



## DRAFT TECHNICAL MEMORANDUM #5

### Gilliam County Transportation System Plan Update

Alternatives Analysis

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Date: March 12, 2015 Project #: 17679  
To: Michael Duncan, ODOT  
Susie Anderson, Gilliam County  
From: Casey Bergh, PE; Ashleigh Griffin; and Marc Butorac, PE, PTOE  
cc: Project Advisory Committee

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This memorandum provides a framework for the implementation of future transportation improvements. The framework includes an updated functional classification system for Gilliam County and roadway design standards that will guide future improvement projects. Specific improvement projects are summarized, which include projects to address all needs identified in Memorandum #4 (Future Needs) as identified by the public, the Project Advisory Committee, Gilliam County staff, and ODOT staff. The memorandum is organized in three main sections based on these elements; proposed functional classification, roadway design standards, and transportation alternatives.

## FUNCTIONAL CLASSIFICATION

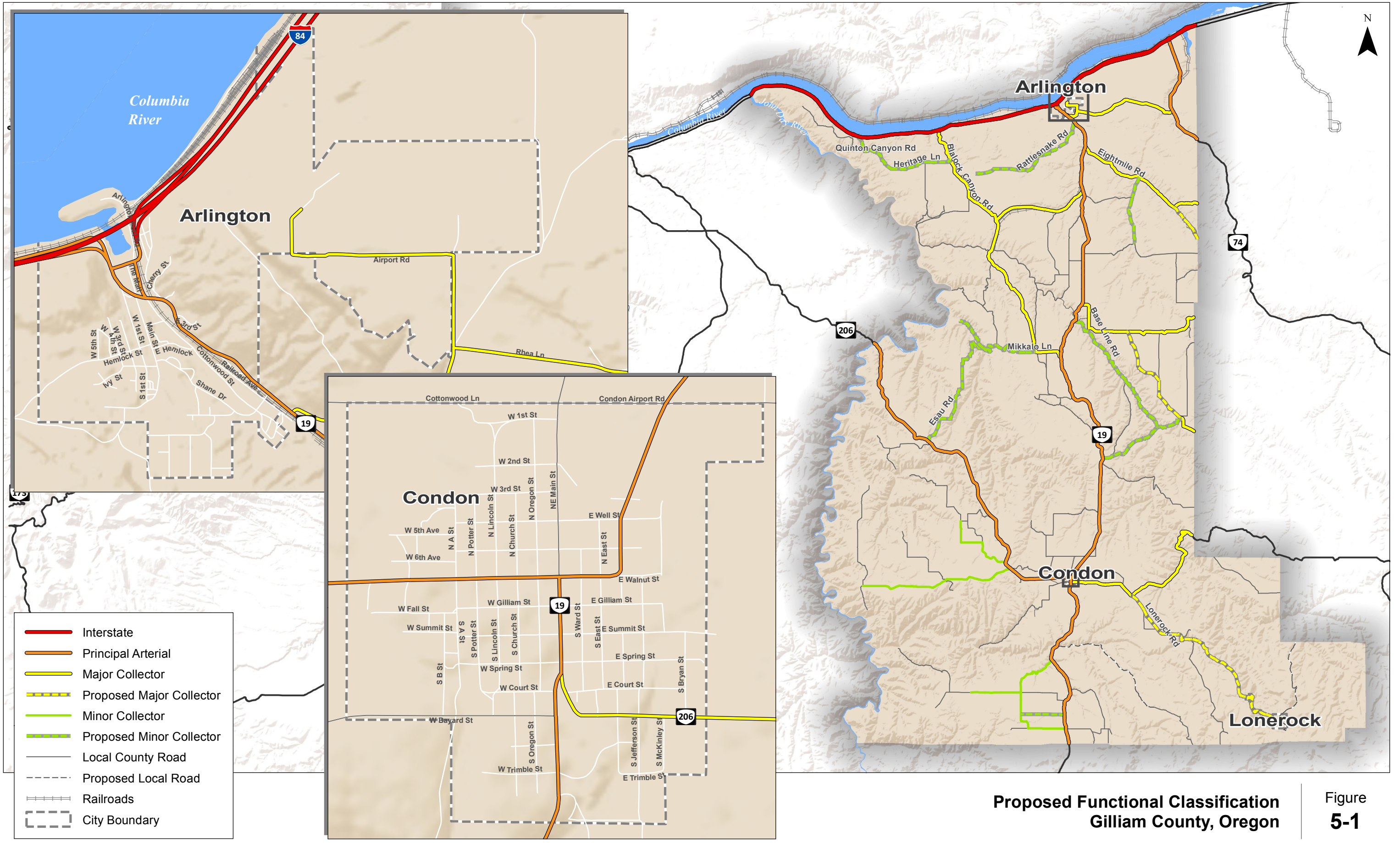
Functional classification of a roadway characterizes the intended purpose, amount and type of vehicular traffic it is expected to carry, provisions for non-auto travel, and the roadway's design standards. The classification considers the adjacent land uses and transportation modes that should be accommodated.

Proposed classifications identified for Gilliam County include: Interstate, Principal Arterial, Major Collector, Minor Collector, and Local Road. Table 5-1 provides a detailed description of each classification. Figure 5-1 presents the functional classifications for all existing County roadways. The recommended functional classifications shown are based on the existing Federal Functional Classifications. The functional classifications apply in both urban and rural environments. The previous Technical Memorandum (Future Needs) documented the reason why roads were selected for upgrades from local County roads to Major or Minor Collectors. Generally, the reasons for these changes were an increase in traffic and heavy vehicles associated with industrial or agricultural land use and traffic patterns.

Table 5-1. Gilliam County Functional Classification Descriptions

Functional Classification	Description
Interstate	Primary function is mobility and to serve long-distance travel. These roadways are high-speed, divided roadways with limited access. Interstates link urban areas across the United States.
Principal Arterial	Primary function is to carry high levels of regional vehicular traffic at high speeds. These roads connect the collector road system to freeways, provide access to other cities and communities, and serve major traffic movements. Access is limited but can be accommodated with at-grade intersections.
Major Collector	<p>Primary function is to serve traffic from local roads and move them to arterials. These roads provide some degree of access to adjacent properties, while maintaining circulation and mobility for all users. Major Collectors carry lower traffic volumes at slower speeds than arterials. Major Collectors are often longer in length and have lower driveway density, higher speed limits, higher traffic volumes, and may have more travel lanes than Minor Collectors.</p> <p>Major Collectors can be located in urban or rural environments. In rural environments, Collectors generally serve intra-county travel. In rural areas, traffic volumes and spacing may be the most significant designation factors between Major and Minor Collectors. In urban areas, these roads serve both access and traffic circulation in higher dense residential, commercial, and industrial areas. They typically have higher speeds and more signalized intersections.</p>
Minor Collector	Primary function is to serve traffic from local roads and connect traffic to arterials. These roads can be urban or rural. In urban areas, they serve both access and traffic circulation but in lower density areas than Major Collectors. They also penetrate neighborhoods, but often for a shorter distance than Major Collectors. They typically have lower speeds and fewer signalized intersections. In rural areas, they serve to bring traffic from local roads to developed areas or connections to those areas. They provide service to smaller communities not served by a higher class facility and link locally important traffic generators with rural areas.
Local Road	Local roads account for the largest percentage of all roadways in terms of mileage. Their primary function is to provide direct access to adjacent land uses. They are characterized by short roadway distances, slow speeds, and low volumes. Local roads offer a high level of accessibility, serves passenger cars, pedestrians, and bicycles, but not through trucks.

Source: [http://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section03.cfm#Toc336872980](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm#Toc336872980)



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**Proposed Functional Classification  
Gilliam County, Oregon**

**Figure  
5-1**

## PROPOSED COUNTY ROADWAY DESIGN GUIDELINES

The proposed roadway design guidelines are based on discussions with County staff, former County and City guidelines, and guidance in the *AASHTO Green Book*. The guidelines take into consideration roadway functional and operational characteristics, including traffic volume, capacity, operating speed, and safety. As the County road system develops, the guidelines will support safe and efficient movement of people and goods while also accommodating the orderly development of adjacent lands.

Separate design guidelines are presented for rural and urban roadways given the different purpose and function of each. Rural standards apply to roadways outside of City limits, and urban standards apply to facilities within City limits. The City of Lonerock has a rural character and has historically followed rural County guidelines. In some cases, multiple options are presented for an individual classification. This is intended to provide the County and Cities with flexibility to design roadways that are appropriate for the context. For example, in urban areas, on-street parking may be desired in some areas, but not others.

### Rural Roadway Design Guidelines

Exhibit 5-1 through Exhibit 5-3 summarize the proposed cross-sections for rural roadways. Table 5-2 presents the dimensions of the design guidelines. County arterial roadway surfaces should be paved, but other lower-order roadway surfaces could be gravel or paved, depending on the level of use of the roads and the ability of the local jurisdiction to maintain them. Major and minor collectors that serve industrial traffic should be paved when feasible.

