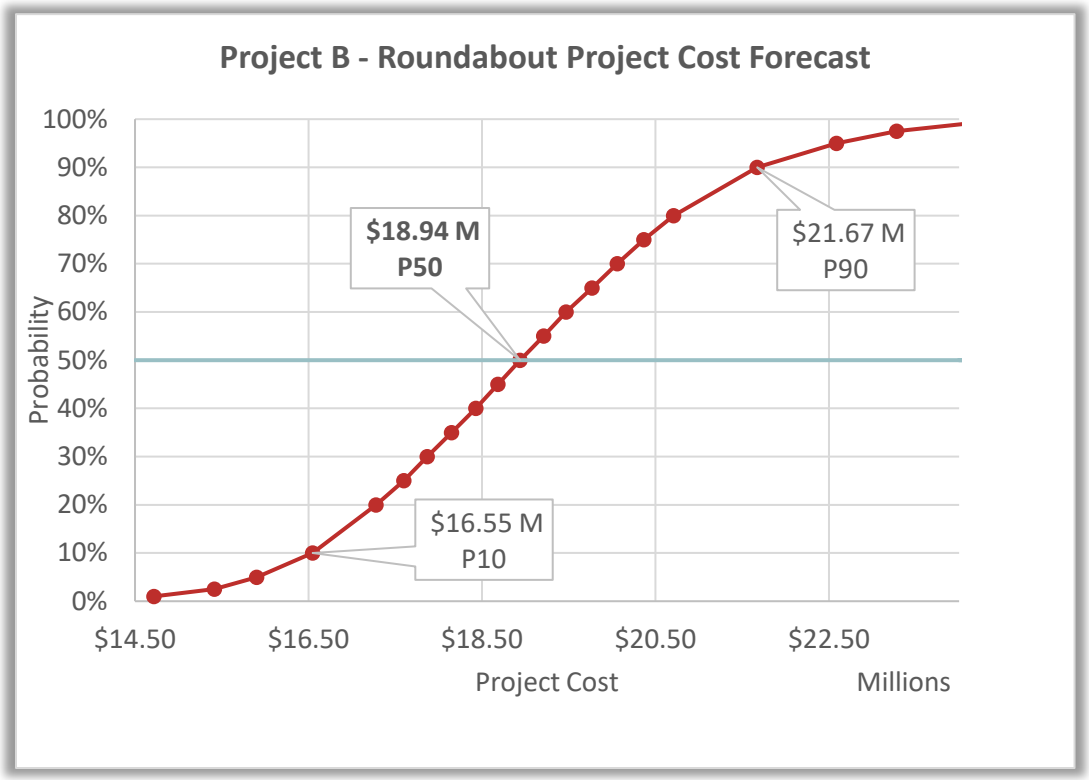
Item	P10	P30	P50	P70	P90
O'Neil + Full Replace	$23,230,000	$25,040,000	$26,360,000	$27,690,000	$29,830,000
Contingency %	35.0%	45.5%	53.2%	60.9%	73.3%

The Project A O'Neil (Full Bridge Replacement) uncertainty cost model indicates a P50 value for total project costs of $26,360,000 for the currently defined scope of the project which includes the recommended contingency allocation of 53.2%.



Item	P10	P30	P50	P70	P90
O'Neil + Bridge Mod	$15,080,000	$16,120,000	$16,970,000	$17,840,000	$19,100,000
Contingency %	35.9%	45.4%	53.0%	60.8%	72.2%

The Project A O'Neil (Bridge Modification) uncertainty cost model indicates a P50 value for total project costs of $16,970,000 for the currently defined scope of the project which includes the recommended contingency allocation of 53.0%.



Item	P10	P30	P50	P70	P90
Project B Roundabout	$16,550,000	$17,870,000	$18,940,000	$20,060,000	$21,670,000
Contingency %	32.5%	43.1%	51.7%	60.6%	73.6%

The Project B Roundabout uncertainty cost model indicates a P50 value for total project costs of $18,940,000 for the currently defined scope of the project which includes the recommended contingency allocation of 51.7%.

