Project Information

US 20 @ Tumalo

Last updated: January 2019

Project Goal
Develop solutions that address both short-term (1-3 years) and long-term (5-20 years) safety and congestion problems and meet the needs of the many stakeholders that use this section of US 20.

Why this project is needed
Highway US 20 is a critical part of the State’s transportation system. US 20 is an important freight route that supplies goods and services to central and eastern Oregon. It is also an important highway for local commuting traffic and the surrounding community. Keeping highways safe and traffic moving are critical parts the Oregon Department of Transportation’s mission.

Safety
There have been a total of 21 crashes on US 20 between the intersections of 5th Street and Cook Avenue/OB Riley Road over a six year period from January 1, 2009 to December 31, 2014. Of these crashes, 14 were intersection related. Nine of the crashes resulted in injuries, of which two involved severe injuries. There were no fatalities during this period. 43% of the intersection crashes were left turning and 29% crossing maneuvers, with the major cause being failure to yield right-of-way.

Congestion
The population growth in Tumalo and the surrounding area and the increase of traffic on US 20 are increasing congestion and backups on side streets and making it difficult for drivers to turn onto the highway from local streets.

In 2000, the Average Daily Traffic for US 20 in Tumalo was 8,100 vehicles per day. By 2019, this is expected to increase to 15,200, nearly double the 2000 count, making the conditions worse than they already are today.

Past safety improvements
ODOT in partnership with Deschutes County have implemented several short term solutions to help improve the US 20 Tumalo corridor. These include:

- Speed studies conducted in 2005, 2007 and 2009. In 2005, the speed through Tumalo was reduced to 50mph, and in 2007, the speed was reduced to 45mph
- Advance speed zone signs installed east and west of Tumalo to alert drivers of the speed reduction ahead.
- Realignment of O.B. Riley Road and created a 4-way intersection.
- Striping modifications to make it safer for northbound traffic on O.B. Riley Road to turn right and prevent eastbound traffic on US 20 from changing lanes in the intersection.
- Advance intersection signs with street names to improve awareness of upcoming intersections.
- Enlarged stop signs for Bailey Road and 7th Street to improve driver compliance.
- Stop bars realignment to improve visibility of vehicles on the side streets.
- Left hand turn refuge on US 20 at the intersection of Bailey Road and 7th Street.
- Raised curb median at US 20 and 7th Street/Bailey Road.
How ODOT is proposing to address these problems

A long-term solution is needed to address safety and operations on US 20 through Tumalo, while maintaining connectivity and mobility of the community. From 2008 – 2012, ODOT worked with stakeholders including the Federal Highway Administration, Deschutes County, emergency service providers, freight industry and property and business owners in the Tumalo area to develop potential concept alternatives that meet the long-term goals of the project; including an over-crossing at O.B. Riley/Cook Ave (C-4) and an under-crossing at O.B. Riley/Cook Ave (I-3).

ODOT and Deschutes County have now partnered to re-initiate project development efforts in order to determine the preferred long-term solution and develop it to 30% design. The project development process will consist of the following phases:

• Phase 1: Perform traffic analysis and an alternatives analysis to evaluate previously adopted concepts and new potential solutions, including a multi-lane roundabout, to be included in Phase 2.

• Phase 2: Refine potential concept alternatives and conduct an extensive public outreach process to gain broad community and stakeholder input on potential solutions. Determine the preferred long-term solution for the project and develop to 30% design.

• Phase 3 (not yet funded): Begin the right-of-way acquisition process and develop the project to Final Design.

Estimated construction costs
Long-term $10-15 million

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For current information, visit the project web site at:  