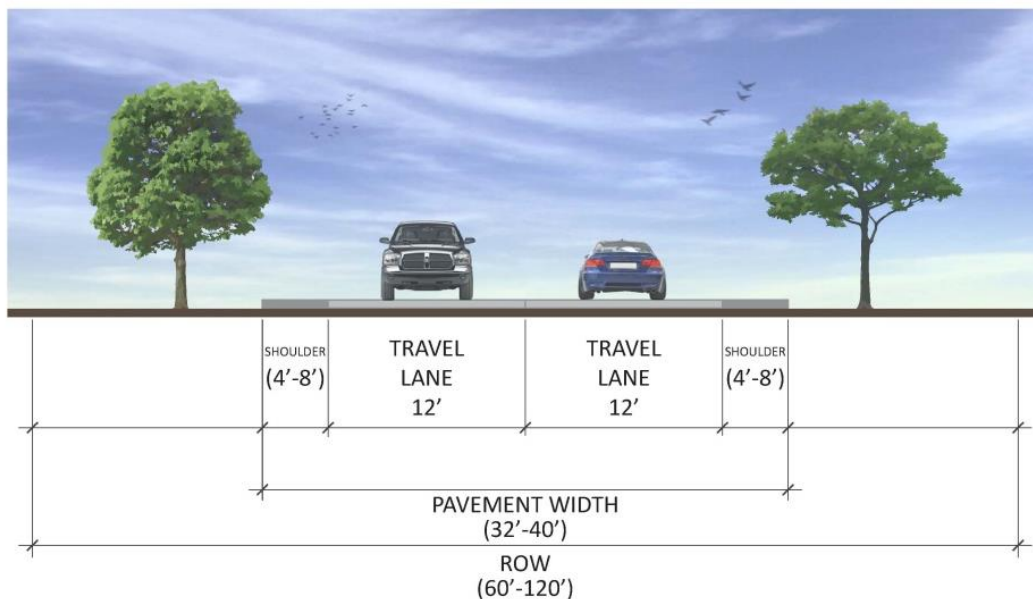


Exhibit 5-1. Proposed Rural Arterial Cross-Section

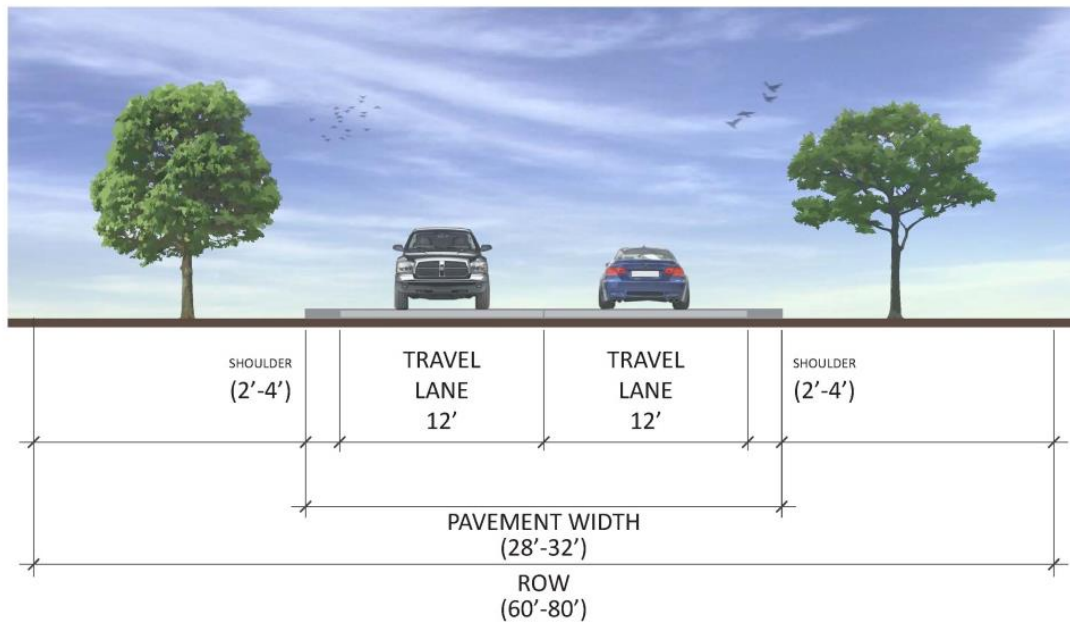


Exhibit 5-2. Proposed Rural Collector Cross-Section

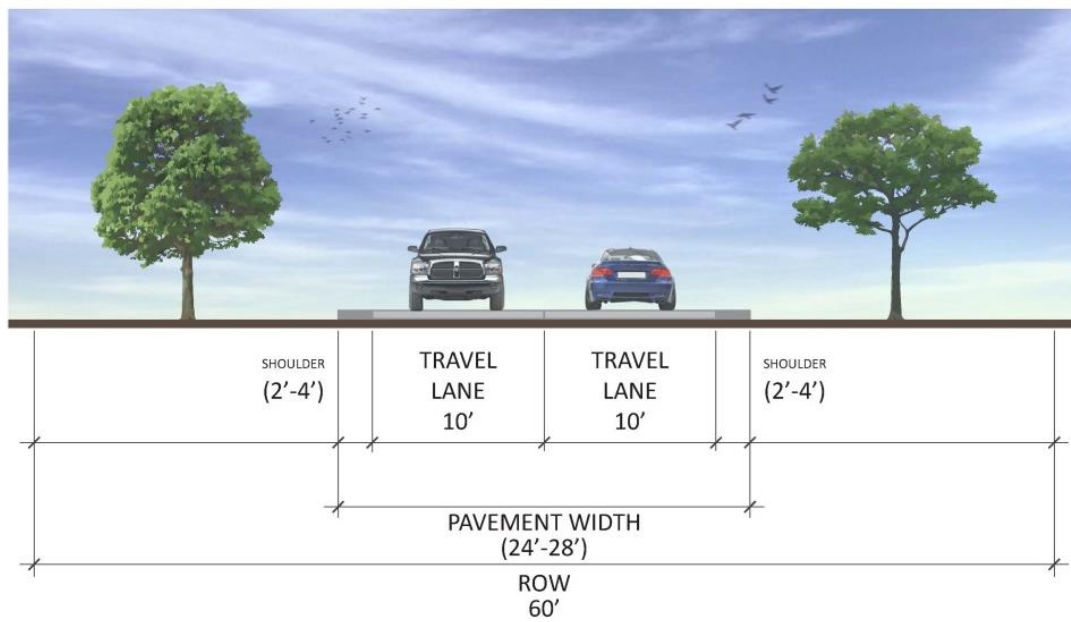


Exhibit 5-3. Recommended Rural Local Street Cross-Section

Table 5-2. Summary of Proposed Rural Design Guidelines by Functional Classification

Functional Classification	Right-of-Way Width (ft)	Roadway		Shoulder	
		Width (ft)	Surface	Width (ft)	Surface
Arterial Street	60-120	32-40	Paved	4-8	Paved
Major Collector Street	60-80	28-32	Paved/gravel	2-4	Paved/gravel
Minor Collector Street	60-80	28-32	Paved/gravel	2-4	Paved/gravel
Local Street	60	24-28	Paved/gravel	2-4	Paved/gravel
Radius for cul-de-sac turn-around	50	40	-	-	-

### Urban Roadway Design Guidance

The cities of Condon and Arlington had individual street design guidelines in their respective 1999 TSPs. These guidelines were similar and have been consolidated to form one set of urban design guidelines which will apply to all streets within City limits. Exhibit 5-4 through Exhibit 5-8 illustrates the proposed roadway design guidelines for urban areas. Table 5-3 summarizes the proposed urban roadway design dimensions.