11.0 Reconciliation

A formal reconciliation has not been conducted for this estimate. Future estimates may be reconciled against this estimate.

12.0 Benchmarking

Key direct construction cost line items have been benchmarked against a similar portfolio of recently bid projects in the regional area including earthwork, concrete, paving, and other common project elements. The bid tabs for similar projects from ODOT were also referenced.

13.0 Estimate Quality Assurance Plan

An internal Quality Assurance / Quality Control review has been conducted within the Parametrix estimating team. The Parametrix internal QA/QC process involves three main reviews: qualitative, quantitative, and technical editing. The qualitative review focuses on the completeness and accuracy of the estimate; the quantitative review involves validation of technical information, confirming items such as material take off quantities, unit pricing, labor rate build-up, etc.; the technical editing review ensures the accuracy of spelling, grammar, and formatting.

14.0 Attachments

Attachment A: Project A Full Replacement Opinion of Probable Construction Cost

Attachment B: Project A Modification Opinion of Probable Construction Cost

Attachment C: Project B Roundabout Opinion of Probable Construction Cost

Attachment A:
Project A – O'Neil – Replace

PRINEVILLE TSP UPGRADE - PROJECT A - O'NEIL (FULL REPLACEMENT)
CITY OF PRINEVILLE

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Class 5 Estimate

PREPARED BY: Parametrix, Strategic Advisory Services DATE: 2/28/2024

CHECKED BY: Parametrix, Transportation DATE:

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	$ 65,000.00	$ 65,000.00
2	CLEARING AND GRUBBING	1	ACRE	$ 16,320.00	$ 16,320.00
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	$ 20,000.00	$ 20,000.00
4	ASPHALT PAVEMENT SAW CUTTING	2,750	LF	$ 4.00	$ 11,000.00
5	REMOVAL OF ASPHALT PAVEMENT	8,140	SY	$ 11.50	$ 93,610.00
6	ROADWAY EXCAVATION INCL. HAUL	5,590	CY	$ 65.00	$ 363,350.00
7	DITCH EXCAVATION INCL. HAUL	5,590	CY	$ 45.00	$ 251,550.00
8	NEW ASPHALT PAVING INCL. SUB BASE	100,500	SF	$ 10.00	$ 1,005,000.00