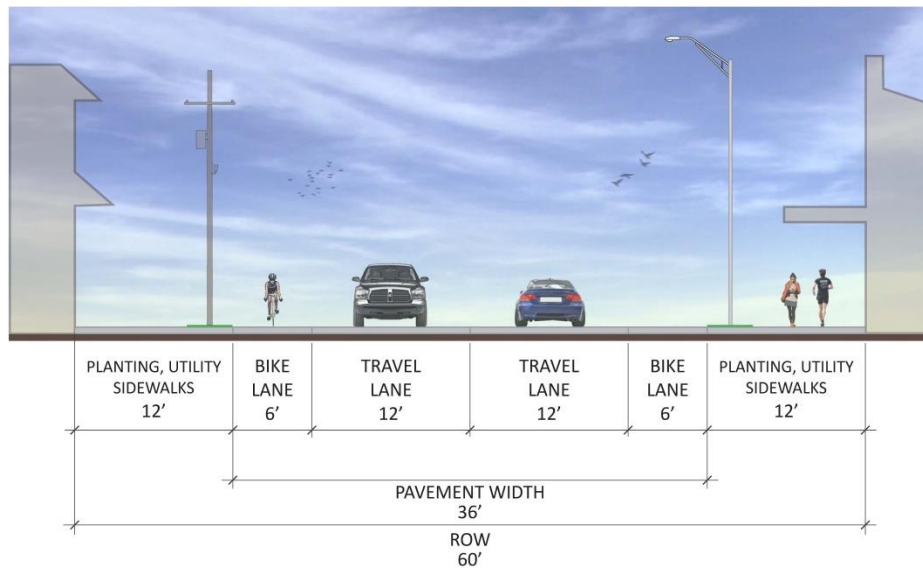


Exhibit 5-4. Recommended Urban Arterial Cross-Section – Option 1

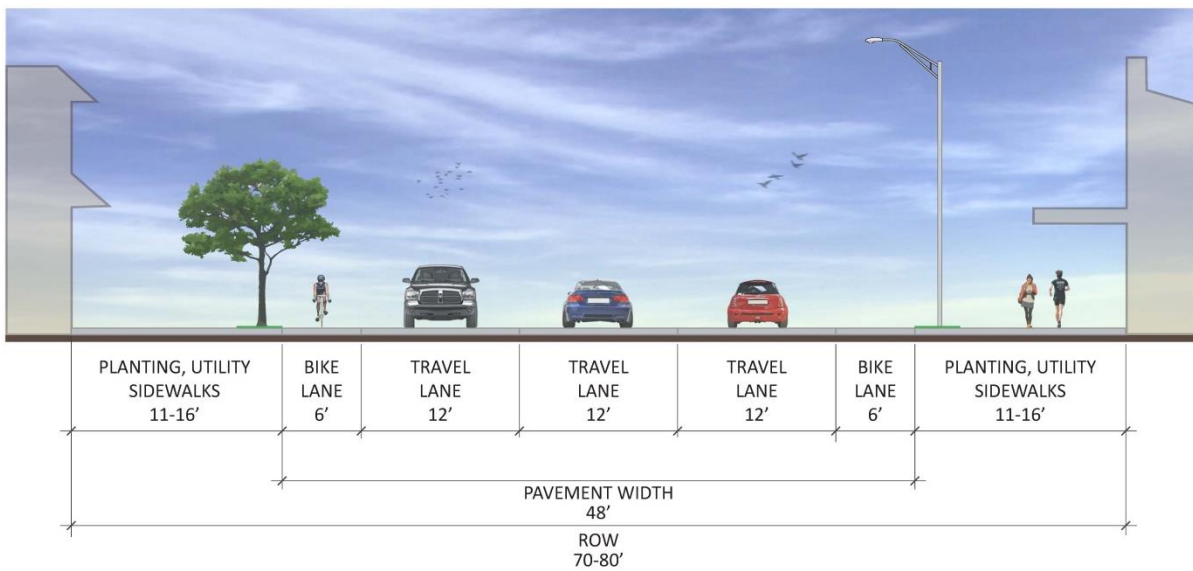


Exhibit 5-5. Recommended Urban Arterial Cross-Section – Option 2

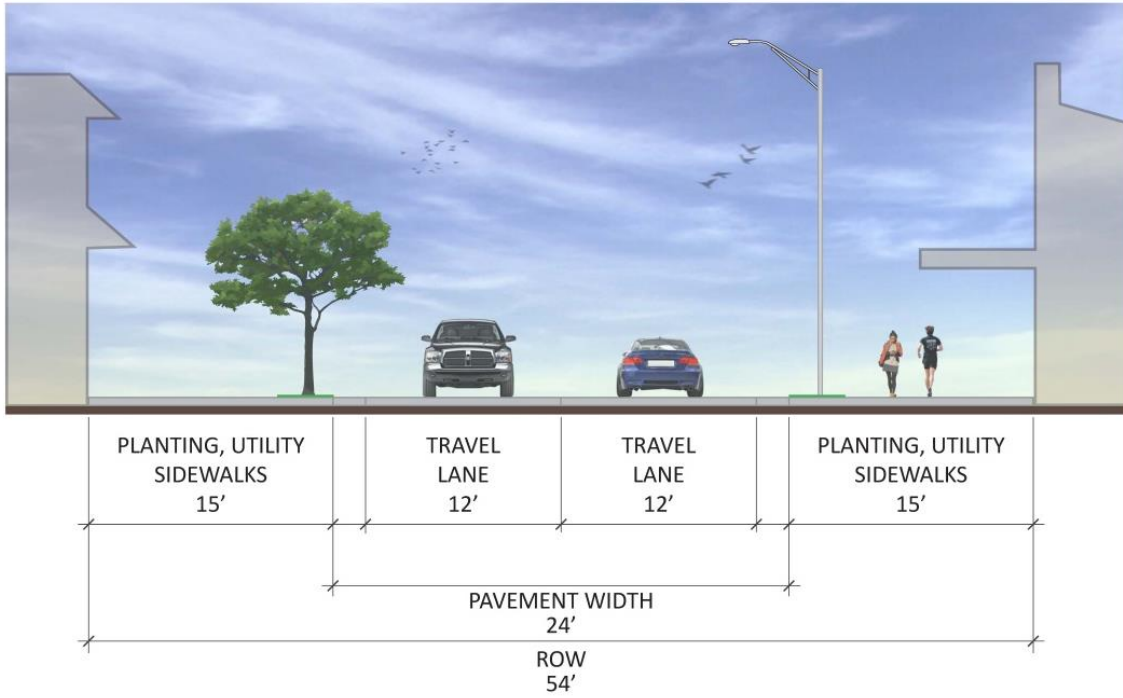


Exhibit 5-6. Recommended Urban Local Street Cross-Section - Option 1

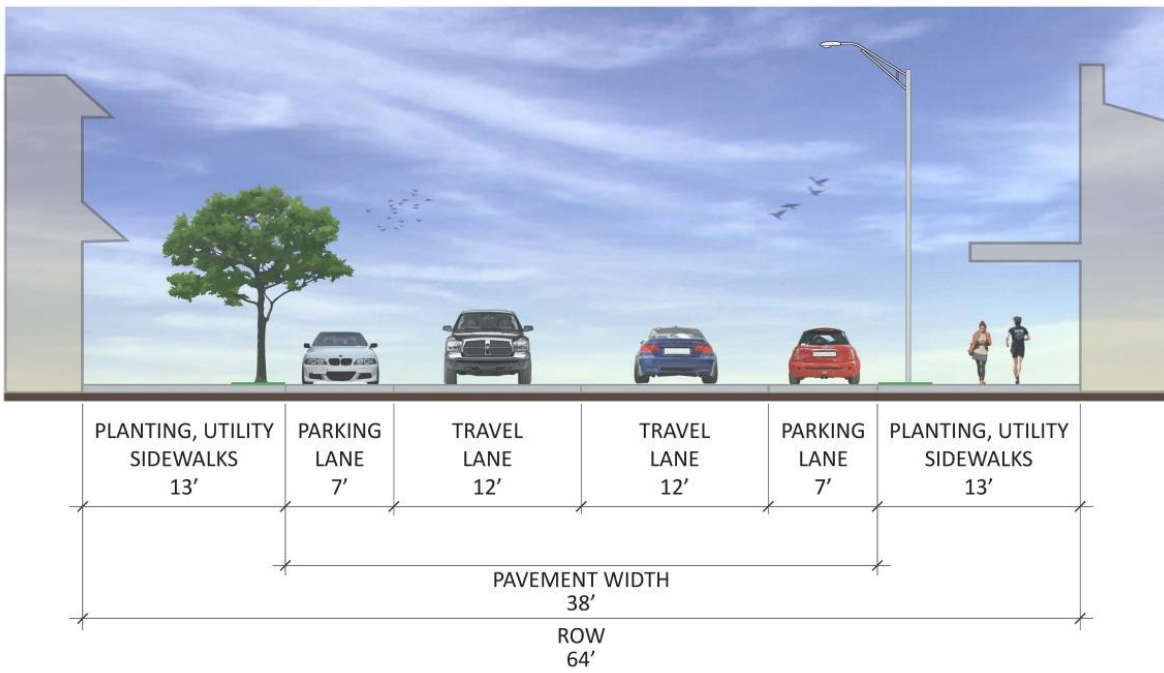


Exhibit 5-7. Recommended Urban Local Street Cross-Section - Option 2



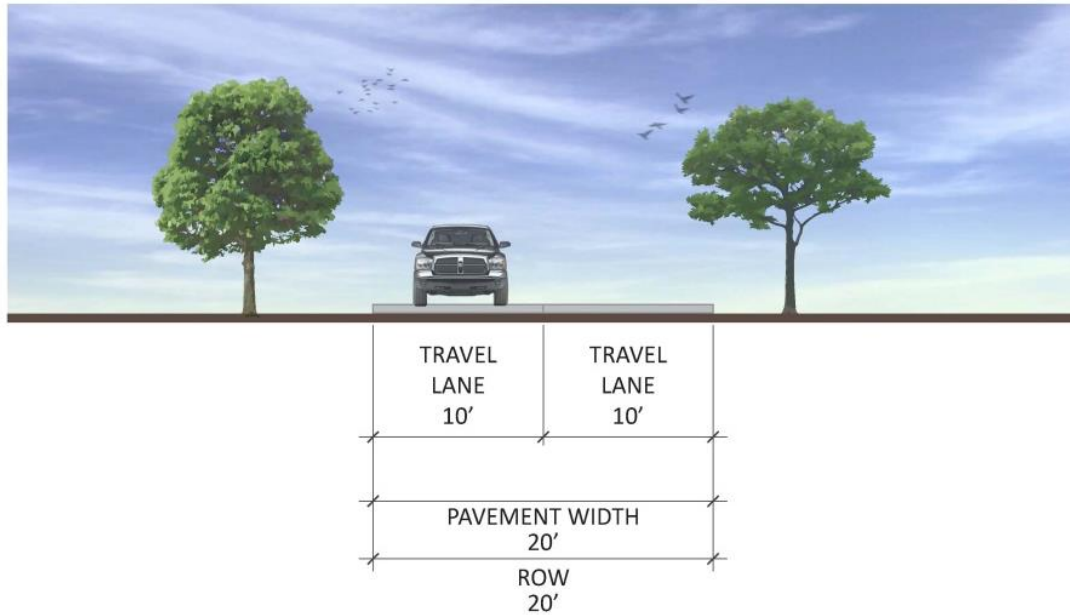


Exhibit 5-8. Recommended Urban Alley Cross-Section

Table 5-3. Recommended Urban Design Guidelines

Classification	Pavement Width	Right-of-Way Width	Number/Width			Planting, Utility, Sidewalks
			Travel Lanes	Parking Lanes	Bike Lanes	
Urban Arterial – Option 1	36 ft	70 ft	2/12 ft	None	2/6 ft	12 ft
Urban Arterial – Option 2	48 ft	70-80 ft	3/12 ft	None	2/6 ft	11-16 ft
Downtown Arterial	52 ft	80 ft	2/12 ft	2/8 ft	2/6 ft	14 ft
Urban Major/Minor Collector	36 ft	60 ft	2/10 ft	2/8 ft	none	12 ft
Urban Local Street – Option 1	24 ft	54 ft	2/10 ft	None	none	15 ft
Urban Local Street – Option 2	38 ft	64 ft	2/12 ft	2/7 ft	none	13 ft
Urban Alley	20 ft	20 ft	2/10 ft	none	none	none

## TRANSPORTATION ALTERNATIVES

Transportation alternatives for Gilliam County were developed and evaluated to address transportation needs based on the current and future forecast traffic conditions. The future transportation needs of the County were determined based on: comments received from the public, Gilliam County, ODOT, members of the Project Advisory Committee; a field review conducted by Kittelson and Associates, Inc. (KAI) in 2014; technical analysis of traffic operations; and, a review and

analysis of crash history reports. Table 5-4 shows the financially unconstrained transportation projects that have been identified to address the future transportation needs.

The projects identified in Table 5-4 address various transportation issues, which generally include: modernization, safety issues, pedestrian/bicycle enhancements, and bridge replacement/preservation needs. These issues are briefly described below:

- **Modernization:** These projects include upgrades to address operational issues or upgrades to roadways that are serving higher traffic volumes than they were originally intended to serve. These projects cannot be conducted as part of regular maintenance activities and may include activities such as shoulder widening or full reconstruction of a roadway.
- **Safety:** These projects consider opportunities to improve existing facilities to reduce probability and severity of crashes.
- **Active Transportation:** These projects improve existing facilities or create new facilities that provide greater connectivity and increase access to pedestrian and bicycle routes within Cities and between communities.

Table 5-4 includes a project number for reference to the project locations shown Figure 5-2. The preliminary cost estimates in Table 5-4 includes contingency and exclude right-of-way costs. Potential non-binding funding sources were also identified for each project.

In addition to the projects identified in the table, several programmatic items were identified to address transit, safety, and parking concerns. These items include:

- Installing shoulder rumble strips on State and County roads when possible to help reduce single-vehicle, run-off-the-road crashes. These systemic projects should be included in roadway upgrade projects when possible.
- Additional transit funding is needed to pay salaries for drivers, training for drivers, vehicle maintenance, and carpools for the vehicles.
- The County and Cities permitting requirements may be updated to require parking management plans for some special events to minimize parking overflow onto local and downtown streets during special events.

*Project prospectus sheets are provided in Appendix A.* These sheets summarize the details of individual projects, including the location and conceptual sketches of proposed cross-sections or intersection realignments.

*Appendix B summarizes the cost estimates and relevant assumptions used to develop costs shown in Table 5-4.*

Table 5-4. Transportation Projects

Project ID	Project Category	Project Name	Project Description	Project Cost Estimate	Priority	Potential Funding Source			
						ODOT/ State	County	Cities	Private
S-1	Safety	I-84 Westbound On-Ramp in Arlington	Replace existing sign with larger sign and add pavement markings to indicate correct direction for drivers	\$3,000	Medium	X			
S-2	Safety	Railroad crossing of OR 19/Locust Street	Minimize times that the crossing is blocked by trains by working with WM to ensure additional power to move trains up hill and prevent trains from getting stuck.	Unknown	High				X
S-3	Safety	Railroad crossing of I-84 Ramps/Beech Street	Minimize times that the crossing is blocked by trains by working with WM to ensure additional power to move trains up hill and prevent trains from getting stuck.	Unknown	High				X
S-4, A	Safety	Main Street/Walnut Street Intersection Reconfiguration, Option A	Reconfigure intersection to two-way stop-controlled intersection	\$46,000	Low	X		X	
S-4, B	Safety	Main Street/Walnut Street Intersection Reconfiguration, Option B	Reconfigure intersection to all-way stop-controlled intersection with flashing warning signs on all approaches	\$25,000	High	X		X	
S-5	Safety	E Bayard Street/Main Street Intersection Reconfiguration	Reconfigure intersection to two-way stop-controlled intersection	\$106,000	Low	X		X	

Project ID	Project Category	Project Name	Project Description	Project Cost Estimate	Priority	Potential Funding Source			
						ODOT/ State	County	Cities	Private
S-6	Safety	Lonerock Road at OR 206	Reconfigure intersection to perpendicular with the curve	\$104,000	Medium	X	X		
S-7	Safety	I-84 throughout County	Evaluate effectiveness and feasibility of ITS treatments to provide warnings to drivers when roadway conditions are icy.	N/A	Low	X			
S-8	Safety	Systemic Safety Improvements	Install shoulder rumble strips on State and County roads when possible to help reduce single-vehicle, run-off the road crashes.	Included in upgrade projects.	High	X	X		
A-1	Active Transportation	Cottonwood Street Sidewalks	Install sidewalks from Shane Drive to OR 19	\$508,000	Low			X	
A-2	Active Transportation	Shane Drive Sidewalks	Install sidewalks from Main Street to Cottonwood Street	\$414,000	Low			X	
A-3	Active Transportation	Ivy Street Sidewalks - Arlington	Install sidewalks from 3rd Street to Main Street in Arlington, connecting to the Columbia Hills Manor Independent Living Center	\$147,000	High			X	
A-4	Active Transportation	Sidewalks on East Side of Main Street - Condon	Replace sidewalks on the east side of Main Street from 3rd Street to OR 206/Walnut Street	\$83,000	Medium			X	

Project ID	Project Category	Project Name	Project Description	Project Cost Estimate	Priority	Potential Funding Source			
						ODOT/ State	County	Cities	Private
A-5	Active Transportation	Sidewalks on E Spring Street	Install sidewalks from S East Street to S Jefferson Street	\$25,000	Medium			X	
A-6	Active Transportation	Inner Pedestrian Recreational Route West of Condon	Create recreational dirt walking path east of Condon for residents from W Bayard Street/Potter Street to OR 206	\$87,750	Low		X	X	
A-7	Active Transportation	Outer Pedestrian Recreational Route West of Condon	Create recreational dirt walking path east of Condon for residents from W Bayard Street to Cottonwood Street/Main Street	\$109,200	Low		X	X	
A-8	Active Transportation	W 1st Street	Install sidewalks from Cedar Street to Ivy Street	\$277,000	Low			X	
A-9	Active Transportation	OR 206 Cyclist Rest Areas	Evaluate feasibility and cost of providing bicyclist rest areas with water stations and bike tools at strategic locations along OR 206 in the County	N/A	Medium	X	X		
A-10	Active Transportation	Bicycle Parking	Add bicycle parking in downtown areas of Condon and Arlington	N/A	High			X	
B-1	Bridge	Cayuse Canyon Road Bridge	Replace bridge at MP 4 (Rock Creek)	\$2,000,000	Low		X		

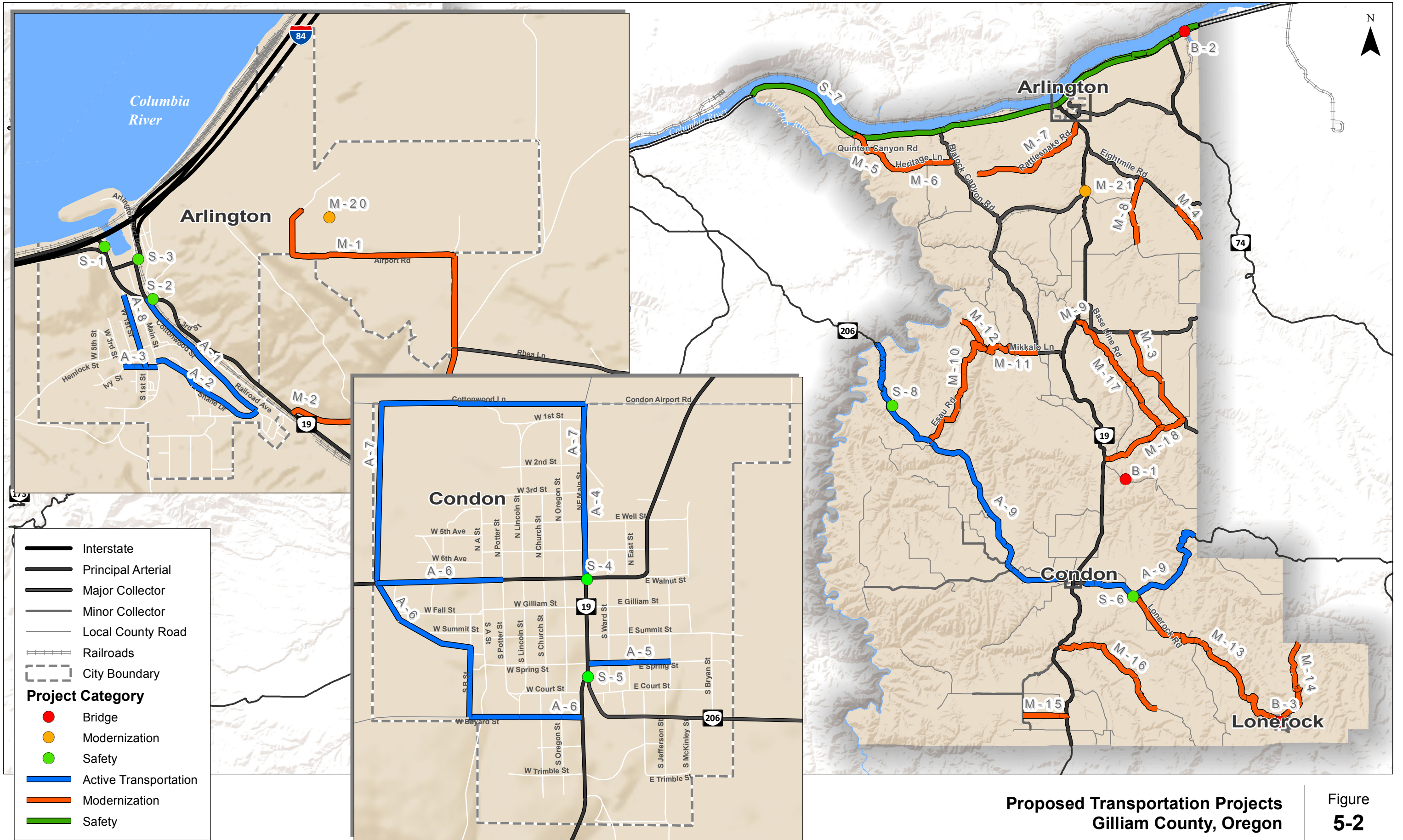
Project ID	Project Category	Project Name	Project Description	Project Cost Estimate	Priority	Potential Funding Source			
						ODOT/ State	County	Cities	Private
B-2	Bridge	I-84 EB Bridge	Update bridge at MP 148.6 (Willow Creek)	\$160,000	Medium	X			
B-3, A	Bridge	Lonerock Road Bridge Replacement - Option A	Option A: Replace Lonerock Road bridge	\$2,000,000	Medium		X		
B-3, B	Bridge	Lonerock Road Bridge Repair - Option B	Option B: Repair Lonerock Road bridge	Waiting on Estimate for Repair	Medium		X		
M-1	Modernization	Airport Road	Reconstruct roadway from Rhea Road to the end of the road with rock base and minimum of 4' shoulders to accommodate industrial traffic associated with the industrial park	\$109,200	High	X	X	X	X
M-2	Modernization	Rhea Lane	Upgrade roadway to include 4' shoulders on both sides from OR 19 to Airport Road to serve industrial traffic associated with the Arlington Mesa Industrial Park.	\$837,330	High	X	X	X	X
M-3	Modernization	Ridge Road	Upgrade roadway to Major Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Baseline/Ion Road to Flett Road.	\$1,177,735	High		X		

Project ID	Project Category	Project Name	Project Description	Project Cost Estimate	Priority	Potential Funding Source			
						ODOT/ State	County	Cities	Private
M-4	Modernization	Fourmile Canyon Road	Upgrade roadway to Major Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Fairview Lane to the eastern County Limits.	\$1,015,820	Medium		X		
M-5	Modernization	Quinton Canyon Road	Upgrade roadway to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Blalock Canyon Road to I-84 interchange.	\$95,550	Low		X		
M-6	Modernization	Heritage Lane	Upgrade roadway to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Blalock Canyon Road to I-84 interchange.	\$95,550	Low		X		
M-7	Modernization	Rattlesnake Road	Reclassify roadway to Minor Collector. Road has already been upgraded to Minor Collector cross-section.	None	High		X		
M-8	Modernization	Eightmile Canyon Road	Upgrade roadway from 18' wide road to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Old Tree Lane to Fourmile Canyon Road	\$1,015,846	Low		X		
M-9	Modernization	OR 19	Reconstruct roadway from MP 16 to 19 to straighten curves to allow long trucks carrying agriculture equipment or wind turbines access without using both lanes.	N/A	Low	X			

Project ID	Project Category	Project Name	Project Description	Project Cost Estimate	Priority	Potential Funding Source			
						ODOT/ State	County	Cities	Private
M-10	Modernization	Devils Butte Rd	Upgrade roadway from approximately 20' wide dirt road to a Minor Collector to serve State Park traffic from Hay Canyon Road to OR 206.	\$156,000	Low	X	X		X
M-11	Modernization	Mikkalo Ln	Upgrade roadway from approximately 20' wide dirt road to a Minor Collector to serve State Park traffic from Hay Canyon Road to OR 19.	\$61,100	Low	X	X		
M-12	Modernization	Hay Canyon Rd	Upgrade roadway from approximately 15' wide dirt road to a Minor Collector to serve State Park traffic from Devils Butte Road to the Cottonwood Canyon State Park.	\$2,752,422	Low	X	X		
M-13	Modernization	Lonerock Road	Upgrade from Minor Collector to Major Collector from OR 206 to City of Lonerock	\$500,000	Medium				
M-14	Modernization	Buttermilk Canyon Road	Downgrade from Minor Collector to Local Road from City of Lonerock to East County Limit	None	High				
M-15	Modernization	Cemetery Road	Upgrade Road to Minor Collector	\$100,000	Low				
M-16	Modernization	Trail Fork Road	Downgrade from Minor Collector to Local Road	None	High				
M-17	Modernization	Upper Rock Creek Road	Downgrade from Major Collector to Minor Collector from Wolf Hollow Road to OR 19	None	High				



Project ID	Project Category	Project Name	Project Description	Project Cost Estimate	Priority	Potential Funding Source			
						ODOT/ State	County	Cities	Private
M-18	Modernization	Wolf Hollow Road	Downgrade from Major Collector to Minor Collector from OR 19 to Ridge Road	None	High				
M-19	Parking/ Special Events	Parking Management Plans	Update permitting procedures to require parking management plans for special events to minimize parking overflow onto local and downtown streets during special events.	N/A	Low		X	X	
M-20	Modernization	Arlington Airport Runway	Pave the Arlington Airport runway, which is currently dirt.	N/A	Low	X			
M-21	Modernization	Shutler Station	Add rail crossovers	\$300,000	Medium	X			X
M-22	Modernization	On-Street Parking Spaces on Main Street	Upgrade parking spaces on Main Street in Condon to provide ADA spaces at key destinations.	\$3,000	High			X	
M-23	Transit	Transit Improvements	Obtain additional funding for additional drivers, training, vehicle maintenance, and carpools for the County's dial-a-ride system.	N/A	Medium	X	X		



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Proposed Transportation Projects  
Gilliam County, Oregon

Figure  
5-2

## PROJECT TIMING

The projects were categorized into short-term and medium/long-term projects. Short-term projects include those that could be addressed within the next five years. Some medium/long-term projects may be addressed within the next five to ten years; others will continue to be considered during planning projects, but these will most likely not be addressed until 10 to 20 years from now.

Each project was categorized based on known transportation needs, forecast travel demand, crash history, and input from the County and ODOT staff. The amount of funding available per year is expected to have the greatest impact on the timing of these projects.

Table 5-5 summarizes the anticipated time frame in which each project is classified.

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Table 5-5. Anticipated Gilliam County Unconstrained Project Timing

Project ID	Project Name	Project Description	Project Timing	
			Short	Medium/Long
S-1	I-84 Westbound On-Ramp in Arlington	Replace existing sign with larger sign and add pavement markings to indicate correct direction for drivers	X	
S-2	Railroad crossing of OR 19/Locust Street	Minimize times that the crossing is blocked by trains by working with WM to ensure additional power to move trains up hill and prevent trains from getting stuck.	X	
S-3	Railroad crossing of I-84 Ramps/Beech Street	Minimize times that the crossing is blocked by trains by working with WM to ensure additional power to move trains up hill and prevent trains from getting stuck.	X	
S-4, A	Main Street/Walnut Street Intersection Reconfiguration, Option A	Reconfigure intersection to two-way stop-controlled intersection		X
S-4, B	Main Street/Walnut Street Intersection Reconfiguration, Option B	Reconfigure intersection to all-way stop-controlled intersection with flashing warning signs on all approaches	X	
S-5	E Bayard Street/Main Street Intersection Reconfiguration	Reconfigure intersection to two-way stop-controlled intersection		X
S-6	Lonerock Road at OR 206	Reconfigure intersection to perpendicular with the curve	X	
S-7	I-84 throughout County	Evaluate effectiveness and feasibility of ITS treatments to provide warnings to drivers when roadway conditions are icy.		X
S-8	Systemic Safety Improvements	Install shoulder rumble strips on State and County roads when possible to help reduce single-vehicle, run-off the road crashes.	X	
A-1	Cottonwood Street Sidewalks	Install sidewalks from Shane Drive to OR 19		X
A-2	Shane Drive Sidewalks	Install sidewalks from Main Street to Cottonwood Street		X
A-3	Ivy Street Sidewalks - Arlington	Install sidewalks from 3rd Street to Main Street in Arlington, connecting to the Columbia Hills Manor Independent Living Center	X	

Project ID	Project Name	Project Description	Project Timing	
			Short	Medium/Long
A-4	Sidewalks on East Side of Main Street - Condon	Replace sidewalks on the east side of Main Street from 3rd Street to OR 206/Walnut Street	X	
A-5	Sidewalks on E Spring Street	Install sidewalks from S East Street to S Jefferson Street	X	
A-6	Inner Pedestrian Recreational Route West of Condon	Create recreational dirt walking path east of Condon for residents from W Bayard Street/Potter Street to OR 206		X
A-7	Outer Pedestrian Recreational Route West of Condon	Create recreational dirt walking path east of Condon for residents from W Bayard Street to Cottonwood Street/Main Street		X
A-8	W 1st Street	Install sidewalks from Cedar Street to Ivy Street		X
A-9	OR 206 Cyclist Rest Areas	Evaluate feasibility and cost of providing bicyclist rest areas with water stations and bike tools at strategic locations along OR 206 in the County	X	
A-10	Bicycle Parking	Add bicycle parking in downtown areas of Condon and Arlington	X	
B-1	Cayuse Canyon Road Bridge	Replace bridge at MP 4 (Rock Creek)		X
B-2	I-84 EB Bridge	Update bridge at MP 148.6 (Willow Creek)	X	
B-3, A	Lonerock Road Bridge Replacement - Option A	Option A: Replace Lonerock Road bridge		X
B-3, B	Lonerock Road Bridge Repair - Option B	Option B: Repair Lonerock Road bridge		X
M-1	Airport Road	Reconstruct roadway from Rhea Road to the end of the road with rock base and minimum of 4' shoulders to accommodate industrial traffic associated with the industrial park	X	
M-2	Rhea Lane	Upgrade roadway to include 4' shoulders on both sides from OR 19 to Airport Road to serve industrial traffic associated with the Arlington Mesa Industrial Park.	X	
M-3	Ridge Road	Upgrade roadway to Major Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Baseline/Ion Road to Flett Road.	X	
M-4	Fourmile Canyon Road	Upgrade roadway to Major Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Fairview Lane to the eastern County Limits.	X	

Project ID	Project Name	Project Description	Project Timing	
			Short	Medium/Long
M-5	Quinton Canyon Road	Upgrade roadway to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Blalock Canyon Road to I-84 interchange.		X
M-6	Heritage Lane	Upgrade roadway to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Blalock Canyon Road to I-84 interchange.		X
M-7	Rattlesnake Road	Reclassify roadway to Minor Collector. Road has already been upgraded to Minor Collector cross-section.		X
M-8	Eightmile Canyon Road	Upgrade roadway from 18' wide road to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Old Tree Lane to Fourmile Canyon Road		X
M-9	OR 19	Reconstruct roadway from MP 16 to 19 to straighten curves to allow long trucks carrying agriculture equipment or wind turbines access without using both lanes.		X
M-10	Devils Butte Rd	Upgrade roadway from approximately 20' wide dirt road to a Minor Collector to serve State Park traffic from Hay Canyon Road to OR 206.		X
M-11	Mikkalo Ln	Upgrade roadway from approximately 20' wide dirt road to a Minor Collector to serve State Park traffic from Hay Canyon Road to OR 19.		X
M-12	Hay Canyon Rd	Upgrade roadway from approximately 15' wide dirt road to a Minor Collector to serve State Park traffic from Devils Butte Road to the Cottonwood Canyon State Park.		X
M-13	Lonerock Road	Upgrade from Minor Collector to Major Collector from OR 206 to City of Lonerock		X
M-14	Buttermilk Canyon Road	Downgrade from Minor Collector to Local Road from City of Lonerock to East County Limit	X	
M-15	Cemetery Road	Upgrade Road to Minor Collector	X	
M-16	Trail Fork Road	Downgrade from Minor Collector to Local Road	X	
M-17	Upper Rock Creek Road	Downgrade from Major Collector to Minor Collector from Wolf Hollow Road to OR 19	X	
M-18	Wolf Hollow Road	Downgrade from Major Collector to Minor Collector from OR 19 to Ridge Road	X	

Project ID	Project Name	Project Description	Project Timing	
			Short	Medium/Long
M-19	Parking Management Plans	Update permitting procedures to require parking management plans for special events to minimize parking overflow onto local and downtown streets during special events.	X	
M-20	Arlington Airport Runway	Pave the Arlington Airport runway, which is currently dirt.		X
M-21	Shutler Station	Add rail crossovers	X	
M-22	On-Street Parking Spaces on Main Street	Upgrade parking spaces on Main Street in Condon to provide ADA spaces at key destinations.	X	
M-23	Transit Improvements	Obtain additional funding for additional drivers, training, vehicle maintenance, and carpools for the County's dial-a-ride system.	X	

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## CONCLUSION

This memorandum summarizes future transportation projects proposed for Gilliam County. The projects were developed and evaluated to address current and future transportation needs based on the current and 20-year project forecasts. The projects do not take into consideration available or potential future revenue sources to implement the projects.