9	PAVEMENT MARKINGS AND SYMBOLS	1	LS	$ 20,000.00	$ 20,000.00
10	PERMANENT SIGNING	1	LS	$ 20,000.00	$ 20,000.00
11	BIKE/PEDESTRIAN LANE - ASPHALT PAVEMENT SAW CUTTING	2,400	LF	$ 4.00	$ 9,600.00
12	BIKE/PEDESTRIAN LANE - ROADWAY EXCAVATION INCL. HAUL	1,200	LF	$ 43.50	$ 52,200.00
13	BIKE/PEDESTRIAN LANE - CONCRETE, 12' WIDE	1,200	LF	$ 119.00	$ 142,800.00
14	REPLACE EXISTING BRIDGE				
15	*BRIDGE - SURVEY*	1	LS	$ 65,000.00	$ 65,000.00
16	*BRIDGE - SITE PREPARATION*	1	LS	$ 50,000.00	$ 50,000.00
17	*BRIDGE - DECK DEMOLITION AND REMOVAL*	2,170	SY	$ 250.00	$ 542,500.00
18	*BRIDGE - STRUCTURE DEMOLITION AND REMOVAL*	1	LS	$ 250,000.00	$ 250,000.00
19	*BRIDGE - SHORING*	230	SY	$ 350.00	$ 80,500.00
20	*BRIDGE - EXCAVATION AND FILL*	220	CY	$ 85.00	$ 18,700.00
21	*BRIDGE - APPROACHES*	2	EA	$ 180,000.00	$ 360,000.00
22	*BRIDGE - DEEP FOUNDATIONS*	1,200	LF	$ 250.00	$ 300,000.00
23	*BRIDGE - ABUTMENTS*	2	EA	$ 135,000.00	$ 270,000.00
24	*BRIDGE - DIAPHRAGMS*	2	EA	$ 135,000.00	$ 270,000.00
25	*BRIDGE - GIRDERS*	1,500	LF	$ 750.00	$ 1,125,000.00
26	*BRIDGE - DECK*	12,000	SF	$ 85.00	$ 1,020,000.00
27	*BRIDGE - TRAFFIC BARRIERS (CONCRETE PARAPETS)*	600	LF	$ 510.00	$ 306,000.00
28	*BRIDGE - FENCES*	400	LF	$ 200.00	$ 80,000.00
29	*BRIDGE - SURFACE TREATMENT*	12,000	SF	$ 5.00	$ 60,000.00
30	*BRIDGE - ELECTRICAL LIGHTING SYSTEMS*	300	LF	$ 500.00	$ 150,000.00
31	*BRIDGE - SITE RESTORATION*	1	LS	$ 50,000.00	$ 50,000.00
	Subtotal				$ 7,068,130.00
	Erosion Controls and Water Pollution Prevention	*5%*			$ 353,406.50
	Temporary Traffic Controls	*30%*			$ 2,226,460.95
	Mobilization	*10%*			$ 964,799.75
	Allowance for Indeterminates	*25%*			$ 2,653,199.30
	CONSTRUCTION SUBTOTAL (ROUNDED)				**$13,266,000**
	Permitting	*2%*			$ 265,320.00
	Engineering Design Fees	*25%*			$ 3,316,500.00
	Construction Administration Fees	18	MOS	$ 20,000	$ 360,000.00
	Right of Way Cost				*None Included*
	City of Prineville Staff Labor				*None Included*
	NON-CONSTRUCTION SUBTOTAL				**$3,941,820**
	Project Contingency	*53.2%*			$ 9,154,560
	YEAR 2024 PROJECT TOTAL (ROUNDED)				**$ 26,360,000**