The Project Advisory Committee will review these projects and the project prioritization. The next step will be to develop a financially-constrained list of projects based on future potential revenue sources for the projects.

## APPENDICES

Appendix A Project Prospectus Sheets


Appendix B Cost Estimate Calculations


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Appendix A Project Prospectus Sheets

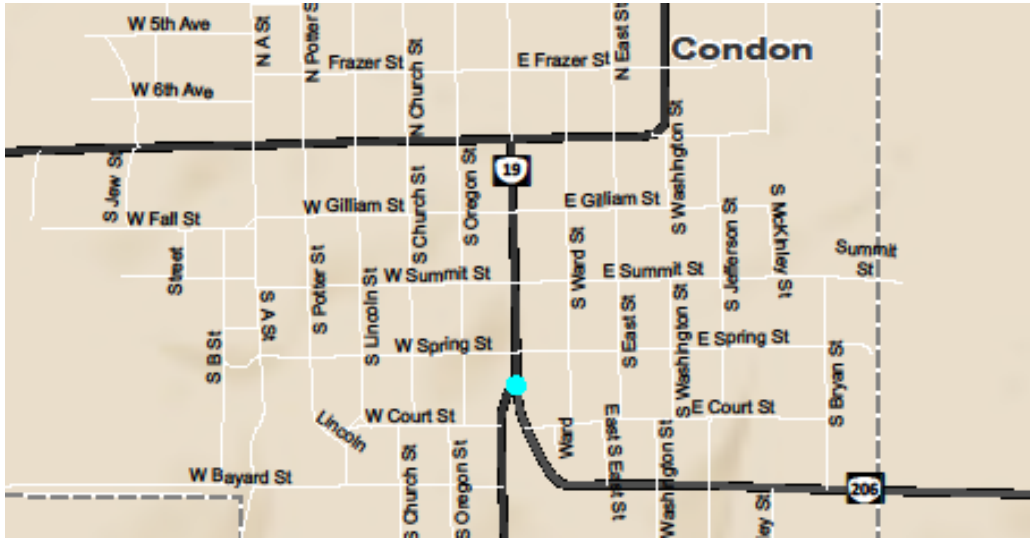

<b>Project #:</b> S-1	<b>I-84 Westbound On-Ramp in Arlington</b>				
<b>Description:</b> Replace existing sign with larger sign and add pavement markings to indicate correct direction for drivers					
<b>Category:</b> Safety	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> ODOT		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$3,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					



<b>Project #:</b> S-2		<b>Railroad crossing of OR 19/Locust Street</b>			
<b>Description:</b> Minimize times that the crossing is blocked by trains by working with WM to ensure additional power to move trains up hill and prevent trains from getting stuck.					
<b>Category:</b> Safety		<b>Priority:</b> High		<b>Potential Funding Source:</b> Private	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>	Unknown				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> S-3		<b>Railroad crossing of I-84 Ramps/Beech Street</b>			
<b>Description:</b> Minimize times that the crossing is blocked by trains by working with WM to ensure additional power to move trains up hill and prevent trains from getting stuck.					
<b>Category:</b> Safety		<b>Priority:</b> High		<b>Potential Funding Source:</b> Private	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>		Unknown			
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					







<b>Project #:</b> S-5	<b>E Bayard Street/Main Street Intersection Reconfiguration</b>				
<b>Description:</b> Reconfigure intersection to two-way stop-controlled intersection					
<b>Category:</b> Safety	<b>Priority:</b> Low	<b>Potential Funding Source:</b> ODOT, City		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$106,000				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					


<b>Project #:</b> S-6	<b>Lonerock Road at OR 206</b>				
<b>Description:</b> Reconfigure intersection to perpendicular with the curve					
<b>Category:</b> Safety	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> ODOT, County		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$104,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					
					




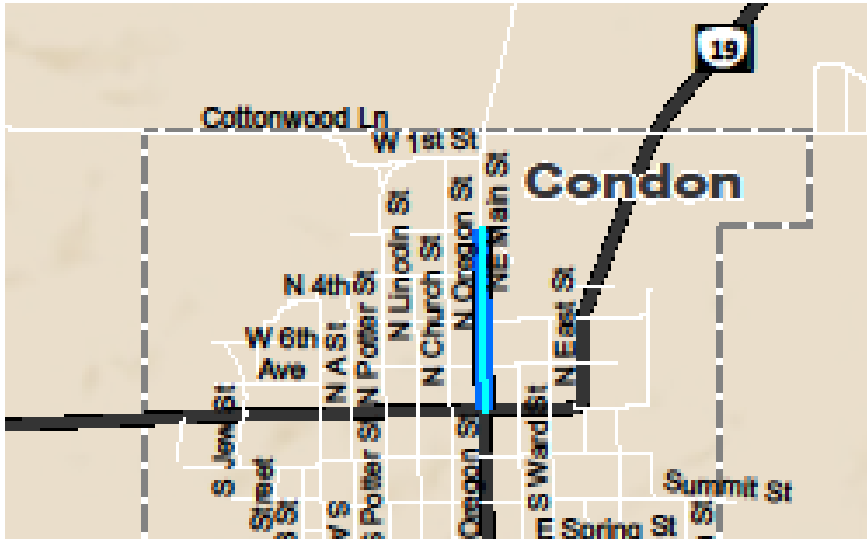
<b>Project #:</b> S-7	<b>I-84 throughout County</b>				
<b>Description:</b> Evaluate effectiveness and feasibility of ITS treatments to provide warnings to drivers when roadway conditions are icy.					
<b>Category:</b> Safety	<b>Priority:</b> Low	<b>Potential Funding Source:</b> ODOT		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	N/A				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> S-8		<b>Systemic Safety Improvements</b>			
<b>Description:</b> Install shoulder rumble strips on State and County roads when possible to help reduce single-vehicle, run-off the road crashes.					
<b>Category:</b> Safety		<b>Priority:</b> High		<b>Potential Funding Source:</b> ODOT, County	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>	Included in Upgrades				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> A-1	<b>Cottonwood Street Sidewalks</b>				
<b>Description:</b> Install sidewalks from Shane Drive to OR 19					
<b>Category:</b> Active Transportation	<b>Priority:</b> Low	<b>Potential Funding Source:</b> City		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$508,000				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> A-2	<b>Shane Drive Sidewalks</b>				
<b>Description:</b> Install sidewalks from Main Street to Cottonwood Street					
<b>Category:</b> Active Transportation	<b>Priority:</b> Low	<b>Potential Funding Source:</b> City		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$414,000				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> A-3	<b>Ivy Street Sidewalks - Arlington</b>				
<b>Description:</b> Install sidewalks from 3rd Street to Main Street in Arlington, connecting to the Columbia Hills Manor Independent Living Center					
<b>Category:</b> Active Transportation	<b>Priority:</b> High	<b>Potential Funding Source:</b> City		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$147,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

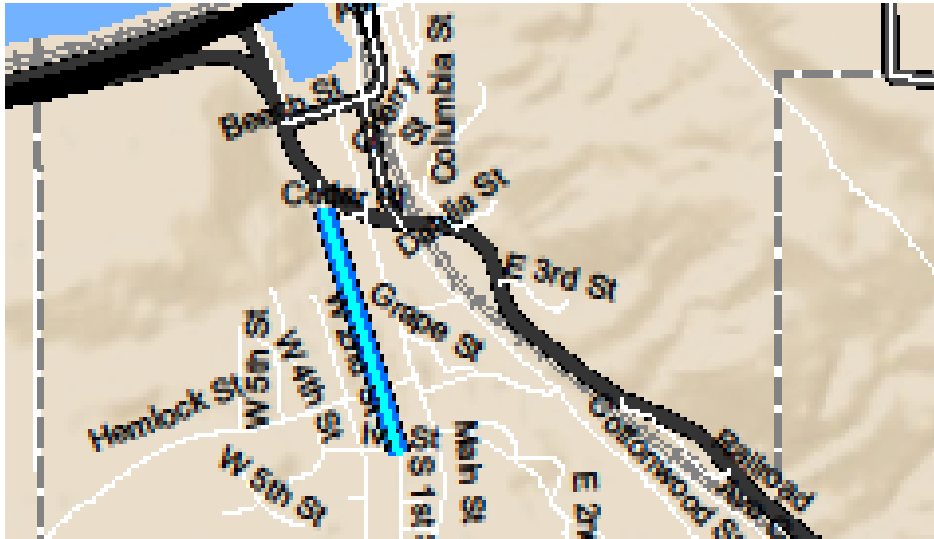
<b>Project #:</b> A-4	<b>Sidewalks on East Side of Main Street - Condon</b>				
<b>Description:</b> Replace sidewalks on the east side of Main Street from 3rd Street to OR 206/Walnut Street					
<b>Category:</b> Active Transportation	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> City		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$83,000				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					

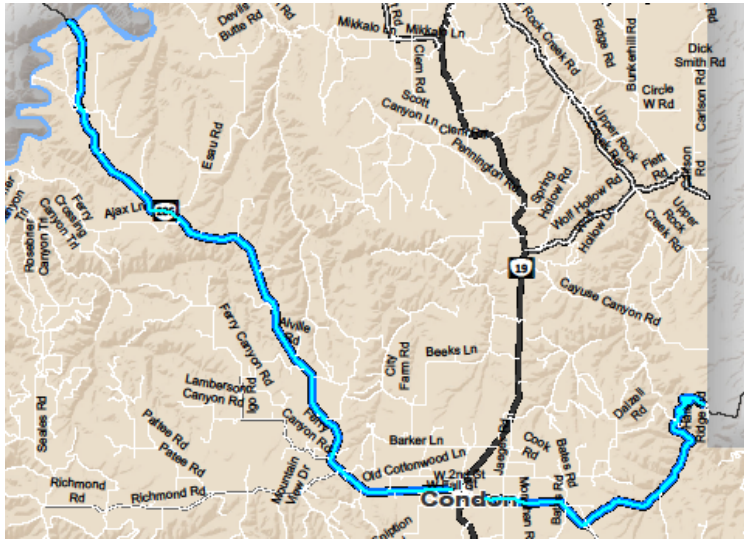
<b>Project #:</b> A-5		<b>Sidewalks on E Spring Street</b>			
<b>Description:</b> Install sidewalks from S East Street to S Jefferson Street					
<b>Category:</b> Active Transportation		<b>Priority:</b> Medium		<b>Potential Funding Source:</b> City	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>	\$25,000				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					






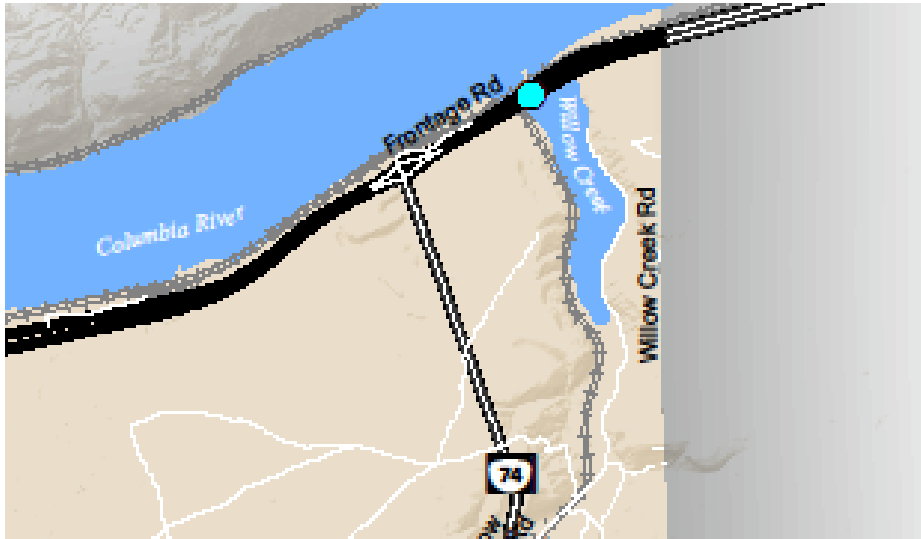
<b>Project #:</b> A-7	<b>Outer Pedestrian Recreational Route West of Condon</b>				
<b>Description:</b> Create recreational dirt walking path east of Condon for residents from W Bayard Street to Cottonwood Street/Main Street					
<b>Category:</b> Active Transportation	<b>Priority:</b> Low	<b>Potential Funding Source:</b> County, City		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$109,200				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					


<b>Project #:</b> A-8	<b>W 1st Street</b>				
<b>Description:</b> Install sidewalks from Cedar Street to Ivy Street					
<b>Category:</b> Active Transportation	<b>Priority:</b> Low	<b>Potential Funding Source:</b> City		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$277,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>	 <p>The map displays a street grid in a town. A blue line highlights the project location on W 1st Street, extending from Cedar Street to Ivy Street. Other visible streets include Bend St, Columbia St, E 3rd St, Grape St, Main St, E 2nd St, Hamlock St, W 5th St, W 4th St, W 3rd St, W 2nd St, and E 1st St.</p>				
<b>Illustrative Section or Concept Sketch</b>					


<b>Project #:</b> A-9		<b>OR 206 Cyclist Rest Areas</b>			
<b>Description:</b> Evaluate feasibility and cost of providing bicyclist rest areas with water stations and bike tools at strategic locations along OR 206 in the County					
<b>Category:</b> Active Transportation		<b>Priority:</b> Medium	<b>Potential Funding Source:</b> ODOT, County		<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>	N/A				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> A-10		<b>Bicycle Parking</b>			
<b>Description:</b> Add bicycle parking in downtown areas of Condon and Arlington					
<b>Category:</b> Active Transportation		<b>Priority:</b> High		<b>Potential Funding Source:</b> City	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>	N/A				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

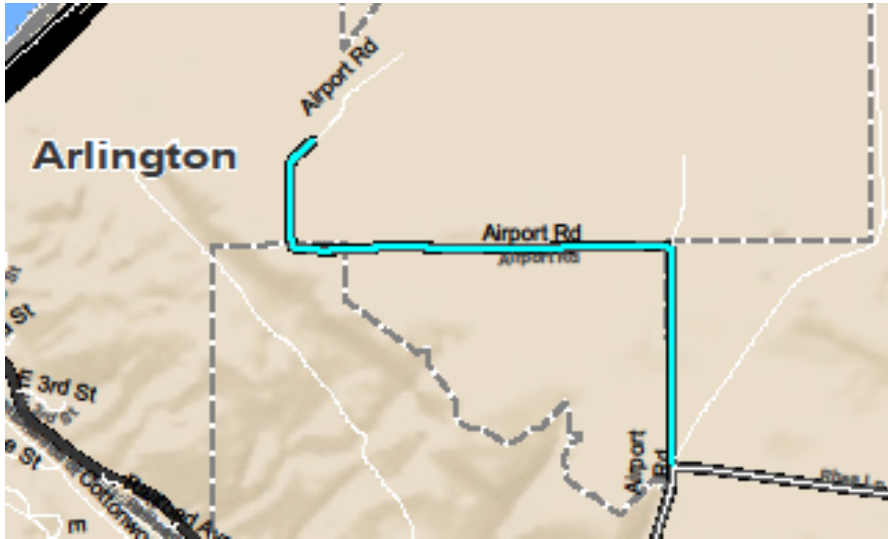
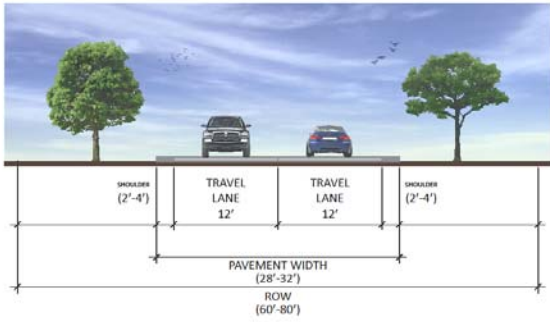
<b>Project #:</b> B-1		<b>Cayuse Canyon Road Bridge</b>			
<b>Description:</b> Replace bridge at MP 4 (Rock Creek)					
<b>Category:</b> Bridge		<b>Priority:</b> Low		<b>Potential Funding Source:</b> City	<b>Time Frame:</b> Medium/Long-Term
<b>Project Costs:</b>	\$2,000,000				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					


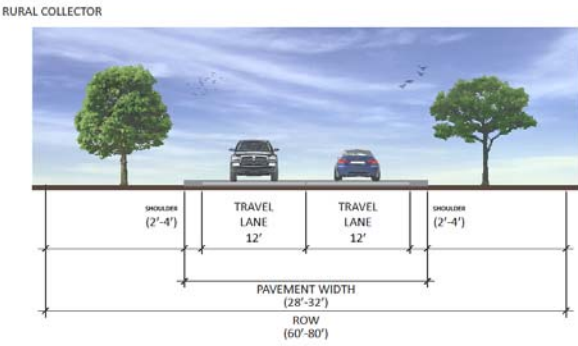
<b>Project #:</b> B-2	<b>I-84 EB Bridge</b>				
<b>Description:</b> Update bridge at MP 148.6 (Willow Creek)					
<b>Category:</b> Bridge	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> ODOT		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$160,000				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> B-3,	<b>Lonerock Road Bridge Replacement - Option A</b>				
<b>Description:</b> Option A: Replace Lonerock Road bridge					
<b>Category:</b> Bridge	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$2,000,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					


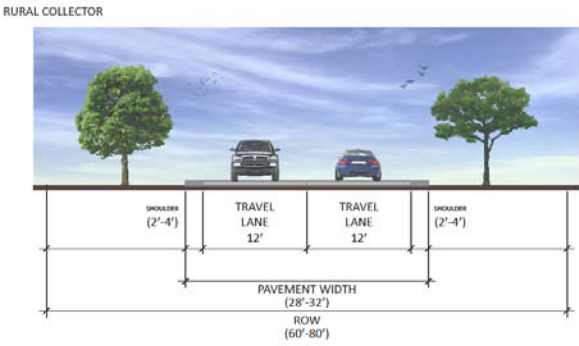
<b>Project #:</b> B-3,	<b>Lonerock Road Bridge Repair - Option B</b>				
<b>Description:</b> Option B: Repair Lonerock Road bridge					
<b>Category:</b> Bridge	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	N/A				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
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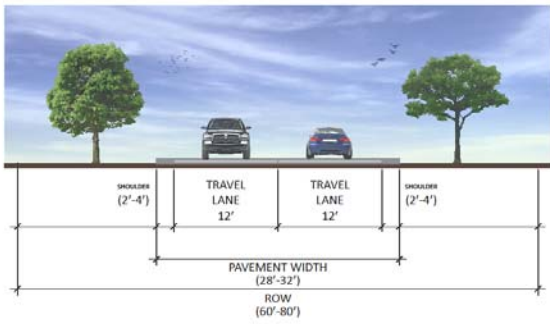
<b>Project #:</b> M-1		<b>Airport Road</b>			
<b>Description:</b> Reconstruct roadway from Rhea Road to the end of the road with rock base and minimum of 4' shoulders to accommodate industrial traffic associated with the industrial park					
<b>Category:</b> Modernization		<b>Priority:</b> High		<b>Potential Funding Source:</b> ODOT, County, City, Private	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>	\$109,200				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					
<p>RURAL COLLECTOR</p>  <p>SHOULDER (2'-4')</p> <p>TRAVEL LANE 12'</p> <p>TRAVEL LANE 12'</p> <p>SHOULDER (2'-4')</p> <p>PAVEMENT WIDTH (28'-32')</p> <p>ROW (60'-80')</p>					


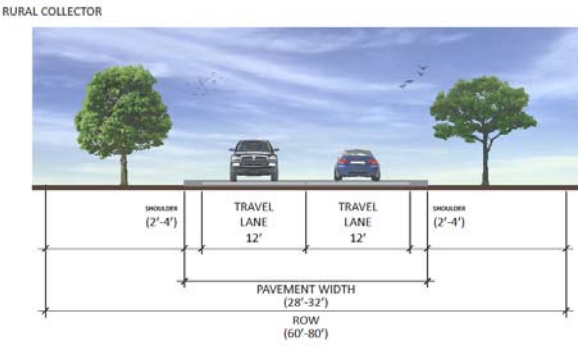
<b>Project #:</b> M-2	<b>Rhea Lane</b>				
<b>Description:</b> Upgrade roadway to include 4' shoulders on both sides from OR 19 to Airport Road to serve industrial traffic associated with the Arlington Mesa Industrial Park.					
<b>Category:</b> Modernization	<b>Priority:</b> High	<b>Potential Funding Source:</b> ODOT, County, City, Private		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$837,330				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					

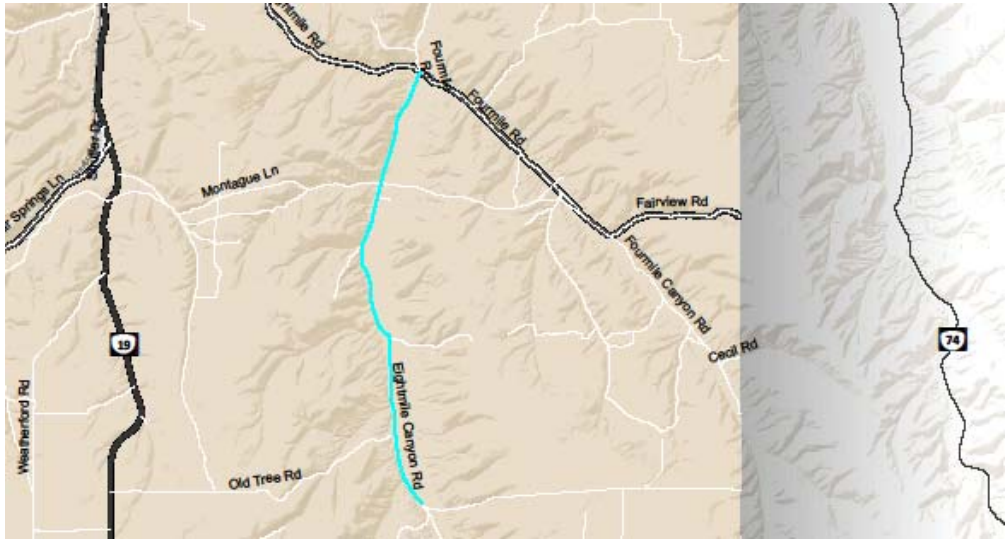
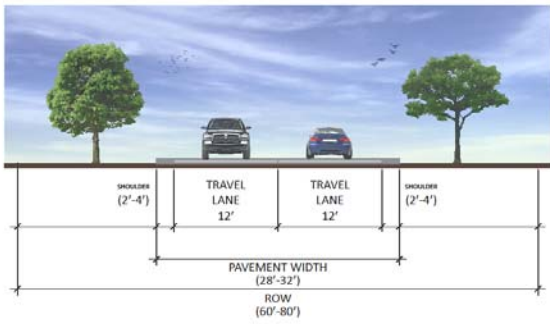
<b>Project #:</b> M-3		<b>Ridge Road</b>			
<b>Description:</b> Upgrade roadway to Major Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Baseline/Ion Road to Flett Road.					
<b>Category:</b> Modernization		<b>Priority:</b> High		<b>Potential Funding Source:</b> County	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>	\$1,177,735				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					
<p>RURAL COLLECTOR</p> <p>SHOULDER (2'-4')</p> <p>TRAVEL LANE 12'</p> <p>TRAVEL LANE 12'</p> <p>SHOULDER (2'-4')</p> <p>PAVEMENT WIDTH (28'-3")</p> <p>ROW (60'-80')</p>					

<b>Project #:</b> M-4	<b>Fourmile Canyon Road</b>				
<b>Description:</b> Upgrade roadway to Major Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Fairview Lane to the eastern County Limits.					
<b>Category:</b> Modernization	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$1,015,820				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					


<b>Project #:</b> M-5		<b>Quinton Canyon Road</b>			
<b>Description:</b> Upgrade roadway to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Blalock Canyon Road to I-84 interchange.					
<b>Category:</b> Modernization		<b>Priority:</b> Low		<b>Potential Funding Source:</b> County	<b>Time Frame:</b> Medium/Long-Term
<b>Project Costs:</b>	\$95,550				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					