Attachment B:
Project A – O'Neil – Modify

PRINEVILLE TSP UPGRADE - PROJECT A - O'NEIL (MODIFICATION)
CITY OF PRINEVILLE

ENGINEER'S ESTIMATE - PLANNING LEVEL
AACE International Class 5 Estimate

PREPARED BY: Parametrix, Strategic Advisory Services DATE: 2/28/2024
CHECKED BY: Parametrix, Transportation DATE:

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	$ 65,000.00	$ 65,000.00
2	CLEARING AND GRUBBING	1	ACRE	$ 16,320.00	$ 16,320.00
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	$ 20,000.00	$ 20,000.00
4	ASPHALT PAVEMENT SAW CUTTING	2,750	LF	$ 4.00	$ 11,000.00
5	REMOVAL OF ASPHALT PAVEMENT	8,140	SY	$ 11.50	$ 93,610.00
6	ROADWAY EXCAVATION INCL. HAUL	5,590	CY	$ 65.00	$ 363,350.00
7	DITCH EXCAVATION INCL. HAUL	5,590	CY	$ 45.00	$ 251,550.00
8	NEW ASPHALT PAVING INCL. SUB BASE	100,500	SF	$ 10.00	$ 1,005,000.00
9	PAVEMENT MARKINGS AND SYMBOLS	1	LS	$ 20,000.00	$ 20,000.00
10	PERMANENT SIGNING	1	LS	$ 20,000.00	$ 20,000.00
11	BIKE/PEDESTRIAN LANE - ASPHALT PAVEMENT SAW CUTTING	2,400	LF	$ 4.00	$ 9,600.00
12	BIKE/PEDESTRIAN LANE - ROADWAY EXCAVATION INCL. HAUL	1,200	LF	$ 43.50	$ 52,200.00
13	BIKE/PEDESTRIAN LANE - CONCRETE, 12' WIDE	1,200	LF	$ 119.00	$ 142,800.00
14	MODIFY EXISTING BRIDGE				
15	*BRIDGE - SURVEY*	1	LS	$ 65,000.00	$ 65,000.00
16	*BRIDGE - SITE PREPARATION*	1	LS	$ 150,000.00	$ 150,000.00
17	*BRIDGE - DEMOLITION AND REMOVAL - FENCES/BARRIERS/LIGHTING*	250	LF	$ 350.00	$ 87,500.00
18	*BRIDGE - SHORING*	150	SY	$ 350.00	$ 52,325.00
19	*BRIDGE - EXCAVATION AND FILL*	143	CY	$ 85.00	$ 12,155.00
20	*BRIDGE - APPROACH MODIFICATIONS*	2	EA	$ 135,000.00	$ 270,000.00
21	*BRIDGE - ADDITIONAL DEEP FOUNDATIONS*	600	LF	$ 250.00	$ 150,000.00
22	*BRIDGE - ABUTMENT MODIFICATIONS*	2	EA	$ 101,250.00	$ 202,500.00
23	*BRIDGE - DIAPHRAGM MODIFICATIONS*	2	EA	$ 101,250.00	$ 202,500.00
24	*BRIDGE - NEW GIRDERS*	450	LF	$ 900.00	$ 405,000.00
25	*BRIDGE - EXISTING GIRDER MODIFICATIONS*	1,500	LF	$ 150.00	$ 225,000.00
26	*BRIDGE - EXISTING/NEW DECK CONNECTION ALLOWANCE*	150	LF	$ 250.00	$ 37,500.00
27	*BRIDGE - NEW DECK*	4,400	SF	$ 127.50	$ 561,000.00
28	*BRIDGE - SELECT TRAFFIC BARRIER REPLACEMENTS (CONCRETE PARAPETS)*	300	LF	$ 510.00	$ 153,000.00
29	*BRIDGE - SELECT FENCE REPLACEMENTS*	200	LF	$ 200.00	$ 40,000.00
30	*BRIDGE - EXISTING SURFACE RESTORATION*	9,750	SF	$ 10.00	$ 97,500.00
31	*BRIDGE - MODIFY ELECTRICAL LIGHTING SYSTEMS*	200	LF	$ 500.00	$ 100,000.00
32	*BRIDGE - SITE RESTORATION*	1	LS	$ 50,000.00	$ 50,000.00
	Subtotal				$ 4,931,410.00
	Erosion Controls and Water Pollution Prevention	*5%*			$ 246,570.50
	Temporary Traffic Controls	*20%*			$ 1,035,596.10
	Mobilization	*10%*			$ 621,357.66
	Allowance for Indeterminates	*25%*			$ 1,708,733.57
	CONSTRUCTION SUBTOTAL (ROUNDED)				**$8,544,000**
	Permitting	*2%*			$ 170,880.00
	Engineering Design Fees	*25%*			$ 2,136,000.00
	Construction Administration Fees	12	MOS	$ 20,000	$ 240,000.00
	Right of Way Cost				*None Included*
	City of Prineville Staff Labor				*None Included*
	NON-CONSTRUCTION SUBTOTAL				**$2,546,880**
	Project Contingency	*53.0%*			$ 5,878,166
	YEAR 2024 PROJECT TOTAL (ROUNDED)				**$ 16,970,000**

Attachment C:
Project B – Roundabout

PRINEVILLE TSP UPGRADE - PROJECT B - ROUNDABOUT
CITY OF PRINEVILLE

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Class 5 Estimate

PREPARED BY: Parametrix, Strategic Advisory Services DATE: 2/28/2024

CHECKED BY: Parametrix, Transportation DATE:

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	$ 85,000.00	$ 85,000.00
2	TREE REMOVAL	20	EA	$ 1,630.00	$ 32,600.00
3	TREE PROTECTION ALLOWANCE	5	EA	$ 1,100.00	$ 5,500.00
4	CLEARING AND GRUBBING	4	ACRE	$ 16,400.00	$ 65,600.00
5	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	$ 25,000.00	$ 25,000.00
6	SALVAGE SITE ITEMS	1	LS	$ 15,000.00	$ 15,000.00
7	ASPHALT PAVEMENT SAW CUTTING	5000	LF	$ 4.00	$ 20,000.00
8	REMOVAL OF ASPHALT PAVEMENT	18170	SY	$ 11.50	$ 208,955.00
9	ROADWAY EXCAVATION INCL. HAUL	8020	CY	$ 65.00	$ 521,300.00
10	NEW ASPHALT PAVING INCL. SUB BASE	144200	SF	$ 10.00	$ 1,442,000.00
11	CONCRETE SPLITTER ISLAND INCL. FORMWORK	2400	SY	$ 44.00	$ 105,600.00
12	PEDESTRIAN FLASHING BEACON SYSTEM	1	LS	$450,000.00	$ 450,000.00
13	CONCRETE CURB	6000	LF	$ 28.00	$ 168,000.00
14	PAVEMENT MARKINGS AND SYMBOLS	1	LS	$150,000.00	$ 150,000.00
15	PERMANENT SIGNING	1	LS	$ 50,000.00	$ 50,000.00
16	LANDSCAPING ALLOWANCE	10430	SY	$ 20.00	$ 208,600.00
17	BIKE/PEDESTRIAN LANE - ASPHALT PAVEMENT SAW CUTTING	9200	LF	$ 4.00	$ 36,800.00
18	BIKE/PEDESTRIAN LANE - ROADWAY EXCAVATION INCL. HAUL	4600	LF	$ 43.50	$ 200,100.00
19	BIKE/PEDESTRIAN LANE - CONCRETE, 12' WIDE	4600	LF	$ 119.00	$ 547,400.00
20	FRONTAGE ROAD - ASPHALT PAVEMENT SAW CUTTING	3100	LF	$ 4.00	$ 12,400.00
21	FRONTAGE ROAD - REMOVAL OF ASPHALT PAVEMENT	1680	SY	$ 11.50	$ 19,320.00
22	FRONTAGE ROAD - ROADWAY EXCAVATION INCL. HAUL	2870	CY	$ 65.00	$ 186,550.00
23	FRONTAGE ROAD - NEW ASPHALT PAVING INCL. SUB BASE	51600	SF	$ 10.00	$ 516,000.00
24	FRONTAGE ROAD BIKE/PEDESTRIAN LANE - ASPHALT PAVEMENT SA	3800	LF	$ 4.00	$ 15,200.00
25	FRONTAGE ROAD BIKE/PEDESTRIAN LANE - ROADWAY EXCAVATION	1900	LF	$ 43.50	$ 82,650.00
26	FRONTAGE ROAD BIKE/PEDESTRIAN LANE - CONCRETE, 6' WIDE	1900	LF	$ 60.50	$ 114,950.00
	Subtotal				$ 5,284,525.00
	Erosion Controls and Water Pollution Prevention	*5%*			$ 264,226.25
	Temporary Traffic Controls	*20%*			$ 1,109,750.25
	Mobilization	*10%*			$ 665,850.15
	Allowance for Indeterminates	*25%*			$ 1,831,087.91
	CONSTRUCTION SUBTOTAL (ROUNDED)				**$9,155,000**
	Permitting	*2%*			$ 183,100.00
	Engineering Design Fees	*25%*			$ 2,288,750.00
	Construction Administration Fees	18	MOS	$ 20,000	$ 360,000.00
	Right of Way Cost	1	LS	$ 500,000	$ 500,000.00
	City of Prineville Staff Labor				*None Included*
	NON-CONSTRUCTION SUBTOTAL				**$3,331,850**
	Project Contingency	*51.7%*			$ 6,455,701
	YEAR 2024 PROJECT TOTAL (ROUNDED)				**$ 18,940,000**