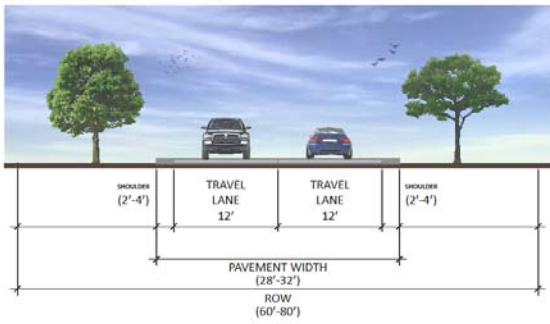
<b>Project #:</b> M-6	<b>Heritage Lane</b>				
<b>Description:</b> Upgrade roadway to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Blalock Canyon Road to I-84 interchange.					
<b>Category:</b> Modernization	<b>Priority:</b> Low	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$95,550				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					

<b>Project #:</b> M-7	<b>Rattlesnake Road</b>				
<b>Description:</b> Reclassify roadway to Minor Collector. Road has already been upgraded to Minor Collector cross-section.					
<b>Category:</b> Modernization	<b>Priority:</b> High	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	None				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					
					


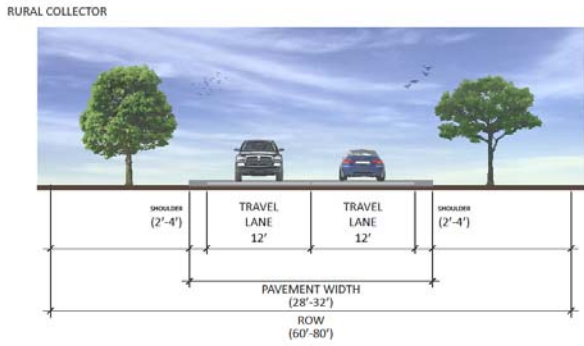
<b>Project #:</b> M-8	<b>Eightmile Canyon Road</b>				
<b>Description:</b> Upgrade roadway from 18' wide road to Minor Collector standards (two 12' travel lanes and 2' shoulders on both sides) from Old Tree Lane to Fourmile Canyon Road					
<b>Category:</b> Modernization	<b>Priority:</b> Low	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$1,015,846				
<b>Project Goals Met:</b>					
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<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					
<p>RURAL COLLECTOR</p> 					




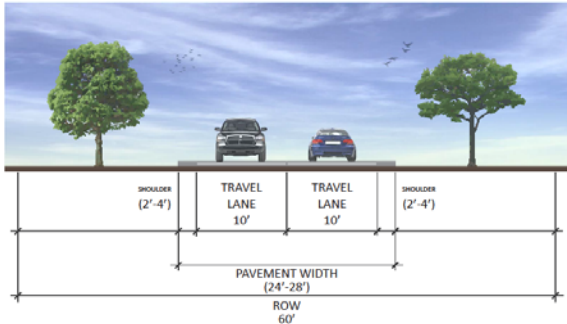
<b>Project #:</b> M-9	<b>OR 19</b>				
<b>Description:</b> Reconstruct roadway from MP 16 to 19 to straighten curves to allow long trucks carrying agriculture equipment or wind turbines access without using both lanes.					
<b>Category:</b> Modernization	<b>Priority:</b> Low	<b>Potential Funding Source:</b> ODOT		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	N/A				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					


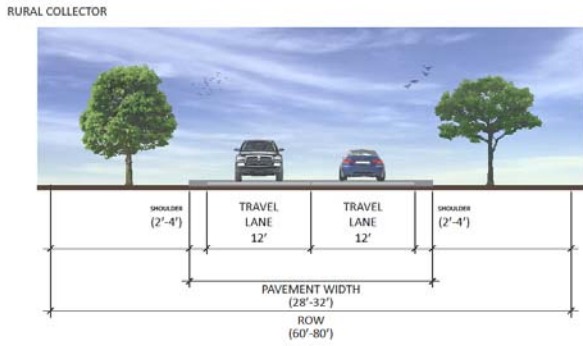
<b>Project #:</b> M-10		<b>Devils Butte Rd</b>			
<b>Description:</b> Upgrade roadway from approximately 20' wide dirt road to a Minor Collector to serve State Park traffic from Hay Canyon Road to OR 206.					
<b>Category:</b> Modernization		<b>Priority:</b> Low		<b>Potential Funding Source:</b> ODOT, County, Private	<b>Time Frame:</b> Medium/Long-Term
<b>Project Costs:</b>	\$156,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					
<p>RURAL COLLECTOR</p> 					

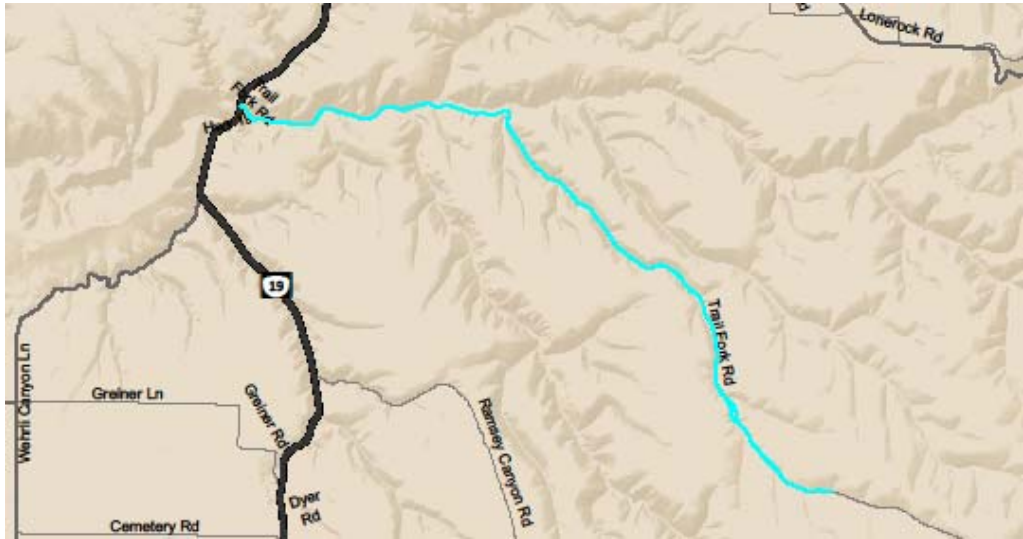
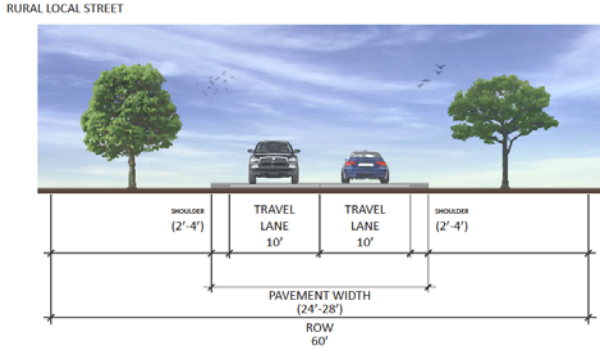


<b>Project #:</b> M-12	<b>Hay Canyon Rd</b>				
<b>Description:</b> Upgrade roadway from approximately 15' wide dirt road to a Minor Collector to serve State Park traffic from Devils Butte Road to the Cottonwood Canyon State Park.					
<b>Category:</b> Modernization	<b>Priority:</b> Low	<b>Potential Funding Source:</b> ODOT, County		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	\$2,752,422				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					

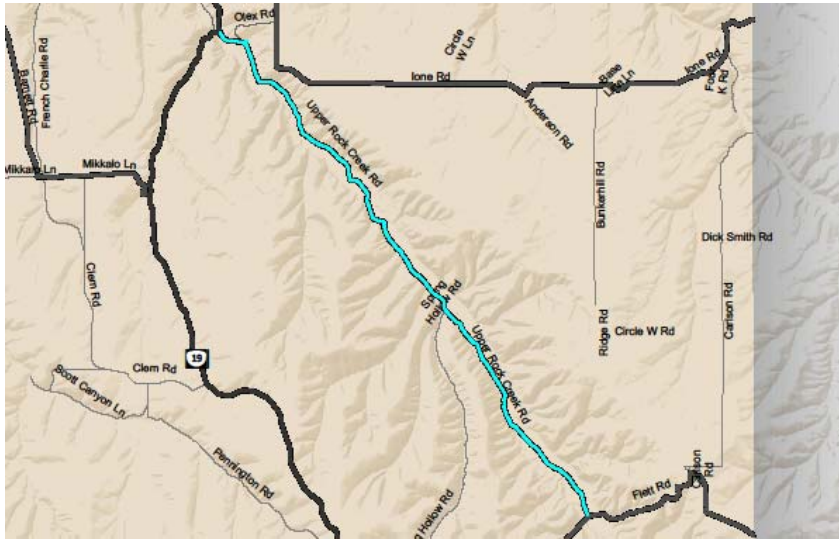
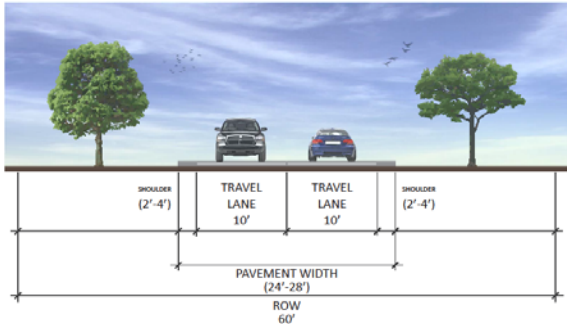


<b>Project #:</b> M-14		<b>Buttermilk Canyon Road</b>			
<b>Description:</b> Downgrade from Minor Collector to Local Road from City of Lonerock to East County Limit					
<b>Category:</b> Modernization		<b>Priority:</b> High		<b>Potential Funding Source:</b> County	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>		None			
<b>Project Goals Met:</b>					
Mobility & Connectivity <input type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					

<b>Project #:</b> M-15	<b>Cemetery Road</b>				
<b>Description:</b> Upgrade Road to Minor Collector					
<b>Category:</b> Modernization	<b>Priority:</b> Low	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$100,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					


<b>Project #:</b> M-16	<b>Trail Fork Road</b>				
<b>Description:</b> Downgrade from Minor Collector to Local Road					
<b>Category:</b> Modernization	<b>Priority:</b> High	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	None				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
					




<b>Project #:</b> M-17	<b>Upper Rock Creek Road</b>				
<b>Description:</b> Downgrade from Major Collector to Minor Collector from Wolf Hollow Road to OR 19					
<b>Category:</b> Modernization	<b>Priority:</b> High	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	None				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
					
<b>Illustrative Section or Concept Sketch</b>					
<p>RURAL LOCAL STREET</p> 					

<b>Project #:</b> M-18	<b>Wolf Hollow Road</b>				
<b>Description:</b> Downgrade from Major Collector to Minor Collector from OR 19 to Ridge Road					
<b>Category:</b> Modernization	<b>Priority:</b> High	<b>Potential Funding Source:</b> County		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	None				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					
<p>RURAL LOCAL STREET</p> <p>SHOULDER (2'-4')</p> <p>TRAVEL LANE 10'</p> <p>TRAVEL LANE 10'</p> <p>SHOULDER (2'-4')</p> <p>PAVEMENT WIDTH (24'-28')</p> <p>ROW 60'</p>					

<b>Project #:</b> M-19		<b>Parking Management Plans</b>			
<b>Description:</b> Update permitting procedures to require parking management plans for special events to minimize parking overflow onto local and downtown streets during special events.					
<b>Category:</b> Program		<b>Priority:</b> Low		<b>Potential Funding Source:</b> County, City	<b>Time Frame:</b> Short-Term
<b>Project Costs:</b>		N/A			
<b>Project Goals Met:</b>					
Mobility & Connectivity <input type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Multimodal Users <input type="checkbox"/>	Environment <input type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> M-20	<b>Arlington Airport Runway</b>				
<b>Description:</b> Pave the Arlington Airport runway, which is currently dirt.					
<b>Category:</b> Modernization	<b>Priority:</b> Low	<b>Potential Funding Source:</b> ODOT		<b>Time Frame:</b> Medium/Long-Term	
<b>Project Costs:</b>	N/A				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

<b>Project #:</b> M-21	<b>Shutler Station</b>				
<b>Description:</b> Add rail crossovers					
<b>Category:</b> Modernization	<b>Priority:</b> Medium	<b>Potential Funding Source:</b> ODOT, Private		<b>Time Frame:</b> Short-Term	
<b>Project Costs:</b>	\$300,000				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input checked="" type="checkbox"/>	Safety <input type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					



<b>Project #:</b> M-23		<b>Transit Improvements</b>			
<b>Description:</b> Obtain additional funding for additional drivers, training, vehicle maintenance, and carpools for the County's dial-a-ride system.					
<b>Category:</b> Program		<b>Priority:</b> Medium		<b>Potential Funding Source:</b> ODOT, County	<b>Time Frame:</b> Medium/Long-Term
<b>Project Costs:</b>	N/A				
<b>Project Goals Met:</b>					
Mobility & Connectivity <input checked="" type="checkbox"/>	Economic Development <input type="checkbox"/>	Safety <input type="checkbox"/>	Multimodal Users <input checked="" type="checkbox"/>	Environment <input checked="" type="checkbox"/>	Planning and Funding <input checked="" type="checkbox"/>
<b>Project Location:</b>					
<b>Illustrative Section or Concept Sketch</b>					

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Appendix B Cost Estimate Calculations



# Gilliam County Transportation System T.E.C. Engineers Estimate

Project A-1: Cottonwood St. Sidewalks				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 30,000.00	\$ 30,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 10,000.00	\$ 10,000.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 2,000.00	\$ 2,000.00
4	PROVIDE CLEARING & SUBGRADE PREPERATION	LS 1	\$ 11,200.00	\$ 11,200.00
5	F&P CONCRETE CURBS	LF 7,424	\$ 16.00	\$ 118,784.00
6	F&P CONCRETE WALK	SQ FT 37,120	\$ 5.00	\$ 185,600.00
			<b>CONSTRUCTION QUOTE =</b>	<b>\$ 357,584.00</b>
7	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 78,668.48
8	CONTINGENCY	LS 1	20%	\$ 71,516.80
			<b>TOTAL QUOTE =</b>	<b>\$ 507,769.28</b>
<b>Project A-1: Cottonwood St. Sidewalks</b>				

# Gilliam County Transportation System T.E.C. Engineers Estimate

Project A-2: Shane Dr. Sidewalks				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 25,000.00	\$ 25,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 7,500.00	\$ 7,500.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 2,000.00	\$ 2,000.00
4	PROVIDE CLEARING & SUBGRADE PREPERATION	LS 1	\$ 9,600.00	\$ 9,600.00
5	F&P CONCRETE CURBS	LF 5,752	\$ 18.00	\$ 103,536.00
6	F&P CONCRETE WALK	SQ FT 28,760	\$ 5.00	\$ 143,800.00
<b>CONSTRUCTION QUOTE=</b>				<b>\$ 291,436.00</b>
7	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 64,115.92
8	CONTINGENCY	LS 1	20%	\$ 58,287.20
<b>TOTAL QUOTE=</b>				<b>\$ 413,839.12</b>
<b>Project A-2: Shane Dr. Sidewalks</b>				

# Gilliam County Transportation System T.E.C. Engineers Estimate

Project A-3: Ivy St. Sidewalks				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 9,000.00	\$ 9,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 5,000.00	\$ 5,000.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 1,000.00	\$ 1,000.00
4	PROVIDE CLEARING & SUBGRADE PREPERATION	LS 1	\$ 2,800.00	\$ 2,800.00
5	F&P CONCRETE CURBS	LF 1,614	\$ 23.00	\$ 37,122.00
6	F&P CONCRETE WALK	SQ FT 8,070	\$ 6.00	\$ 48,420.00
<b>CONSTRUCTION QUOTE=</b>				<b>\$ 103,342.00</b>
7	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 22,735.24
8	CONTINGENCY	LS 1	20%	\$ 20,668.40
<b>TOTAL QUOTE=</b>				<b>\$ 146,745.64</b>
<b>Project A-3: Ivy St. Sidewalks</b>				

# Gilliam County Transportation System T.E.C. Engineers Estimate

Project A-4: Main St. Sidewalk				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 4,000.00	\$ 4,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 2,500.00	\$ 2,500.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 1,000.00	\$ 1,000.00
4	PROVIDE CLEARING & SUBGRADE PREPERATION	LS 1	\$ 4,000.00	\$ 4,000.00
5	PROVIDE DEMOLITION & PAVEMENT REMOVAL	SQ FT 6,415	\$ 1.50	\$ 9,622.50
5	F&P CONCRETE WALK	SQ FT 5,300	\$ 7.00	\$ 37,100.00
<b>CONSTRUCTION QUOTE=</b>			<b>\$</b>	<b>58,222.50</b>
6	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 12,808.95
7	CONTINGENCY	LS 1	20%	\$ 11,644.50
<b>TOTAL QUOTE=</b>			<b>\$</b>	<b>82,675.95</b>
<b>Project A-4: Main St. Sidewalk</b>				

## Gilliam County Transportation System T.E.C. Engineers Estimate

Project A-5: Spring St. Sidewalks				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 4,000.00	\$ 4,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 1,500.00	\$ 1,500.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 1,000.00	\$ 1,000.00
4	PROVIDE CLEARING & SUBGRADE PREPERATION	LS 1	\$ 1,600.00	\$ 1,600.00
5	F&P CONCRETE WALK	SQ FT 1,042	\$ 9.00	\$ 9,378.00
<b>CONSTRUCTION QUOTE=</b>				<b>\$ 17,478.00</b>
6	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 3,845.16
7	CONTINGENCY	LS 1	20%	\$ 3,495.60
<b>TOTAL QUOTE=</b>				<b>\$ 24,818.76</b>
<b>Project A-5: Spring St. Sidewalks</b>				

## Gilliam County Transportation System T.E.C. Engineers Estimate

Project A-8: W 1st Street Sidewalks				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 9,000.00	\$ 9,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 5,000.00	\$ 5,000.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 1,000.00	\$ 1,000.00
4	PROVIDE CLEARING & SUBGRADE PREPERATION	LS 1	\$ 2,800.00	\$ 2,800.00
5	F&P CONCRETE CURBS	LF 3,000	\$ 23.00	\$ 69,000.00
6	F&P CONCRETE WALK	SQ FT 18,000	\$ 6.00	\$ 108,000.00
<b>CONSTRUCTION QUOTE=</b>				<b>\$ 194,800.00</b>
7	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 42,856.00
8	CONTINGENCY	LS 1	20%	\$ 38,960.00
<b>TOTAL QUOTE=</b>				<b>\$ 276,616.00</b>
<b>Project A-8: W 1st Street Sidewalks</b>				

## Gilliam County Transportation System T.E.C. Engineers Estimate

<b>Project S-4, Option A: Walnut St. and Main St. Intersection All-Way Stop</b>				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 500.00	\$ 500.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 1,000.00	\$ 1,000.00
3	F&P PAINT STRIPING	LS 1	\$ 1,000.00	\$ 1,000.00
4	F&P ALL NECESSARY SIGNAGE	LS 1	\$ 1,000.00	\$ 1,000.00
<b>CONSTRUCTION QUOTE =</b>			<b>\$</b>	<b>3,500.00</b>
1	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 770.00
2	CONTINGENCY	LS 1	20%	\$ 700.00
<b>TOTAL QUOTE =</b>			<b>\$</b>	<b>4,970.00</b>
<b>Project S-4, Option A: Walnut St. and Main St. Intersection All-Way Stop</b>				

*Plus \$5,000 per sign for flashing stop sign*

# Gilliam County Transportation System T.E.C. Engineers Estimate

## Project S-4, Option B: Walnut St. and Main St. Intersection Modification

ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 3,000.00	\$ 3,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 2,500.00	\$ 2,500.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 500.00	\$ 500.00
4	PROVIDE DEMOLITION & PAVEMENT REMOVAL	SQ FT 2,000	\$ 2.00	\$ 4,000.00
5	PROVIDE SUBGRADE PREPARATION	LS 1	\$ 2,000.00	\$ 2,000.00
6	F&P 1-1/2" MINUS AGGREGATE BASE	TON 42	\$ 35.00	\$ 1,470.00
7	F&P 3/4" MINUS AGGREGATE BASE	TON 12	\$ 45.00	\$ 540.00
8	F&P 1/2" DENSE ODOT LEVEL 2 MHMAC PAVING	TON 20	\$ 110.00	\$ 2,200.00
9	F&P CONCRETE CURBS	LF 150	\$ 25.00	\$ 3,750.00
10	F&P CONCRETE WALK	SF 1,400	\$ 8.00	\$ 11,200.00
11	F&P PAINT STRIPING	LS 1	\$ 1,000.00	\$ 1,000.00
12	F&P ALL NECESSARY SIGNAGE	LS 1	\$ 500.00	\$ 500.00

**CONSTRUCTION QUOTE = \$ 32,660.00**

1	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 7,185.20
2	CONTINGENCY	LS 1	20%	\$ 6,532.00

**TOTAL QUOTE = \$ 46,377.20**

## Project S-4, Option B: Walnut St. and Main St. Intersection Modification



# Gilliam County Transportation System T.E.C. Engineers Estimate

<b>Project S-5: E. Bayard St. and Main St. Intersection Realignment</b>				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 6,700.00	\$ 6,700.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 10,000.00	\$ 10,000.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 2,000.00	\$ 2,000.00
4	PROVIDE DEMOLITION & PAVEMENT REMOVAL	SQ FT 3,400	\$ 2.00	\$ 6,800.00
5	F&P STORM CATCH BASIN	EA 2	\$ 1,500.00	\$ 3,000.00
6	F&P STORM SEWER	LF 200	\$ 40.00	\$ 8,000.00
7	PROVIDE SUBGRADE PREPARATION	LS 1	\$ 2,000.00	\$ 2,000.00
8	F&P 1-1/2" MINUS AGGREGATE BASE	TON 63	\$ 35.00	\$ 2,205.00
9	F&P 3/4" MINUS AGGREGATE BASE	TON 18	\$ 45.00	\$ 810.00
10	F&P 1/2" DENSE ODOT LEVEL 2 MHMAC PAVING	TON 15	\$ 110.00	\$ 1,650.00
11	F&P CONCRETE CURBS	LF 290	\$ 25.00	\$ 7,250.00
12	F&P CONCRETE WALK	SF 1,450	\$ 8.00	\$ 11,600.00
13	F&P PAINT STRIPING	LS 1	\$ 7,500.00	\$ 7,500.00
14	F&P ALL NECESSARY SIGNAGE	LS 1	\$ 5,000.00	\$ 5,000.00
			<b>CONSTRUCTION QUOTE = \$</b>	<b>74,515.00</b>
1	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 16,393.30
2	CONTINGENCY	LS 1	20%	\$ 14,903.00
			<b>TOTAL QUOTE = \$</b>	<b>105,811.30</b>
<b>Project S-5: E. Bayard St. and Main St. Intersection Realignment</b>				

# Gilliam County Transportation System T.E.C. Engineers Estimate

<b>Project S-6: OR 206 and Lonerock Road Intersection Reconstruction</b>				
ITEM #	DESCRIPTION	U/M QTY	UNIT COST	TOTAL
1	MOBILIZATION, PROJ MGT, TEMP. FACILITIES, ETC.	LS 1	\$ 8,000.00	\$ 8,000.00
2	PROVIDE TRAFFIC CONTROL	LS 1	\$ 7,500.00	\$ 7,500.00
3	F&P EROSION CONTROL MEASURES	LS 1	\$ 1,500.00	\$ 1,500.00
4	PROVIDE DEMOLITION & PAVEMENT REMOVAL	SQ FT 6,300	\$ 2.00	\$ 12,600.00
5	PROVIDE SUBGRADE PREPARATION	LS 1	\$ 5,000.00	\$ 5,000.00
6	F&P 1-1/2" MINUS AGGREGATE BASE	TON 290	\$ 35.00	\$ 10,150.00
7	F&P 3/4" MINUS AGGREGATE BASE	TON 85	\$ 45.00	\$ 3,825.00
8	F&P 1/2" DENSE ODOT LEVEL 2 MHMAC PAVING	TON 150	\$ 110.00	\$ 16,500.00
9	F&P PAINT STRIPING	LS 1	\$ 5,000.00	\$ 5,000.00
10	F&P ALL NECESSARY SIGNAGE	LS 1	\$ 3,000.00	\$ 3,000.00
<b>CONSTRUCTION QUOTE =</b>			<b>\$</b>	<b>73,075.00</b>
1	ENGINEERING, SURVEYING, MANAGEMENT	LS 1	22%	\$ 16,076.50
2	CONTINGENCY	LS 1	20%	\$ 14,615.00
<b>TOTAL QUOTE =</b>			<b>\$</b>	<b>103,766.50</b>
<b>Project S-6: OR 206 and Lonerock Road Intersection Reconstruction</b>				